



County of Yolo

PLANNING AND PUBLIC WORKS DEPARTMENT

John Bencomo
DIRECTOR

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PLANNING COMMISSION STAFF REPORT

JUNE 10, 2010

FILE #2010-023: Request for a Use Permit to operate a private helipad to be used for an aerial application business (Precision Helicopters, LLC). The helipad will be located immediately adjacent to an existing 4,600 square foot shop/hangar on a 1,500 square foot concrete pad (**Attachment A**). The helipad will be used only for flights relating to the aerial application business.

APPLICANT/OWNER: John & Linda Frazier (Precision Helicopters, LLC)
27038 County Road 92F
Winters, CA 95694

LOCATION: 27038 County Road 92F, approximately three miles east of the City of Winters (APN: 038-090-26) (**Attachment B**).

GENERAL PLAN: Agriculture (AG)

ZONING: Agricultural Preserve (A-P)

SUPERVISORIAL DISTRICT: 5
(Supervisor Chamberlain)

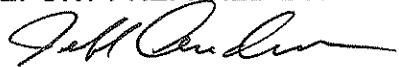
FLOOD ZONE: C (area outside the 100-year and 500-year flood plains)

SOILS: Brentwood silty clay loam, 0 to 2 percent slopes (Class I); Rincon silty clay loam (Class II)

FIRE SEVERITY ZONE: None

ENVIRONMENTAL DETERMINATION: Negative Declaration

REPORT PREPARED BY:


Jeff Anderson, Assistant Planner

REVIEWED BY:


David Morrison, Assistant Director

RECOMMENDED ACTIONS

That the Planning Commission:

1. **HOLD** a public hearing and receive comments;
2. **ADOPT** the Initial Study/Negative Declaration prepared for the project in accordance with the California Environmental Quality Act (CEQA) and Guidelines (**Attachment C**);
3. **ADOPT** the proposed Findings (**Attachment D**); and
4. **APPROVE** the Use Permit subject to the Conditions of Approval (**Attachment E**).

AGENDA ITEM 6.1

REASONS FOR RECOMMENDED ACTIONS

The proposed project will support the agricultural industry in Yolo County and the surrounding region by providing efficient and highly controlled application of chemicals to meet each grower's specific needs. The helipad is a less extensive use than an agricultural landing strip, as it does not require grading or removal of agricultural land. The proposed helipad location is not located near any sensitive land uses and is more than 950 feet away from the closest rural residence.

BACKGROUND

The applicant proposes to establish a helipad on their property to be used exclusively for an aerial application business. The proposed helipad will be located on the northwest corner of a 12-acre Agricultural Preserve (A-P) zoned parcel, located at 27038 County Road 92F, approximately three miles east of the City of Winters. The property includes a single family dwelling and a 4,600 square foot (SF) shop/hangar. The helipad will be located on an existing 1,750 SF concrete pad, immediately west of the shop/hangar. The area west of the concrete pad is undeveloped and will allow additional space to maneuver the helicopter if necessary. The helicopter will be stored in the shop/hangar when not in use and will be wheeled outside to the concrete pad for each flight. The helipad does not require any significant new construction or grading. However, the applicant will install a 6,000 gallon fuel storage tank to service the helicopter and other equipment.

The aerial application business will be owned and operated by the applicant. The business, Precision Helicopters, will specialize in orchard care, but is capable of providing spraying services to a variety of crops. The chemicals needed for the application will be delivered to Precision Helicopters the day before or the day of the scheduled application. All chemicals will be stored in a locked cage on the nurse truck and stored in the shop/hangar until they are delivered to the spray site.

The applicant will serve as the pilot and two additional employees will drive the nurse truck and assist with the operation at each spray site. If the business is successful, the applicant may employ one additional pilot and one or two workers as needed. The additional helicopter and equipment would be stored on site within the existing shop/hangar.

Agricultural land uses surround the site, with several home sites in the nearby vicinity. The project site is bordered by active orchards to the west, north, and east. The applicant owns the two parcels to the south (each 10 acres), which include one single family dwelling and several agricultural buildings. There are 13 homes within one-half (1/2) mile of the proposed helipad location, and six of those homes are located within one-quarter (1/4) mile of the proposed helipad location. The nearest home (not including the home on the project site) is approximately 950 feet south of the proposed helipad location on a parcel owned by the applicant.

STAFF ANALYSIS

Agricultural spraying operations provide a valuable service to farmers throughout the area. Aerial spraying is efficient for treating wet fields or when crop canopies (i.e., orchards) are too thick for ground rigs. Helicopters are able to fly very close to the tree tops and make sharp turns, providing efficient use of both the aircraft and chemical. The project, as designed and conditioned, will be beneficial to the agricultural community and is in compliance with county policies and regulations.

Land Use

Agricultural and rural land use activities, such as the proposed helipad, have the potential to pose conflicts when placed within urban environments and near large concentrations of people. Such land use activities typically require a greater land area and separation from surrounding uses. Though staff is unaware of any agricultural helipads within Yolo County, there are several privately owned landing strips scattered throughout the county. Although the subject property is enrolled in the Williamson Act, the helipad is considered accessory to the agricultural community and would not pose a conflict with the terms of the contract.

The proposed helipad is not located near any residential neighborhood or other sensitive receptors. As required in the Conditions of Approval (**Attachment E**), the centerline of the helipad landing area must be at least 50 feet from the northern property line and 100 feet from the western property line. The neighboring parcels to the north and west have mature orchards and existing homes. Both homes are over 1,000 feet from the proposed helipad location and will unlikely be affected by aircraft noise, or the aerial spraying operation in general.

Noise

The temporary increase in ambient noise from the helicopter is considered "normally acceptable" in agricultural areas. This temporary noise output is comparable to other heavy agricultural equipment, including ground sprayers, which are often used on the nearby orchards. The applicant has designated the area to the south and east of the helipad location as the takeoff and approach flight pattern. This will ensure the helicopter will fly over the applicant's own property at the times when the helicopter is closest to the ground and the noise is more perceptible to nearby residents and workers. In addition, flights will only occur when jobs have been scheduled and only during daylight hours. Flights will not occur on days with foul weather, including heavy rain or severe wind.

Agency Regulation

The storage of chemicals is regulated by the Yolo County Health Department, Environmental Health Division (YCEH) to ensure proper handling and emergency preparedness in case of accidental release. The applicant will be required to submit a hazardous materials business plan and inventory for review and approval by YCEH by the time hazardous materials are present in reportable quantities on site.

The application of chemicals is regulated by the Yolo County Agricultural Commissioner. The Agricultural Commissioner acts under the authority of the California Department of Pesticide Regulation for the enforcement of state laws and regulations pertaining to pesticide use. The applicant will be required to maintain all necessary permits and licenses from the state and county level and must comply with Division 6, Chapters 4 and 5, of the California Food and Agricultural Code, before engaging in any chemical application.

Before commencement of flight operations from the proposed helipad location, the applicant is required to submit FAA Form 7480-1 *Notice of Landing Area Proposal* to the Federal Aviation Administration (FAA). This form serves to notify the FAA of the proposed location of the private agricultural helipad so that they can determine if it will cause interference with existing airports or air traffic patterns. Agricultural airports, which include the helipad proposed for this project, are exempt from the permitting requirements of California Department of Transportation, Division of Aeronautics (Caltrans Aeronautics) under California Code of Regulations (CCR) Title 21, Sections 3250 through 3560. Therefore, Caltrans Aeronautics does not require permitting of the proposal, but does provide guidance to personal use airport owners concerning compliance with other applicable laws.

As indicated in the Findings (**Attachment D**), the proposed project is consistent with the Use Permit criteria set forth in the Yolo County Code. Additionally, the project is in compliance with the 2030 General Plan goal of preserving and defending agriculture as fundamental to the identity of Yolo County. The proposed project will support Agriculture and Economic Development Policy AG-1.19 that states: *Encourage the retention of existing and development of new airport facilities for agricultural aerial applications.*

SUMMARY OF AGENCY COMMENTS

A Request for Comments was prepared and circulated for the proposed project from April 29, 2010 to May 12, 2010. The Initial Study/Negative Declaration was circulated for public review from May 20, 2010, to June 9, 2010. The project was also reviewed by the Development Review Committee on May 26, 2010. Additionally, a courtesy notice was sent to property owners within 1,000 feet of the project site. At the time of this report, staff has not received any comments from nearby property owners in opposition to the proposed project. Comments received during the review period from interested agencies are displayed below and will be incorporated into the project as appropriate.

