

**YOLO COUNTY
COMMUNITY SERVICES DEPARTMENT**

**INITIAL STUDY / NEGATIVE DECLARATION
FILE # 2016-0028**

**2016 DUNNIGAN GENERAL PLAN AMENDMENT
AND REZONING**

November 2016

Initial Environmental Study/ Negative Declaration

1. **Project Title:** Zone File No. 2016-0028
2. **Lead Agency Name and Address:**
Yolo County Community Services Department
292 West Beamer Street
Woodland, CA 95695
3. **Contact Person, Phone Number, E-Mail:**
Eric Parfrey, AICP
(530) 666-8043 or
eric.parfrey@yolocounty.org.
4. **Project Location:** Unincorporated town of Dunnigan in Yolo County
5. **Project Sponsor's Name and Address:**
Yolo County
6. **General Plan Designation(s):** All designations in Dunnigan
7. **Zoning:** All zoning in Dunnigan
8. **Description of the Project:** Amendments to the 2030 Yolo Countywide General Plan to remove all references to the Dunnigan Specific Plan; redesignation and rezoning of all properties to remove all "Specific Plan" and "Specific Plan Overlay" designations and zoning; addition of one new General Plan policy (see "Project Description" below)
9. **Surrounding Land Uses and Setting:** all properties in Dunnigan
10. **Other public agencies whose approval is required:** none
11. **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

The “project” analyzed in this Initial Study/Negative Declaration is the adoption of amendments to the 2030 Yolo Countywide General Plan and to the Yolo County Zoning Code to remove all references to the Dunnigan Specific Plan. Dunnigan is a small unincorporated town of approximately 1,000 residents, located along Interstate 5 in northern Yolo County, 19 miles north of Woodland.

The Dunnigan Specific Plan is one of five areas in unincorporated Yolo County that is designated as a “Specific Plan” in the 2030 Yolo Countywide General Plan approved in November, 2009. (The other four Specific Plan areas are in the Madison, Knights Landing, Elkhorn, and Covell areas.) The designated Specific Plan areas are agricultural lands located outside the designated growth boundaries of existing unincorporated towns. The purpose of the General Plan designation is to require that a Specific Plan be adopted prior to any urban development being approved in any of the five locations.

(Note that there is a separate General Plan Amendment study that is proceeding with a separate Initial Study/Negative Declaration to analyze the impacts of removing three other Specific Plan areas in Madison, Knights Landing, and Elkhorn. This proposed action, under file ZF 2016-0048, is proceeding behind the Dunnigan Specific Plan GPA.)

The Dunnigan Specific Plan area includes the existing town of Dunnigan and adjacent agricultural lands. The General Plan employs two separate land use designations to identify the Dunnigan Specific Plan area, which is approximately 3,110 acres in total size: a Specific Plan (abbreviated “SP”) designation and a separate Specific Plan Overlay (“SPO”). The General Plan currently designates the entire Specific Plan area for urban development of up to 9,230 housing units and 11,300 jobs (Figure 1).

The Specific Plan designation is applied to approximately 2,250 acres of mostly vacant agricultural land located generally west of County Road 99 and Interstate 5, south of County Road 5, and north of Bird Creek. The existing developed land uses in Dunnigan (Old Town, the rural homes in the Hardwoods, Country Fair Estates, and the highway commercial uses along I-5) are not included in the Specific Plan (SP) General Plan designation but are designated with the separate Specific Plan Overlay (SPO). For these properties, the SPO designation is overlain (added on top of) the underlying land use designations that reflect the developed uses such as Commercial General, Residential Low, etc.

The zoning for Dunnigan is similar to the General Plan (Figure 2). The mostly vacant agricultural lands located generally west of County Road 99 and Interstate 5 are zoned Specific Plan (abbreviated “S-P”), and the existing developed areas are zoned with a Specific Plan Overlay Zone (“SP-O”).

Note that Figure 1 and 2 do not reflect a recently approved General Plan Amendment and rezoning adopted in December, 2015 for 183 acres of agricultural land west of the County Road 8/I-5 interchange. This action is discussed separately under “Area #1 and Area #8,” below.

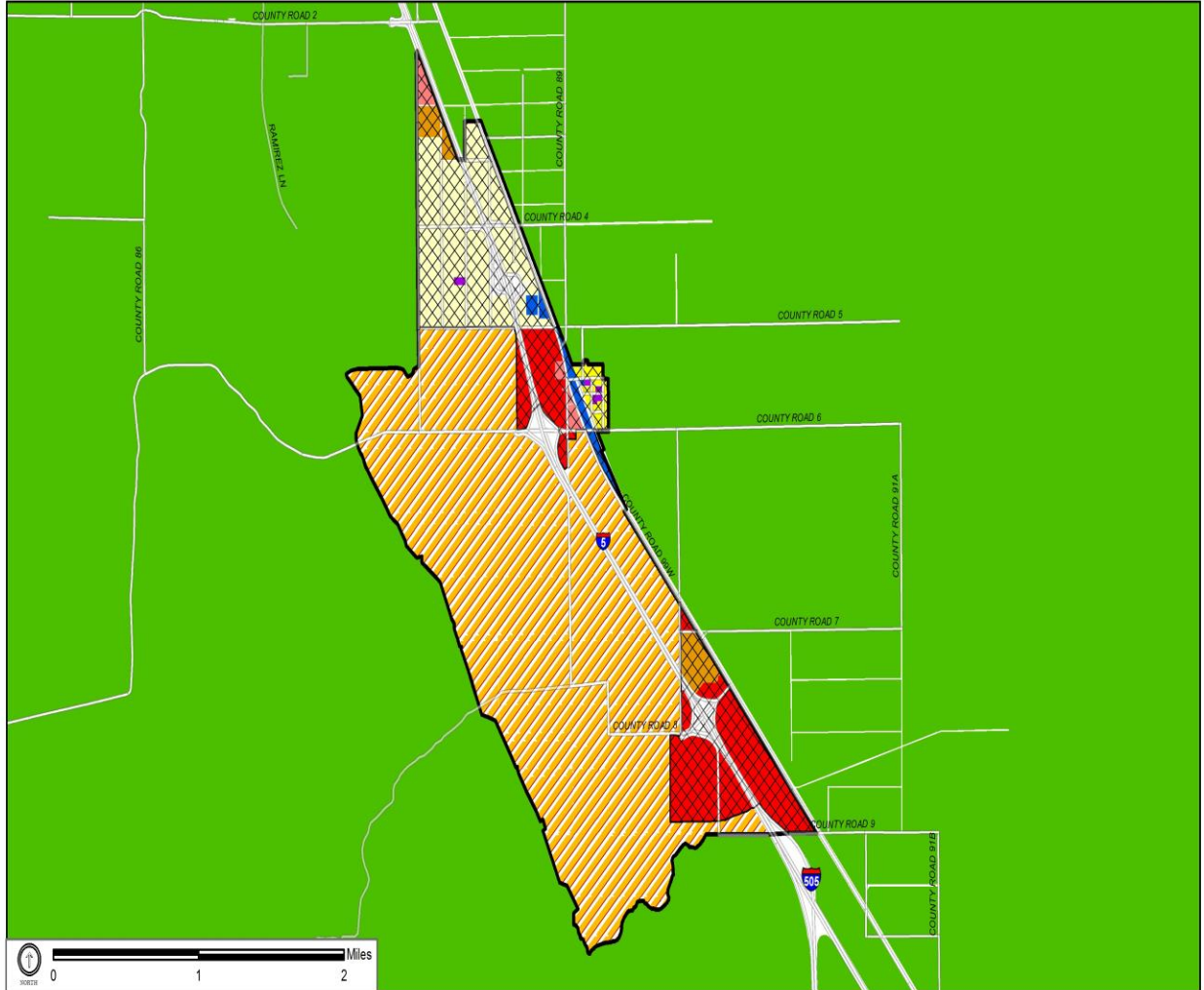
FIGURE 1

DUNNIGAN GENERAL PLAN DESIGNATIONS

LAND USE AND COMMUNITY CHARACTER ELEMENT

FIGURE LU-1B GENERAL PLAN LAND USE MAP

Dunnigan



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Source: Yolo County GIS

COUNTY OF YOLO 2030 COUNTYWIDE GENERAL PLAN

Specific Plan Submittal and Board Actions

An application for a Specific Plan was originally submitted to the County in 2009 by a Folsom residential developer, Elliott Homes, and a revised plan was resubmitted in 2012. During this period, the applicant worked with staff to refine the proposed development plan and meet all of the General Plan policies and criteria. However, the applicant could not design a Specific Plan that would meet the aggressive General Plan goals related to a jobs/housing balance in all phases of growth plus trip generation not to exceed 44 vehicle miles travelled (VMT) per household.

In 2015, the applicant requested that the County initiate an environmental impact report for the project, during which the jobs/housing and VMT goals, and all other issues would be resolved. On April 26, 2016, the Yolo County Board of Supervisors directed staff not to proceed with environmental review of the proposed Dunnigan Specific Plan.

Following the April, 2016 decision to not proceed with the environmental review of the Specific Plan, on May 31, 2016 the Board authorized staff to proceed with a General Plan Amendment Study that will remove all references to the Dunnigan Specific Plan from General Plan and zoning documents. This action will replace the "Specific Plan" General Plan land use designations and zoning for the approximately three dozen parcels planned for urban development in the Specific Plan area with an "Agriculture" (AG) designation and Intensive Agriculture (A-N) zoning. This would affect only the undeveloped agricultural properties in Dunnigan that are currently zoned "Specific Plan."