Date	Agency	Comment	Response
April 28, 2010	Yolo County Sherriff's Department	No Comment.	
April 29, 2010	Yolo County Planning and Public Works, Building Division	Permits are required for the proposed double walled fuel tank.	Included in Conditions of Approval.
April 29, 2010	Yolo County General Services	No comment.	
May 6, 2010	Federal Aviation Administration	Applicant is required to file FAA Form 7480-1 with FAA and coordinate the proposal with Caltrans Aeronautics Division.	Included in Conditions of Approval.
May 7, 2010	Yolo County Health Department, Environmental Health Division	<p>A Hazardous Materials/Waste Application Package (Business Plan) must be submitted for all facilities that handle hazardous materials in quantities equal to or greater than 500 pounds, 55 gallons, or 200 cubic feet of gas, and any quantity of hazardous waste. The Hazardous Materials/Waste Application Package is due by the time hazardous materials and/or waste is present in reportable quantities.</p> <p>A Spill Prevention Countermeasure Contingency (SPCC) Plan is required for the above ground fuel tank.</p>	Included in Conditions of Approval.

May 7, 2010	Gloria Lopez (nearby property owner)	In support of project. The spraying operation will fulfill a need for local farmers.	Comment noted.
May 26, 2010	Yolo County Agricultural Commissioner	Applicant must comply with Division 6, Chapters 4 & 5 of the California Food and Agricultural Code.	Included in Conditions of Approval.

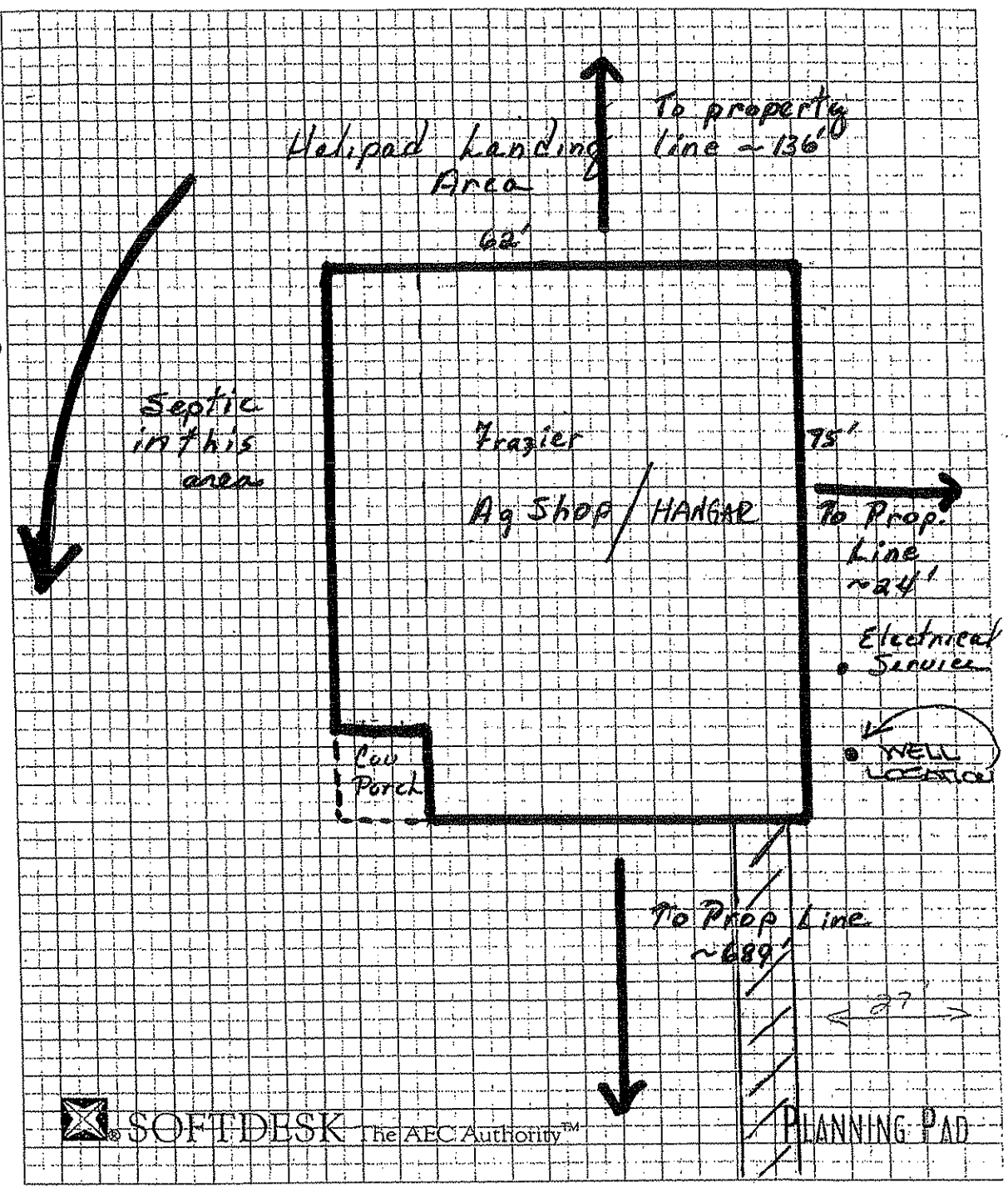
APPEALS

Any person who is dissatisfied with the decisions of this Planning Commission may appeal to the Board of Supervisors by filing with the Clerk of the Board of Supervisors within **fifteen (15) days** from the date of the action. A written notice of appeal specifying the grounds for appeal and an appeal fee immediately payable to the Clerk of the Board must be submitted at the time of filing. The Board of Supervisors may sustain, modify, or overrule this decision.

ATTACHMENTS

- A: Site Plan
- B: Location Map
- C: Negative Declaration
- D: Findings
- E: Conditions of Approval