The proposed action will also remove the "Specific Plan Overlay" designation and zoning that applies to several hundred individual parcels, already developed within the Old Town area, the Dunnigan Hardwoods rural subdivision, and the existing highway commercial uses around the I-5 interchanges. These properties will retain their existing underlying designation and base zoning which includes Highway Commercial, Low Density Residential, etc. The only change will be to remove the overlaying "Specific Plan Overlay" designation and zoning.

Finally, the proposed action will delete all text references in the General Plan to the Dunnigan Specific Plan. This will require revision of several policies, as well as background text, maps, and tables. These changes are summarized in Tables 1 and 2. Attachment A to this Initial Study contains the complete language of all text and map amendments.

The action proposes to add one new General Plan policy related to potential future growth areas in Dunnigan, see new Policy CC 3.10 in Table 1, below.

This General Plan Amendment will not revise any of the policies in the existing 2001 Dunnigan Plan. That plan would remain in effect.

Proposed General Plan Amendment and Zoning Code Amendment

The proposed General Plan Amendment and accompanying Zoning Code Amendment is a package of changes that includes the following components:

- changing the General Plan designation of approximately 450 individual properties to delete the “Specific Plan” and “Specific Plan Overlay” designations;
- revisions to six figures, five tables, seven existing policies, and some accompanying text in the Land Use, Circulation, and Health and Safety Elements of the 2030 Yolo Countywide General Plan;
- addition of one General Plan policy identifying two potential future growth areas;
- rezoning of approximately 450 individual properties to delete the “Specific Plan” and “Specific Plan Overlay” zones; and
- revisions to four sections of the Yolo County Zoning Code.

A summary of each of the text and map amendments to the General Plan is presented in Table 1, and the text and map amendments to the Zoning Code are summarized in Table 2, on the following pages.

Attachment A to this Initial Study contains the complete language of all text and map amendments.

Parcels to be Redesignated and Rezoned

The Dunnigan Specific Plan area consists of the existing town of Dunnigan and adjacent agricultural lands, and is approximately 3,110 acres in total size. The area includes several distinct sub-areas, which are identified in Figure 3.

The sub-areas are further described in Table 3, along with the actions to redesignate and rezone the properties.

A complete list of all the parcels that will be redesignated and rezoned is included in Appendix B to this Initial Study.

A new General Plan policy would be added (Policy CC-3.10), which identifies two potential future growth areas in Dunnigan south of the existing Hardwoods subdivision, and between County Road 6 and CR 7, bounded by I-5 and CR 99W (in Area #1 on the following Figure 3). However, the lands would remain in agricultural use, and would be redesignated and rezoned from Specific Plan to Agriculture, along with all the other agricultural lands in Area #1.

TABLE 1

COMPONENTS OF PROPOSED GENERAL PLAN AMENDMENT

Policy or Map to be Amended	Proposed Change
<u>Changes in the Land Use and Community Character Element</u>	
1. Figure LU-1A, page LU-8	Delete Dunnigan Specific Plan from map and re-draw Growth Boundary
2. Table LU-5, page LU-9	Modify table by deleting and subtracting out acreages for the Dunnigan Specific Plan.
3. Table LU-8, page LU-21	Modify table by subtracting out the Dunnigan Specific Plan units
4. Table LU-9, page LU-22	Modify table by subtracting out the Dunnigan Specific Plan acres
5. Policy CC-3.1, page LU-37	Modify policy to delete reference to Dunnigan
6. Figure LU-4, page LU-38	Delete Dunnigan Specific Plan from map
7. Table LU-10, page LU-39	Delete table
8. Policies CC-3.10 and CC-3.11, pages LU-40, 42, 43	Delete both policies which contain details about the Dunnigan Specific Plan and add new policy in place of CC-3.10 (below)
9. Policy CC-3.10, page LU-40	<p>Add new Policy CC-3.10:</p> <p>The community has identified two potential future growth areas in Dunnigan to be studied and considered as funds become available: the area west of the I-5/County Road 6 interchange, between CR 5 and CR 6; and the area between the I-5/County Road 6 interchange and CR 7, between I-5 and CR 99W.</p>

TABLE 1 (con.)

COMPONENTS OF PROPOSED GENERAL PLAN AMENDMENT

Policy or Map to be Amended	Proposed Change
10. Table LU-11, page LU-41	Delete column for Dunnigan
11. Action CC-A17, page LU-59	Delete action item
12. Figure LU-1B: General Plan Land Use Map, page LU-66	For Dunnigan map, delete “Specific Plan” (SP) and “Specific Plan Overlay” (SP-O) designations, replace with “Agriculture” (AG) and retain underlying urban designations
<u>Changes in the Circulation Element</u>	
13. Text in sixth paragraph, page CI-7	Modify text to delete reference to County Roads 6 and 99W
14. Figure CI-1A, page CI-8	Modify figure to delete the “arterial” (green line) designation for a portion of County Road 99W and County Road 6 in Dunnigan.
15. Figure CI-2A, page CI-10	Modify figure to delete the “4 lane” (purple line) designation for a portion of County Road 6 in Dunnigan
16. Text under “8.” Planned Roadway Improvements,” page CI-13	Delete first and fourth bullets in first paragraph, improvements for County Road 6 and 99W
17. Policies CI-3.1 and 3.2, pages CI-28 to CI-32	Delete references to planned widening of County Roads 99W and 6, and delete reference to Dunnigan Specific Plan
18. Policy CI-3.19, page CI-37	Modify policy by deleting reference to Dunnigan Specific Plan and insert “strive to achieve” maximum of 44 VMT
19. Policy CI-3.21, page CI-39	Delete policy
<u>Changes in the Health and Safety Element</u>	
20. Figure HS-11, page HS-23, and text on page HS-15 (as amended by GPA #2011-03)	Modify figure and text to delete Dunnigan Specific Plan