* Take off & landing Route to South and east over Frazier Property

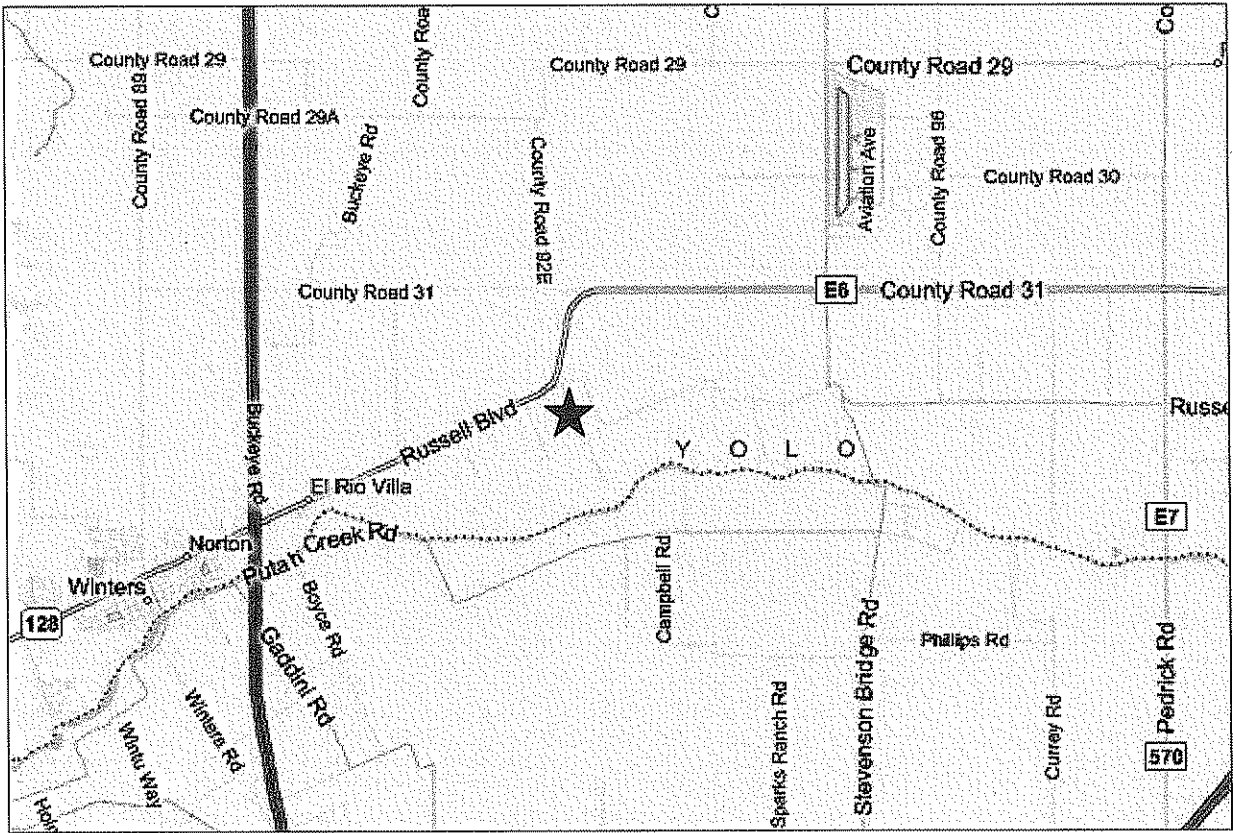


John Frazier
Winters, CA

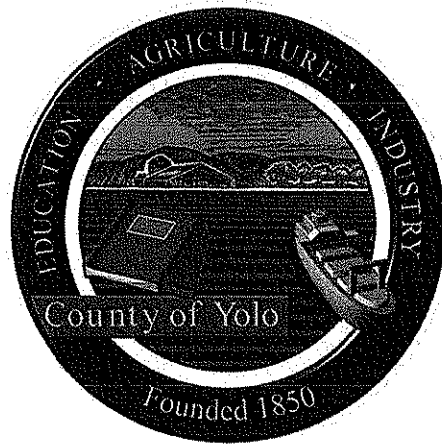
Driveway area straight to Co Rd 927

ATTACHMENT A





LOCATION MAP



**YOLO COUNTY
PLANNING AND PUBLIC WORKS DEPARTMENT**

INITIAL STUDY / NEGATIVE DECLARATION

ZONE FILE # 2010-023

**PRECISION HELICOPTERS AGRICULTURAL HELIPAD
USE PERMIT**

MAY, 2010

ATTACHMENT C

Initial Environmental Study

1. **Project Title:** Zone File No. 2010-023, Precision Helicopters, LLC., Agricultural Helipad
2. **Lead Agency Name and Address:**
 Yolo County Planning and Public Works Department
 292 West Beamer Street
 Woodland, CA 95695
3. **Contact Person, Phone Number, E-Mail:**
 Jeff Anderson, Assistant Planner
 (530) 666-8036
jeff.anderson@yolocounty.org
4. **Project Location:** 27038 County Road 92F, approximately three miles east of the City of Winters (APN: 038-090-26), see Figure 1 (Vicinity Map) and Figure 2 (Aerial Map).
5. **Project Sponsor's Name and Address:**
 Precision Helicopters, LLC (John and Linda Frazier)
 27038 County Road 92F (PO Box 987)
 Winters, CA 95694
6. **Land Owner's Name and Address:**
 Same as above
7. **General Plan Designation(s):** Agriculture
8. **Zoning:** Agricultural Preserve (A-P)
9. **Description of the Project:** See attached "Project Description" on the following pages for details
10. **Surrounding Land Uses and Setting:**

Relation to Project	Land Use	Zoning	General Plan Designation
Project Site	Agricultural	Agricultural Preserve (A-P)	Agriculture
North	Agricultural (orchard)	Agricultural General (A-1)	Agriculture
South	Agricultural (unplanted)	Agricultural Preserve (A-P)	Agriculture
East	Agricultural (orchard)	Agricultural Preserve (A-P)	Agriculture
West	Agricultural (orchard)	Agricultural Preserve (A-P)	Agriculture

11. **Other public agencies whose approval is required:** Yolo County Building Division; Yolo County Health Department, Environmental Health Division (Hazardous Materials Business Plan); Yolo County Agricultural Commissioner (various permits for aerial application of pesticides); and Federal Aviation Administration (FAA) Form 7480-1.
12. **Other Project Assumptions:** The Initial Study assumes compliance with all applicable State, Federal, and local codes and regulations including, but not limited to, County of Yolo Improvement Standards, the California Building Code, the State Health and Safety Code, and the State Public Resources Code.

Project Description

Project Under CEQA

This Environmental Initial Study is prepared in accordance with the California Environmental Quality Act (CEQA). The term "project" is defined by CEQA as the whole of an action that has the potential, directly or ultimately, to result in a physical change to the environment (CEQA Guidelines Section 15378). This includes all phases of a project that are reasonably foreseeable, and all related projects that are directly linked to the project. The "project" which is the subject of this Environmental Initial Study involves a Use Permit to construct and operate a helipad in an agricultural area for an agricultural aerial spraying operation.

Use Permit Proposal

The proposed project is a request for a Use Permit for a private agricultural helipad to be used for an aerial application business (crop dusting). The proposed helipad would be located on the northwest corner of a 12 acre Agricultural Preserve (A-P) zoned parcel, located at 27038 County Road 92F, approximately three miles east of the City of Winters (APN: 038-090-26). The helipad itself will be located immediately adjacent to an existing 4,600 square foot shop/hangar on a 50-foot by 35-foot concrete pad which is connected to the shop/hangar. The area west of the concrete pad is undeveloped and will allow additional space to maneuver the helicopter if necessary. The agricultural helipad does not require any significant new construction or grading; however, the applicant will install a 6,000 gallon fuel storage tank to service the helicopter and other agricultural equipment. The helicopter will be stored in the shop/hangar when not in use and will be wheeled outside to the concrete pad for each flight. The helicopter is a SA 315B Aerospatiale (Lama). This aircraft has three blades, an 880 Turbomeca engine, and is capable of carrying 250 gallons of dilution. The applicant owns an additional helicopter, currently stored in Alaska, which may eventually be stored on the property as a back-up aircraft.

The applicant proposes to operate an aerial application business (Precision Helicopters, LLC) to serve farmers throughout Yolo County and the region. Precision Helicopters will specialize in orchard care, offering efficient, highly controlled application of fungicides, pesticides, and herbicides to meet each grower's needs. The business will operate year-round, and for the time being, only one pilot (applicant) will be employed. If business is successful and the demand for their services is evident, the applicant may employ one additional pilot. Precision Helicopters will also employ two other workers to drive the nurse truck (contains fuel for helicopter and chemicals for spraying) and assist with the operation at each spray site.

Before each spraying job, a licensed Pest Control Adviser (PCA) will inform Precision Helicopters of the type of chemical needed for the specific site. Precision Helicopters then inputs this information into a specially designed software program for agricultural applications. The software program advises Precision Helicopters of all special precautions, regulations, and reporting requirements that must be implemented for each chemical used. The chemicals needed for the application will be delivered to Precision Helicopters the day before or the day of the application. All chemicals will be stored in a locked cage on the nurse truck and stored in the shop/hangar until they are delivered to the spray site.

Once the helicopter arrives to the spray site, the chemical is mixed and filled into the aircraft from the nurse truck. Throughout the application process, the helicopter lands on the truck for refueling of gas and refilling of chemicals until the application is completed. At the completion of the job, the helicopter spray tanks are filled with clean water and the rinse load is sprayed over the field, cleaning the tanks so that no chemical residue is transferred to another site. If additional jobs are scheduled on the same day, the truck and aircraft would typically travel to next site immediately thereafter.

Coordination with Other Permitting Agencies

The storage of chemicals is regulated by the Environmental Health Division to ensure proper handling and emergency preparedness in case of accidental release. The applicant will be required to submit a hazardous materials business plan and inventory for review and approval by Yolo County Environmental Health by the time hazardous materials are present in reportable quantities on-site.

The application of chemicals is heavily regulated by the Yolo County Agricultural Commissioner. The Agricultural Commissioner acts under the direction and supervision of the Director of the California Department of Pesticide Regulation for the enforcement of State laws and regulations pertaining to pesticide use within the State. The applicant will be required to obtain all necessary permits and licenses from the state and county level before engaging in any chemical application.

Before commencement of flight operations from the proposed helipad location, the applicant is required to submit FAA Form 7480-1 *Notice of Landing Area Proposal* to the FAA. This form shall serve to notify the FAA of the proposed location of the private agricultural helipad so that they can determine if it will cause interference with existing airports or air traffic patterns. In addition, the applicant will be required to coordinate the proposal with California Department of Transportation Division of Aeronautics (Caltrans Aeronautics). Agricultural airports, which include the helipad proposed for this project, are exempt of the permitting requirements of the California Code of Regulations (CCR) Title 21, Sections 325 through 3560. Therefore, Caltrans Aeronautics does not require permitting of the proposal, but does provide guidance to personal use airport owners concerning compliance with other applicable laws.

Project Site and Surrounding Location

The proposed helipad area would be located on the northwest corner of a 12 acre Agricultural Preserve (A-P) zoned parcel (Assessor's Parcel Number (APN): 038-090-26). The project site includes a single family dwelling (approximately 280 feet from helipad) and a shop/hangar structure, where the helicopter will be stored. The remainder of the site is vacant, but the applicant intends to plant an orchard in the near future.

Agricultural land uses surround the site, with several home sites in the nearby vicinity. The project site is bordered by active orchards to the west, north, and east. The applicant owns the two parcels to the south (each 10 acres), which include one single family dwelling and several agricultural buildings. There are 13 home sites within one-half ($\frac{1}{2}$) mile of the proposed helipad location, and six of those home sites are located within one-quarter ($\frac{1}{4}$) mile of the proposed helipad location. The nearest home site (not including the home site on the project site) is approximately 950 feet south of the proposed helipad location on a parcel owned by the applicant.