TABLE 2

COMPONENTS OF PROPOSED ZONING CODE AMENDMENT

Section of Text or Map to be Amended	Proposed Change
21. Zoning Maps (Countywide maps and Dunnigan inset map)	For Dunnigan map, delete “Specific Plan” (S-P) and “Specific Plan Overlay” (SP-O) zoning, replace with “Agricultural Intensive” (A-N) zone and retain underlying urban zones (see details in Table 3)
22. Section 8-2.404(c)(3) of the Agricultural Conservation and Mitigation Program, page 132	Modify section to delete reference to Dunnigan Specific Plan
23. Text and Table 8-2.902-1 in Chapter 2, Article 9: Specific Plan and Overlay Zones, page 199	Delete reference to Dunnigan in fourth paragraph Table 8-2.902-1: delete line for Dunnigan and recalculate acreage total
24. Table 8-2.903-1, page 200	Delete line for Dunnigan
25. Text in first paragraph, page 201	Delete third and fourth sentences, which reference Dunnigan

FIGURE 3
SUB-AREAS OF DUNNIGAN

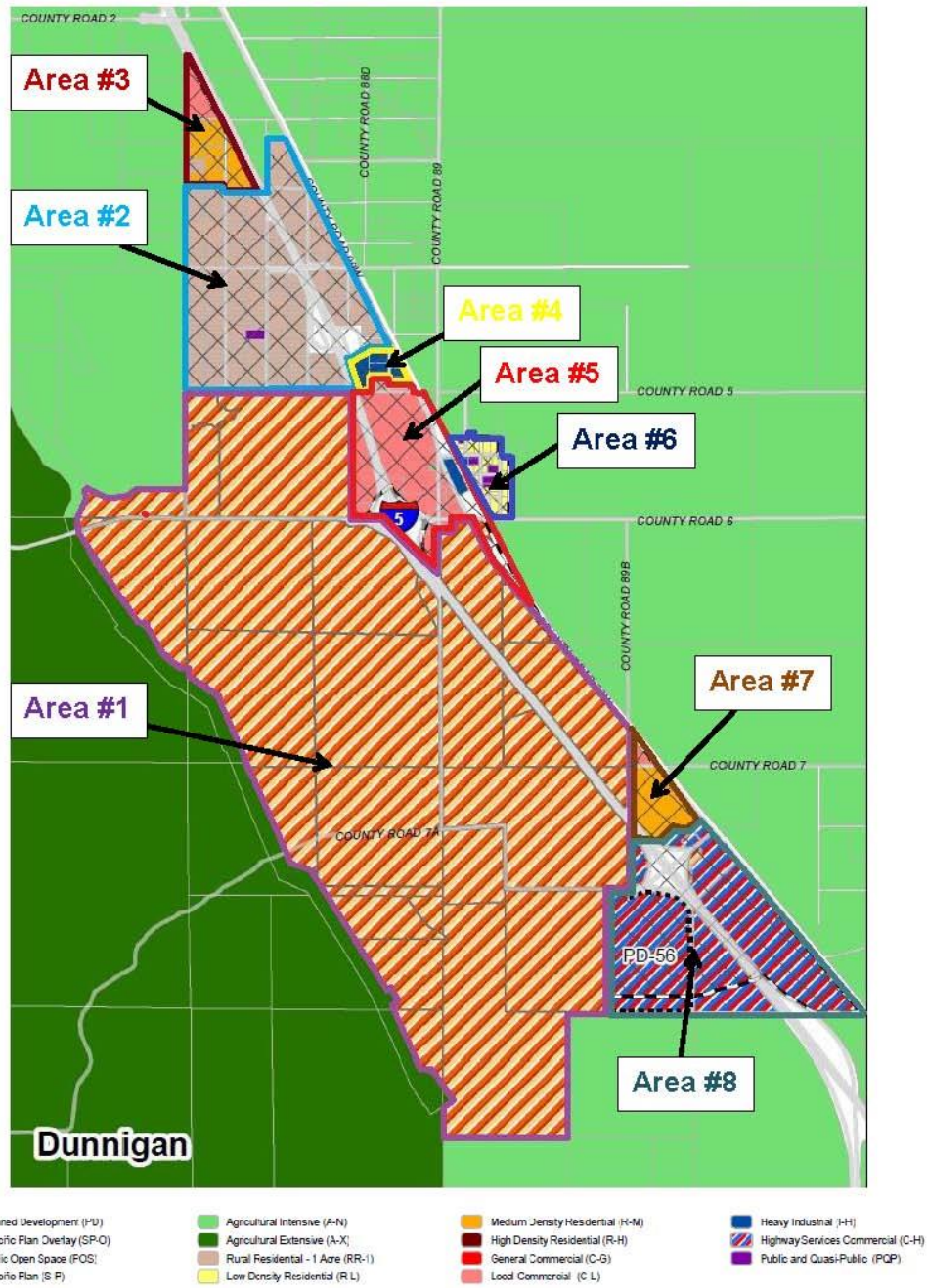


TABLE 3

SUB-AREAS IN DUNNIGAN TO BE REDESIGNATED AND REZONED

Sub-area	Proposed Change
<p>Area #1 - Agricultural Lands</p> <p>Approximately 2,125 acres of agricultural lands bordered by the Hardwoods rural residences/County Road 5 on the north; CR 99W on the east; the Colusa Tehama Canal on the west; and Bird Creek on the south.</p> <p><u>Owners involved:</u></p> <p>Dunnigan East LLC (approx. 500 acres) Dougherty Partners 1750 (approx. 1,000 acres) Hayes, Soures, others</p>	<p><u>General Plan Action:</u> Remove “Specific Plan” (SP) General Plan designation and replace with “Agriculture” (AG) designation.</p> <p><u>Zoning Action:</u> Rezone from “Specific Plan” (S-P) to the “Agricultural Intensive” (A-N) zone.</p> <p>NOTE: Excludes 183 acres now owned by Vann Brothers which was already redesignated and rezoned from Specific Plan to Agriculture in December, 2015. Approx. 20 acres of this land is now proposed for General Commercial/ Highway Service Commercial zoning to accommodate a proposed truck stop (Valley Travel Center).</p>
<p>Area #2 - Dunnigan Hardwoods</p> <p>Approximately 332 acres and 331 owners of rural residences generally north of County Road 6 and west of CR 99W.</p>	<p><u>General Plan Action:</u> Remove “Specific Plan Overlay” (SPO) designation and retain the underlying “Rural Residential” (RR) designation.</p> <p><u>Zoning Action:</u> Rezone from “Specific Plan Overlay” (SP-O)/ “Rural Residential - 1 acre” (RR-1) to RR-1 only.</p>
<p>Area #3 - Dunnigan Mobile Home Park/Campers Inn/Linse Property</p> <p>Approximately 52 acres consisting of an existing mobile home park, golf course, RV park, and rural residence north of the Hardwoods, west of I-5.</p> <p><u>Owners involved:</u></p> <p>Dunnigan Mobile Home Park/Baines & Saima (7.5 acres, 051-110-022) Campers Inn/Zancor Inc. and others (31.4 acres, 051-110-001 thru -012) Linse Property (13 acres, 051-120-001)</p>	<p><u>General Plan Action:</u> Remove “Specific Plan Overlay” (SPO) designation and retain underlying “Residential Medium” (RM) designation (for the mobile home park/golf course/RV park) and Commercial Local (CL) (for Linse property).</p> <p><u>Zoning Action:</u> Rezone from “Specific Plan Overlay” (SP-O)/ “Medium Density Residential” (R-M) and SP-O/ Local Commercial (CL) to R-M and C-L only.</p>

TABLE 3 (con.)