FIGURE 1
VICINITY MAP

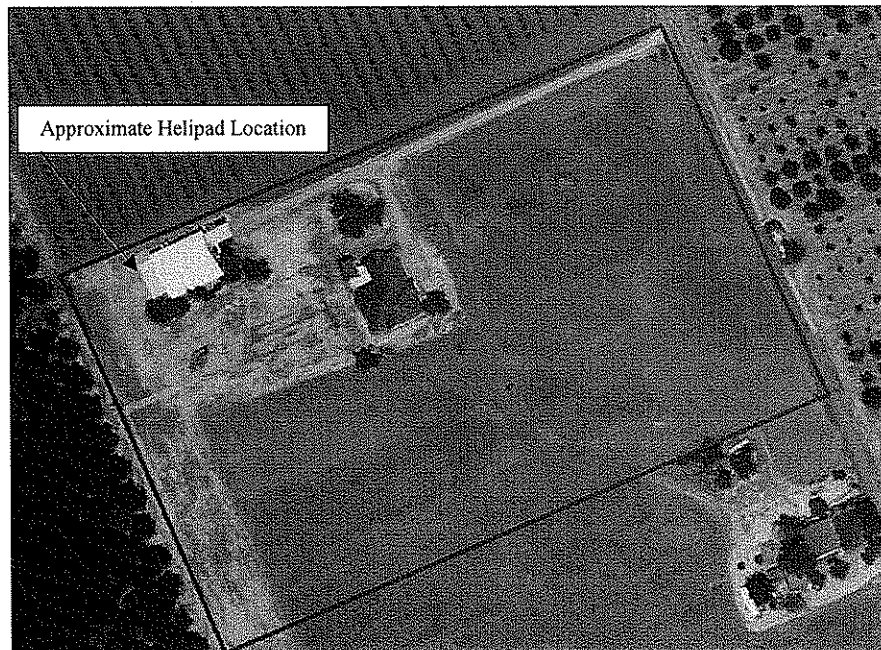
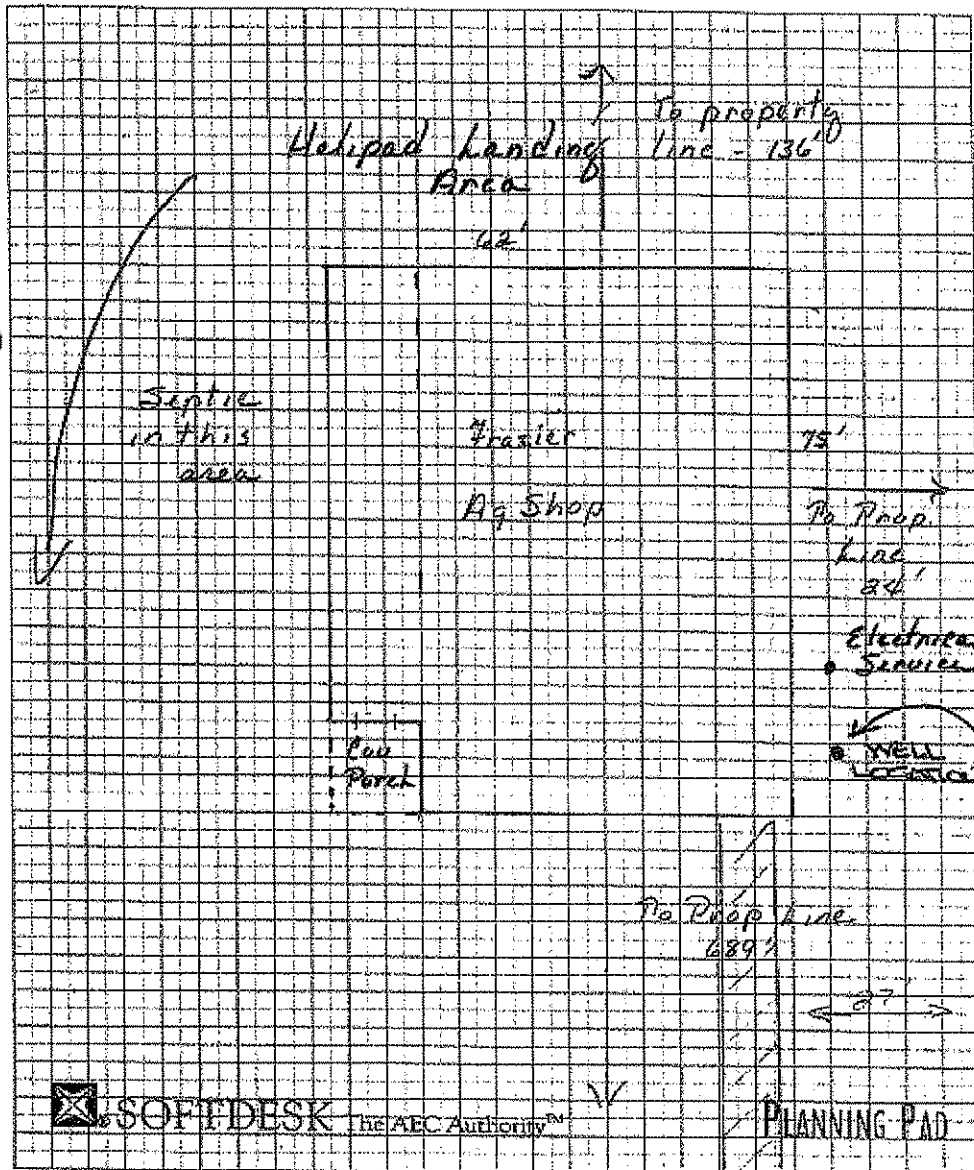


FIGURE 2
AERIAL MAP OF PROJECT SITE

Take off + landing Route: to South and east over Frasier Property



John Frasier
Winters, CA

Drive way
area
shown to
Co. Rd 9277

FIGURE 3
SITE PLAN

Environmental Factors Potentially Affected

The environmental factors checked below could potentially be affected by this project, involving at least one impact that is still a "Potentially Significant Impact" (before any proposed mitigation measures have been adopted or before any measures have been made or agreed to by the project proponent) as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <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

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 to 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" 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 the project is consistent with an adopted general plan and all potentially significant effects have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT, the project is exempt from further review under the California Environmental Quality Act under the requirements of Public Resources Code section 21083.3(b) and CEQA Guidelines Section 15183.


 Planner's Signature

5/20/10
 Date

Jeff Anderson
 Planner's Printed name

Purpose of this Initial Study

This Initial Study has been prepared consistent with CEQA Guideline Section 15063, to determine if the project as described herein may have a significant effect upon the environment.

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. A "Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less than significant Impact". The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVIII, "Earlier Analyses", may be cross-referenced.)
5. A determination that a "Less Than Significant Impact" would occur is appropriate when the project could create some identifiable impact, but the impact would be less than the threshold set by a performance standard or adopted policy. The initial study should describe the impact and state why it is found to be "less than significant."
6. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D) of the California Government Code. Earlier analyses are discussed in Section XVIII at the end of the checklist.
7. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

I. AESTHETICS.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a 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 that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) *No Impact.* The proposed operation of an agricultural helipad would not have a substantial adverse effect on a scenic vista.

b) *No Impact.* The proposal would not damage any scenic resources. There are active orchards to the west and north of the proposed helipad location; however, they would not be impacted by the takeoff and landing of helicopters. There are presently no highways within Yolo County that have been officially designated within the California Scenic Highway System. The 2030 Countywide General Plan designates several routes in Yolo County as local scenic roadways. The nearest section of a local scenic roadway is State Route 128 to the Napa County line, which begins approximately 5 miles east of the project site.

c) *Less Than Significant Impact.* The proposed use is the operation of a helipad for an aerial application business. A helicopter, used for agricultural spraying, would takeoff and land from the location during daylight hours when a spraying job is scheduled. The helicopter and any accessory equipment would be stored in an existing storage shop/hangar. The proposed helipad location is over 800 feet from County Road 92F and over 950 feet from the nearest residence on an adjacent parcel. Yolo County has a long history of established private landing strips in the County's agricultural area, which are considered compatible and accessory to the agricultural industry. A helipad is less extensive than a landing strip because it does not require the clearing of land for a runway. The operation of a helipad for agricultural use would not substantially degrade the existing visual character or quality of the site and its surroundings.

d) *No Impact.* The proposal would not introduce new sources of light or glare into the surrounding area. Flights would only take off and land during daylight hours. Therefore, no lighting is proposed or required for the helipad.

II. AGRICULTURAL AND FOREST RESOURCES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
<p>In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) *Less Than Significant Impact.* The project site is designated as "Prime Farmland" on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The agricultural helipad will be located on an already existing concrete and compacted gravel area. Thus, the agricultural helipad does not require the conversion of agricultural land to a non-agricultural use. The property is currently developed with a residence and a shop/hangar. The remainder of the property is not currently farmed; however, the applicant has indicated that they will plant the remaining property and two adjoining properties in orchard in the near future. Agricultural helipads for spraying operators provide a desirable service to the agricultural industry.

b) *No Impact.* The subject property is zoned Agricultural Preserve (A-P) and is encumbered by a Williamson Act contract; however, the operation of a private agricultural

helipad would not conflict with the terms of the Williamson Act contract. As provided for in the A-P zoning classification, Yolo County Code Sec. 8-2.404.5, private landing strips may be allowed with a Use Permit. The Zoning Administrator has made the interpretation that private helipads are a substantially similar use to private landing strips, and thus, shall also require a Use Permit.

c) and d) *No Impact.* The project does not conflict with existing zoning for, or cause rezoning of, forest land and would not result in the loss of forest land or conversion of forest land to non-forest use.

e) *No Impact.* The project is consistent with the General Plan and zoning designations and does not involve any other changes that could result in the conversion of farmland to non-agricultural uses. The proposed project is for a private agricultural helipad that would facilitate the applicant's aerial spraying operation, which will provide spraying services to the agricultural community. Private landing strips have historically coexisted with the rural agricultural environment of the County (staff is unaware of any private agricultural helipads within the County). There is no known objective evidence or record that landing strips within the County have significantly impacted agriculture or related operations, or are incompatible with nearby or adjoining agricultural land uses. Agricultural helipads are assumed to have less of an impact on agricultural land and nearby agricultural and rural residential uses than airplane landing strips because helicopters do not require lengthy approach and takeoff areas.

III. AIR QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Where applicable, 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 type="checkbox"/>	<input checked="" 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 a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

Environmental Setting

The project site is within the Yolo-Solano Air Quality Management District (YSAQMD), and the Sacramento Valley Air Basin regulates air quality conditions within Yolo County. Yolo County is classified as a non-attainment area for several air pollutants, including ozone (O₃) and particulate matter 10 microns or less in diameter (PM₁₀) for both federal and state standards, and is classified as a moderate maintenance area for carbon monoxide (CO) by the state.

Development projects are most likely to violate an air quality plan or standard, or contribute substantially to an existing or project air quality violation, through generation of vehicle trips.

The YSAQMD sets threshold levels for use in evaluating the significance of criteria air pollutant emissions from project-related mobile and area sources in the Handbook for Assessing and Mitigating Air Quality Impacts (YSAQMD, 2007). The handbook identifies quantitative and qualitative long-term significance thresholds for use in evaluating the significance of criteria air pollutant emissions from project-related mobile and area sources. These thresholds include:

- Reactive Organic Gases (ROG): 10 tons per year (approx. 55 pounds per day)
- Oxides of Nitrogen (NO_x): 10 tons per year (approx. 55 pounds per day)
- Particulate Matter (PM₁₀): 80 pounds per day
- Carbon Monoxide (CO): Violation of State ambient air quality standard

Discussion of Impacts

a) *No Impact.* The project would not substantially conflict with or obstruct implementation of the Yolo Solano Air Quality Management District Air Quality Attainment Plan (1992), the Sacramento Area Regional Ozone Attainment Plan (1994), or the goals and objectives of the County's General Plan.

b) *Less Than Significant Impact.* The Yolo-Solano Region is a non-attainment area for state particulate matter (PM₁₀) and ozone standards, and the Federal ozone standard. The proposed project would not contribute significantly to air quality impacts, including PM₁₀, since site only a double walled fuel tank is proposed for construction. Ground disturbance from construction activity would be minimal. Construction activities, including vehicular traffic, would generate a temporary or short-term increase in PM₁₀. This impact is considered less than significant because any potentially sensitive receptors would be exposed to minor amounts of construction dust and equipment emissions for short periods of time with no long-term exposure to potentially affective groups. The project applicant would be required to comply with all standards as applied by the YSAQMD to minimize dust and other construction related pollutants. In addition, prior to any building permit issuance the applicant is required to obtain any permits as required by the YSAQMD to ensure the project complies with District regulations, including a gasoline storage and dispensary permit. The proposed project also involves the operation of a helicopter and nurse truck used to support the agricultural industry. Thresholds for project-related air

pollutant emissions would not exceed significant levels as set forth in the 2007 YSAQMD Handbook

c) *Less Than Significant Impact.* The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant. Effects on air quality can be divided into short-term construction-related effects and those associated with long-term aspects of the project. Short-term construction impacts are addressed in (b), above. Long-term mobile source emissions from an agricultural helipad and aerial application business would be negligible and would not exceed thresholds established by the Yolo-Solano Air Quality Management District Handbook for Assessing and Mitigating Air Quality Impacts (2007), and would not be cumulatively considerable for any non-attainment pollutant from the project. Helicopter flights and truck trips required for the operation of the aerial application business would occur only when appointments have been scheduled. Thus, it is unlikely that the business would operate every day of the week or in foul weather.

d) and e) *Less Than Significant Impact.* The project site is located in a rural agricultural area and there are no sensitive receptors in the vicinity. ("Sensitive receptors" refer to those segments of the population most susceptible to poor air quality, i.e. children, elderly and the sick, and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities.) There are several rural residences located in the vicinity of the project; however, individual rural homes are not considered sensitive receptors. Aerial application would only occur over productive farmland, and the applicant will follow the regulations set forth by the Agricultural Commissioner to ensure spray drift of chemicals does not occur. The proposed project would not expose sensitive receptors to pollutant concentrations in excess of standards. The proposed project and associated uses would not create objectionable odors.

IV. BIOLOGICAL RESOURCES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV.	BIOLOGICAL RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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, marshes, vernal pools, coastal wetlands, 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"/>

Discussion of Impacts

a) *Less Than Significant Impact.* The subject property is approximately 12 acres and includes an existing home site and a shop/hangar. The remainder of the property is vacant land that is not currently farmed. The agricultural helipad would be constructed in a flat, open area immediately west of the shop/hangar. Agricultural land uses surround the property in all directions. The applicant owns the parcel to the south which also contains one single family residence and vacant land. Orchards surround the subject property to the west, north, and east. As with most flat areas in the County, and as indicated by the California Natural Diversity Data Base (May 2010), there is the potential for Swainson's hawk and burrowing owl to occur near the project site. However, the helipad would be located in an area that has already been disturbed. The helipad proposed for this project does not require any significant grading or development of the project site. The applicant will pour concrete adjacent to the shop/hangar building for the placement of a fuel tank. The takeoff and landing of the helicopter for the agricultural spraying business would not have a substantial adverse effect on any species.

b) and c) *No Impact.* The project would not have a substantial adverse effect on any wetlands, riparian habitat or any other sensitive natural community identified in local or regional plans, policies, or regulations. The proposed project is not located near a wetland, nor does the project propose any grading or construction. Aerial application would only occur on productive farmland, and the applicant will follow the regulations set forth by the Agricultural Commissioner to ensure spray drift of chemicals does not occur.

d) *No Impact.* The proposed project, which includes the permitting of an agricultural helipad to allow the takeoff and landing of a helicopter for an agricultural spraying use would not interfere 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.

e) *No Impact*. The proposed project does not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) *No Impact*. The proposed project would not conflict with any local policies or ordinances protecting biological resources. The Yolo County Habitat Conservation Plan (HCP)/Natural Communities Conservation Plan (NCCP) is in preparation by the Natural Heritage Program, with an anticipated adoption sometime in 2010. Thus, the project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 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 Section 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

a) through c) *No Impact*. The proposed project does not include land disturbance activities. The project site is not known to have any significant historical, archaeological, or paleontological resources as defined by the criteria within the CEQA Guidelines.

d) *Less Than Significant Impact*. No human remains are known or predicted to exist in the project area. However, the potential exists during construction to uncover previously unidentified resources. Section 7050.5 of the California Health and Safety Code states that when human remains are discovered, no further site disturbance shall occur until the County coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains

are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours.

VI. GEOLOGY AND SOILS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1. 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.				
2. Strong seismic groundshaking?				
3. Seismic-related ground failure, including liquefaction?				
4. Landslides?				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 an onsite or offsite 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 wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) Less Than Significant Impact:

1. The project site can be expected to experience moderate to strong ground shaking during future seismic events along active faults throughout Northern California or on smaller active faults located in the project vicinity. On April 27, 2010, the California Geological Survey released a new Fault Activity Map of California, which included two faults (West Valley Fault and East Valley Fault) in the vicinity of the proposed project that were not on previous maps. These faults are pre-quatarnary, which means they are older

than 1.6 million years old. Both faults are located within two miles of the proposed site. However, any future construction would be required to comply with all applicable Uniform Building Code requirements.

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

3. The proposed project is located in a relatively level area. The erosion hazard is none to slight. Effects of liquefaction or cyclic strength degradation beneath the project vicinity during seismic events are unlikely.

4. The project site is relatively level and approval of the project would not expose people or structures to potential landslides.

b) *No Impact.* Only minimal construction is proposed as part of the proposed project. The helipad would be located on an existing concrete pad. A fuel storage tank is proposed near the proposed helipad location. Substantial soil erosion or loss of topsoil is unlikely to occur.

c) *No Impact.* The project is not located on unstable geologic materials and would not have any affect on the stability of the underlying materials or on the underlying materials to potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The project site is relatively level ground. Onsite or off-site potential landslides, liquefaction or other cyclic strength degradation during seismic events are unlikely.

d) *No Impact.* The project would not be located on expansive soils. The existence of substantial areas of expansive and corrosive soils has not been documented in the project area.

e) *No Impact.* The existing onsite septic system is adequate to serve the proposed project. At the completion of each aerial application, the helicopter spray tanks are filled with clean water and the rinse load is sprayed over the field, cleaning the tanks so that no chemical residue is transferred to another site or brought back to the helipad location.

VII. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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 any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The issue of combating climate change and reducing greenhouse gas emissions (GHG) has been the subject of recent state legislation (AB 32 and SB 375). The Governor's Office of Planning and Research has recommended changes to the California Environmental Quality Act (CEQA) Guidelines, and the environmental checklist which is used for Initial Studies such as this one. The recommended changes to the checklist, which have not yet been approved by the state, are incorporated above in the two questions related to a project's GHG impacts. A third question has been added by Yolo County to consider potential impacts related to climate change's effect on individual projects, such as sea level rise and increased wildfire dangers. To date, specific thresholds of significance to evaluate impacts pertaining to GHG emissions have not been established by local decision-making agencies, the Yolo Solano Air Quality Management District, the state, or the federal government. However, this absence of thresholds does not negate CEQA's mandate to evaluate all potentially significant impacts associated with the proposed project.

Discussion of Impacts

a) *Less Than Significant Impact.* The proposed project would allow for the takeoff and landing of one helicopter for the normal operation of an agricultural spraying operation. Helicopters, as with all types of gasoline burning engines, generate greenhouse gas emissions. Additionally, the agricultural spraying operation would employ one truck that will transport fuel and fumigants to each project site. The spraying operation, including the takeoff and landing of the helicopter and minimal truck trips, would only occur on an as needed basis when appointments have been scheduled and would not likely occur on days of foul weather (rain, excessive wind, etc.). Thus, the project would not generate greenhouse gas emissions that will have a significant impact on the environment.

b) *No Impact.* The proposed project would not conflict with any applicable plan, policy or regulation adopted to reduce GHG emissions, including the numerous policies of the newly adopted Yolo County 2030 Countywide General Plan.

c) *No Impact*. The project is not at significant risk of wildfire dangers or diminishing snow pack or water supplies.

VII. HAZARDS AND HAZARDOUS MATERIALS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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 involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that 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. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and 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. Be located within the vicinity of a private airstrip and 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"/>

Discussion of Impacts

a) and b) *Less Than Significant Impact*. The transport, use, and disposal of any hazardous material or substance, including chemicals and pesticides used in the routine operation of the aerial spraying business, would be stored and handled in accordance with all

applicable federal, state, and local requirements, including Yolo County Environmental Health Division regulations. The applicant would be required to provide a Hazardous Materials Business Plan and inventory to the satisfaction of the Yolo County Environmental Health Division by the time hazardous materials and/or hazardous wastes are present in reportable quantities on-site. Aerial application of pesticides over agricultural properties is a typical practice that is supported by county policies. The Agricultural Commissioner regulates the aerial application of pesticides to ensure the safety of workers in the nearby vicinity and the general public. Because the storage, transport, and release of agricultural chemicals is highly regulated, hazardous impacts to the public or environment are unlikely and would be considered less than significant.

c) *Less Than Significant Impact.* See (a) and (b), above. Additionally, the project site is not located within one-quarter mile of an existing or proposed school. However, the spraying of chemicals would occur on a job-by-job basis in the agricultural areas of the county and regional area. The Agricultural Commissioner restricts aerial application within a quarter mile (1/4) mile of any school at any time, regardless if the school is in session or not, unless express permission is granted by the Commissioner.

d) *No Impact.* The project site is not located on a site that is included on a list of hazardous materials sites compiled by the Yolo County Environmental Health Division-Hazardous Waste Site Files pursuant to Government Code 65962.5.

e) *No Impact.* The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The Yolo County Airport is approximately three miles northeast of the proposed helipad location. The project site is outside of the Yolo County Airport overflight zone and would not result in a safety hazard for people residing or working in the project area. The Yolo County Airport has been notified of the proposed agricultural helipad and has not indicated any potential conflicts with the use.

f) *No Impact.* See (e), above. Additionally, the project site is not located within the vicinity of any other known private airstrip. The proposed project involves the establishment of a private agricultural helipad. There are several other agricultural and private landing strips for airplanes located throughout the county; however, there are none on record within 2 miles of the project site. The proposed site would allow for the safe movement of a helicopter during takeoff and landing.

g) *No Impact.* The project would not interfere with any adopted emergency response or evacuation plans.

h) *No Impact.* The project site is not located in a wildland area and, therefore, would not be at risk from wildland fires.

VIII.	HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in 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 that 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 that would result in substantial erosion or siltation onsite or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Create or contribute runoff water that 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 that would impede or redirect floodflows?	<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.	Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) *No Impact.* The proposed project would not violate any water quality standards or waste discharge requirements. All fumigants used by the applicant and the manner in which they are applied are regulated by the Agricultural Commissioner and the California Department of Pesticide Regulation.

b) *No Impact.* The proposed project would not affect any onsite well and would not deplete groundwater supplies or interfere with groundwater recharge.

c) through f) *No Impact*. The proposed project would not modify any drainage patterns or change absorption rates, or the rate and amount of surface runoff. The agricultural helipad does not require construction of buildings or any significant grading or paving. The helicopter and nurse truck would be stored in an existing shop/hangar. No additional impacts to water quality are anticipated.

g) and h) *No Impact*. The proposed project does not include any housing or additional structures. The project site and the surrounding area are not within the 100-year or 500-year floodplains.

i) *No Impact*. The project site is not located immediately down stream of a dam or adjacent to a levee that would expose individuals to risk from flooding.

j) *No Impact*. The project area is not located near any large bodies of water that would pose a seiche or tsunami hazard. In addition, the project site is relatively flat and is not located near any physical or geologic features that would produce a mudflow hazard.

IX. LAND USE AND PLANNING.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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, a 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"/>

Discussion of Impacts

a) *No Impact*. The proposed project is an agricultural helipad and does not have the potential to physically divide an established community. The project site is located in a rural agricultural area, well outside any established community; therefore, there are no impacts to established communities.

b) *No Impact*. The proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project site is designated Agriculture (AG) in the Yolo County 2030 Countywide General Plan, which supports agriculture and related activities. This designation also supports land uses that are typically incompatible within urban settings but consistent with

an agricultural rural environment, such as the proposed agricultural helipad. Agricultural and rural land use activities have the potential to pose conflicts when placed within urban environments and near large concentrations of people. Such land use activities typically require greater land area and separation from surrounding uses. Privately owned landing strips (a similar use) have historically co-existed in the agricultural areas of Yolo County for the purpose of private use, and to serve the agricultural industry, without obstructing the attainment of the policies of the General Plan. Policy AG-1.20 of the Yolo County 2030 Countywide General Plan specifically encourages facilities for aerial applicators. Policy AG-1.20 reads, "Encourage the retention of existing and development of new airport facilities for agricultural aerial applications."

The subject property is zoned Agricultural Preserve (A-P). As provided for in the A-P zoning classification (Yolo County Code Section 8-2.404.5(e)), private landing strips may be authorized with a Use Permit. The Zoning Administrator has made the interpretation that a private helipad is a substantially similar use to a private landing strip, and shall be considered under the same regulations.

In addition, the Federal Aviation Administration (FAA) exercises air space jurisdiction over the proposed project and requires the applicant to submit FAA Form 7480-1 *Notice of Landing Area Proposal* to the FAA. This form notifies the FAA of the proposed location of the private agricultural helipad so that they can determine if it would cause interference with existing airports or air traffic patterns. The State of California Department of Transportation, Division of Aeronautics, does not require permitting of the proposed project; however, does provide guidance to prospective personal use airport owners concerning compliance with applicable laws under the State Aeronautics Act (Public Utilities Code Title 21) and the California Code of Regulations (CCR) Title 21, Sections 3525 through 3560.

c) *No Impact*. The project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Yolo County Habitat Conservation Plan (HCP)/Natural Communities Conservation Plan (NCCP) is in preparation by the Natural Heritage Program, with an anticipated adoption sometime in 2010.

X. MINERAL RESOURCES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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"/>

Discussion of Impacts

a) and b) *No impact*. The project area has not been identified as an area of significant aggregate deposits, as classified by the State Department of Mines and Geology.

XI. NOISE.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Expose persons to or generate noise levels in excess of standards established in a 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.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Result in 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.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

a) through d) *Less Than Significant Impact.* Yolo County has not adopted a noise ordinance which sets specific noise levels for different zoning districts or for different land uses in the unincorporated area. However, the State of California Department of Health Services developed recommended Community Noise Exposure standards, which are set forth in the State's General Plan Guidelines (2003). These standards are also included in the Yolo County 2030 Countywide General Plan and used to provide guidance for new development projects. The recommended standards provide acceptable ranges of decibel (dB) levels. The noise levels are in the context of Community Noise Equivalent Level (CNEL) measurements, which reflect an averaged noise level over a 24-hour or annual period.

The project site is surrounded by agricultural uses for several miles in each direction. The nearest residential neighborhood is over three miles west in the City of Winters. The noise guidelines define 80-85 dB CNEL for outdoor noise level in agricultural areas as "normally acceptable." Based on FAA noise data of similar helicopters, the noise level at the project site during takeoff and landing would not generally exceed 85 dB. The greater the distance from a source of noise the more the dB level decreases. According to the Caltrans Division of Aeronautics and the Department of Health Services, the sound level attenuates (or drops off) at a rate of 6 dB for each doubling of distance.

Use of the proposed agricultural helipad by aircraft would temporarily increase existing noise levels in the area surrounding the project site. Helicopters generate noise during engine start-up, engine warm-up, takeoff, and landing. The applicant would only operate the helicopter on days when a spraying job has been scheduled. As a worst case scenario, the applicant would takeoff and land no more than two times per day when a spraying job has been scheduled. The helicopter would warm up for approximately 5 minutes before takeoff and would shut down quickly after landing. Therefore the maximum exposure of noise from the helicopter would be approximately 10-20 minutes per day and may increase to 20-40 minutes if a second helicopter is ever employed. The nearest residence on an adjacent property is located approximately 950 feet to the south. The temporary noise output of the helicopter is comparable to other heavy agricultural equipment, including ground sprayers, which are often used on the nearby orchards. The temporary increase in ambient noise is considered "normally acceptable" in agricultural areas and would result in a less than significant impact on the surrounding area.

e) *Less Than Significant Impact.* The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The Yolo County Airport is approximately three miles northeast of the proposed helipad location. The project site is outside of the Yolo County Airport noise contours and would not expose people residing or working in the project area to excessive noise levels as a result of a public airport.

f) *Less Than Significant Impact.* See (a-d) above. The proposed project is a private helipad. The temporary increase in ambient noise levels is "normally acceptable" in agricultural areas.

XII. POPULATION AND HOUSING.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) through c) *No Impact*. The proposed project is a private agricultural helipad and would not induce any population growth or displace any existing housing units or people.

XIII. PUBLIC SERVICES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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 following public services:					
a.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) through e) *No Impact*. The proposed project would not be expected to increase the demand for fire and police protection services, schools, parks, or other public facilities and services.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
XIV.	RECREATION.				
Would the project:					
a.	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.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) and b) *No Impact*. The proposed project would not affect any existing or future recreational facilities.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
XV.	TRANSPORTATION/TRAFFIC.				
Would the project:					
a.	Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially increase hazards because of 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.	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"/>

Discussion of Impacts

a) and b) *No Impact.* The roadway network within the unincorporated parts of the county is primarily rural in character, serving small communities and agricultural uses through a system of State freeways and highways, county roads (including arterials, collectors and local streets) and private roads. Interstate 80, Interstate 5 and Interstate 505 are the primary transportation corridors extending through the county and serve all of the county's major population centers including Davis, West Sacramento, Winters and Woodland. The proposed agricultural helipad would not exceed the capacity of the existing circulation system nor exceed a level of service standard for any road. The operation of the agricultural spraying business would include one nurse truck that aids in the transportation of chemicals and fuel to the spray site. This truck would be driven to most off-site locations so the helicopter can land on it and refuel. This use is considered accessory in the A-P zone, and would not cause additional strain on the existing circulation system.

c) *Less Than Significant Impact.* The Federal Aviation Administration (FAA) exercises air space jurisdiction over the proposal as a landing area and requires the applicant to submit FAA Form 7480-1 *Notice of Landing Area Proposal* to the FAA. This form notifies the FAA of the proposed location of the private agricultural helipad so that they can determine if it would cause interference with existing airports or air traffic patterns. The applicant indicated that the aerial application business would operate year round; however, as with any agricultural operation, some months would be busier than others. Takeoffs and landings would be expected to occur just once per day when a spraying job is scheduled, but may occur twice per day in a worst case scenario. The addition of one or two helicopters performing aerial application in the unincorporated county and surrounding region would not significantly increase air traffic levels or result in a change of air traffic patterns.

d) *No Impact.* The proposed project does not incorporate design features that would substantially increase hazards or introduce incompatible uses. The takeoff and landing of the helicopter would occur on private property. The proposed project utilizes a nurse truck that would deliver fuel and chemicals to each spray site. This type of truck is capable of safely traveling on all roads and highways.

e) *No Impact.* The proposed project would not result in inadequate emergency access. Access to the subject site is from County Road 92F via County Road 32 and a private driveway.

f) *No Impact.* The proposed project would not conflict with any adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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 stormwater 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 would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider that 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 type="checkbox"/>	<input checked="" 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"/>

Discussion of Impacts

a) through g) *No Impact*. The proposed project would allow for the takeoff and landing of a helicopter for an agricultural spraying operation and would not create any new demand for public utilities or public service systems and would not require the construction of any new facilities.

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

Discussion of Impacts

- a) *No Impact.* Based on the information provided in this Initial Study, no potential environmental impacts would be caused by the project. The project site has already been disturbed and developed. No important examples of major periods of California history or prehistory in California were identified; and the habitat and/or range of any special status plants, habitat, or plants would not be substantially reduced or eliminated.
- b) *Less Than Significant Impact.* Based on the analysis provided in this Initial Study, the project would have less than significant cumulative impacts.
- c) *Less Than Significant Impact.* Based on the analysis provided in this Initial Study, impacts to human beings resulting from the proposed project would be less than significant. The project as proposed would not have substantial adverse effects on human beings, either directly or indirectly.

REFERENCES

- Application materials
- 2030 Yolo Countywide General Plan, 2009, as amended
- California Code of Regulations, Title 21 Sections 3525 through 3560, *Airports and Heliports*
- Title 14 of the Code of Federal Regulations (14 CFR) part 137, *Certification Process for Agricultural Aircraft Operators, 2007*
- Yolo County Zoning Ordinance, Title 8, Chapter 2 of the County Code, 2004, as amended
- Yolo Solano Air Quality Management District, *Handbook for Assessing and Mitigating Air Quality Impacts, 2007*
- Staff experience and knowledge

FINDINGS
PRECISION HELICOPTERS AGRICULTURAL HELIPAD
USE PERMIT
ZONE FILE #2010-023

Upon due consideration of the facts presented in the staff report and at the public hearing for Zone File #2010-023, the Planning Commission approves the proposed Use Permit. In support of this decision, the Planning Commission makes the following findings (*A summary of the evidence to support each FINDING is shown in italics*):

California Environmental Quality Act

1. That the proposed Negative Declaration was prepared in accordance with the California Environmental Quality Act (CEQA) and Guidelines and is the appropriate level of environmental review for this project.

The environmental document for the project, prepared pursuant to Section 15000 et. seq. of the CEQA Guidelines, provides the necessary proportionate level of analysis for the proposed project, and sufficient information to reasonably ascertain the project's potential environmental effects. The environmental review process has concluded that there will not be a significant effect on the environment.

Yolo County General Plan

That the proposal is consistent with the Yolo County 2030 Countywide General Plan as follows:

2. Policy AG-1.19: Encourage the retention of existing and development of new airport facilities for agricultural aerial applications.

The proposed project is a private helipad that will serve a small-scale agricultural aerial application business. There are no other private helipads in the county that serve spraying operations.

3. Policy AG-3.16: Promote agricultural innovation, including research and development, biotechnology, sustainable farm practices, agri-tourism and non-traditional agricultural operations in order to expand and improve business and marketing opportunities for those engaged in agriculture.

The proposed project will allow for the establishment of a new aerial application business in Yolo County. Agricultural producers will benefit from the services provided by the spraying business. There are no known helicopter sprayers operating out of Yolo County. Therefore, the establishment of the helipad location and the associated business would provide growers with additional options to meet their spraying needs. The applicant proposes to specialize in orchard care since tree canopies are often too thick for ground rigs. Helicopters are able to fly very close to tree tops and make sharp turns, providing efficient use of both the aircraft and chemical. Aerial application is often necessary to produce healthy yields, which will improve business and marketing opportunities for those engaged in agriculture.

ATTACHMENT D

4. Policy ED-2.7: Encourage the retention and expansion of existing businesses and attract new businesses into the county.

Approval of the project will allow for the establishment of a new aerial application business (Precision Helicopters) in Yolo County. Precision Helicopters will serve the agricultural industry in Yolo County and the surrounding region.

Zoning Code

In accordance with Section 8-2.2804 of Chapter 2, Title 8, the Planning Commission finds the following:

5. The requested land use is listed as a conditional use in the zoning regulations.

Private airports and landing strips are listed as a conditional use in the Agricultural Preserve (A-P) zone. A private agricultural helipad is considered to be substantially similar to a landing strip. Upon review and approval by the Planning Commission, private helipads may be authorized by a Major Use Permit. The project, as proposed and conditioned, is in compliance with the conditional use provisions in the A-P zone.

6. The requested use is essential or desirable to the public comfort and convenience.

The proposed project is desirable to the agricultural community in general, as it will provide a service to local farmers. The spraying services offered by the applicant will help support the agricultural industry and will indirectly benefit those who consume agriculture produce grown in Yolo County.

7. The requested land use will not impair the integrity or character of a neighborhood or be detrimental to public health, safety, or general welfare.

The proposed project will not impair the integrity or character of a neighborhood or be detrimental to public health, safety, or general welfare. The helipad will be used only by the applicant, who is a trained helicopter pilot, and will be used only for flights relating to the spraying business. Agricultural land uses surround the site, with several home sites in the nearby vicinity. The project site is bordered by active orchards to the west, north, and east. The applicant owns the two parcels to the south (each 10 acres), which include one single family dwelling and several agricultural buildings. The nearest home (not including the home on the project site) is approximately 950 feet south of the proposed helipad location on a parcel owned by the applicant. No complaints from neighbors have been received regarding the proposed use.

8. The requested use will be in conformity with the General Plan.

The subject property is designated as Agriculture (AG) in the Yolo County 2030 Countywide General Plan. The Agricultural designation allows for uses that support the agricultural industry (see Findings 2-4 above). Thus, the proposed project is consistent with the provisions of the General Plan.

9. Adequate utilities, access roads, drainage, sanitation, and/or other necessary facilities will be provided.

The site has adequate road access to County Road 92F and all utilities, sanitation, and other necessary facilities are already provided. The establishment of an agricultural helipad does not require significant grading or development. The helipad will be located on an existing concrete pad. A small concrete foundation will be installed in conjunction with the placement of a 6,000 gallon above ground fuel tank near the existing shop/hangar.

10. The requested use will serve and support production of agriculture, the agricultural industry, animal husbandry or medicine; or is agriculturally related, and not appropriate for location within a city or town; and the requested use, if proposed on prime soils, cannot be reasonably located on lands containing non-prime soils.

The requested use will support the agricultural industry in Yolo County and the surrounding region by providing efficient and highly controlled application of chemicals to meet each grower's specific needs. The helipad use is not appropriate for location within a city or town because it requires significant storage space (hangar) and it generates noise in excess of what may be normally acceptable in residential areas. The noise generated by the takeoff and landing of the helicopter is normally acceptable in agricultural areas, where other equipment and spraying rigs generate similar noise output. The subject property contains prime soils; however, the proposed location of the helipad is on a concrete pad adjacent to an existing building, and will not remove farmland.

**CONDITIONS OF APPROVAL
PRECISION HELICOPTERS AGRICULTURAL HELIPAD
USE PERMIT
ZONE FILE #2010-023**

ON-GOING OR OPERATIONAL CONDITIONS OF APPROVAL:

PLANNING DIVISION—PPW (530) 666-8808

1. The project shall be developed in compliance with all adopted Conditions of Approval for Zone File #2010-023. The applicant shall be responsible for all costs associated with implementing the Conditions of Approval as contained herein.
2. Development of the site, including construction and/or placement of structures, shall be as described in this staff report for this Use Permit (ZF #2010-023). Any minor modification or expansion of the proposed use shall be in keeping with the purpose and intent of this Use Permit, and shall be administered through Site Plan Review approved by the Director of the Planning and Public Works Department. The facility shall be operated in a manner consistent with the project's approval.
3. Any proposed modification determined to be significant shall require an amendment to this Use Permit with approval from the Planning Commission.
4. Assessment of fees under Public Resources Code Section 21089, and as defined by Fish and Game Code Section 711.4 will be required. The fees (\$2,010.25 plus \$50 Recorder fee) are payable by the project applicant upon filing of the Notice of Determination by the lead agency, within five working days of approval of this project by the Planning Commission.
5. This Use Permit shall commence within one (1) year from the date of the Planning Commission's approval or said permit shall be null and void. The Director of Planning and Public Works may grant an extension of time; however such an extension shall not exceed a maximum of one year.
6. Prior to commencement of business operations for Precision Helicopters, LLC, the applicant shall obtain a business license from the Yolo County Planning and Public Works Department. The applicant shall maintain and renew the business license for as long as the business is in operation.
7. Flights to and from the helipad shall be restricted to use only by the aerial applicator aircraft owned by the applicant (Precision Helicopters, LLC).
8. The air traffic pattern for takeoff and landing shall be to the south and east of the helipad location, across the applicant's own property.
9. The helipad shall only be operational during daylight hours.
10. The helipad itself shall be unlighted. However, if any additional outdoor light fixtures are installed on the shop/hangar for security or safety purposes, they shall be low-intensity, shielded and/or directed away from adjacent properties, public right-of-way, and the night sky. Lighting fixtures shall use low-glare lamps or other similar lighting fixtures.

ATTACHMENT E

11. The centerline of the helipad shall be no closer than 50 feet from the north property line and 75 feet from the west property line.
12. During construction, all disturbed soils and unpaved roads shall be adequately watered to keep soil moist to provide dust control.
13. The applicant shall be responsible for obtaining all applicable permits for the above ground fuel tank.
14. The project shall be operated in compliance with all applicable federal and state laws and Yolo County Code regulations.
15. Prior to commencement of business operations, the applicant shall provide the Director of Planning and Public Works with documentation that Federal Aviation Administration (FAA) Form 7480-1 *Notice of Landing Area Proposal* has been properly filed with the FAA.
16. All chemicals (herbicides, pesticides, fumigants, etc.) shall be stored onsite in accordance with the manufacturer's requirements/recommendations. These products shall be stored in the locked nurse truck, which is to be parked inside the hangar or on the concrete pad adjacent to the hangar.
17. The applicant shall keep the project site free from flammable brush, grass and weeds.

BUILDING DIVISION—PPW (530) 666-8775

18. All building plans shall be submitted to the Planning and Public Works Department for review and approval in accordance with County Building Standards prior to the commencement of any construction.
19. The applicant shall pay all appropriate fees prior to the issuance of Building Permits, including but not limited to the Winters Joint Unified School District, Winters Fire District, and County facility fees.

AGRICULTURAL COMMISSIONER

20. Applicant shall comply with Division 6, Chapters 4 & 5 of the California Food and Agricultural Code.

ENVIRONMENTAL HEALTH DIVISION (530) 666-8646

21. Yolo County Environmental Health Division requires a Hazardous Materials/Waste Application Package (Business Plan) for all facilities that handle hazardous materials in quantities equal to or greater than 500 pounds, 55 gallons, or 200 cubic feet of gas, and any quantity of hazardous waste. This is a State mandated requirement that subjects the facility to fines of \$5,000 per day for non-compliance. The Hazardous Materials/Waste Application Package is due by the time hazardous materials and/or waste is present in reportable quantities.

22. A spill Prevention Countermeasure Contingency (SPCC) Plan is required for all above ground storage tanks (AST) and/or containers with a cumulative storage capacity greater than 1,320 gallons of petroleum products.

COUNTY COUNSEL—(530) 666-8172

23. In accordance with Yolo County Code Section 8-2.2415, the applicant shall agree to indemnify, defend, and hold harmless the county or its agents, officers and employees from any claim, action, or proceeding (including damage, attorney fees, and court cost awards) against the County or its agents, officers, or employees to attach, set aside, void, or annul an approval of the county, advisory agency, appeal board, or legislative body concerning the permit or entitlement when such action is brought within the applicable statute of limitations.

The county shall promptly notify the applicant of any claim, action or proceeding and that the county cooperates fully in the defense. If the county fails to promptly notify the applicant of any claim, action, or proceeding, or if the county fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold the county harmless as to that action.

The county may require that the applicant post a bond in an amount determined to be sufficient to satisfy the above indemnification and defense obligation.

24. Failure to comply with the Conditions of Approval as approved by the Yolo County Planning Commission may result in the following actions:
- non-issuance of future building permits;
 - legal action.