SUB-AREAS IN DUNNIGAN TO BE REDESIGNATED AND REZONED

Sub-area	Proposed Change
<p>Area #4 - Cliff's Auto and Other Industrial Properties</p> <p>Approximately 17 acres of developed and undeveloped industrial properties generally north of County Road 5, between I-5 and CR 99W.</p> <p><u>Owners involved:</u></p> <p>JJ Int'l (12.2 acres, 051-202-002, -004, -005, -006, -013) Backhaus (3.5 acres, 051-202-007, -011, -012) Mejia (1.1 acres, 051-202-014)</p>	<p><u>General Plan Action:</u> Remove "Specific Plan Overlay" (SPO) designation and retain underlying "Industrial" (IN) designation</p> <p><u>Zoning Action:</u> Rezone from "Specific Plan Overlay" (SP-O)/ "Heavy Industrial" (I-H) to I-H only.</p>
<p>Area #5 - Bill & Kathy's/Highway Commercial at I-5/CR 6</p> <p>Approximately 40 acres of developed and undeveloped lands north of County Road 6, south of CR 5, west of CR 99W, both sides of I-5.</p> <p><u>Owners involved:</u></p> <p>Bill & Kathy's, Inc. (5.1 acres, 051-020-003) Sac & Dunnigan Prop. (1.0 acre, 052-020-004) Dunnigan Inv. (1.2 acres, 052-030-001) T. Mumma (8 acres, 051-160-007, -008, -010, -012, -013) Cordes (16.1 acres, 051-160-005) S. Mumma (6 acres, 051-160-009) Star (2.4 acres, 051-160-004)</p>	<p><u>General Plan Action:</u> Remove "Specific Plan Overlay" (SPO) designation and retain underlying "Commercial General" (CG) designation</p> <p><u>Zoning Action:</u> Rezone from "Specific Plan Overlay" (SP-O)/ "Local Commercial" (C-L) to C-L only.</p>

TABLE 3 (con.)

SUB-AREAS IN DUNNIGAN TO BE REDESIGNATED AND REZONED

Sub-area	Proposed Change
<p>Area #6 - Old Town</p> <p>Approximately 150 acres and 45 owners consisting of residential, public, and other uses in the historic Dunnigan town center, north of CR 6 and west of CR 99W.</p>	<p><u>General Plan Action:</u> Remove “Specific Plan Overlay” (SPO) designation and retain underlying “Residential Low” (RL), “Public and Quasi-Public” (PQP), and other urban designations.</p> <p><u>Zoning Action:</u> Rezone from “Specific Plan Overlay”/“Low Density Residential” (R-L), SP-O/“Public and Quasi-Public” (PQP), SP-O/and other urban designations to R-L, PQP, and other urban zones.</p>
<p>Area #7 - Country Fair Estates/RV Park/Restaurant</p> <p>Approximately 40 acres of manufactured home park and highway commercial uses generally north of County Road 8 and west of CR 99W.</p> <p><u>Owners involved:</u></p> <p>Country Fair Estates/RV Park (34.3 acres, 052-050-083) Hugo Gutierrez (motel/restaurant) (5.2 acres, 052-030-008)</p>	<p><u>General Plan Action:</u> Remove “Specific Plan Overlay” (SPO) designation and retain underlying “Residential Medium” (RM) and “Commercial General” (CG) designations.</p> <p><u>Zoning Action:</u> Rezone from “Specific Plan Overlay/Medium Density Residential” (SP-O/R-M), and “Specific Plan Overlay/Local Commercial” (SP-O/C-L) to Medium Density Residential” (R-M) and Local Commercial (C-L).</p>
<p>Area #8 - Pilot/Richie Bros./Other Commercial at I-5/CR 8</p> <p>Approximately 170 acres of developed and undeveloped highway commercial lands around I-5/CR 8 interchange, both sides of I-5 and County Road 8.</p> <p><u>Owners involved:</u></p> <p>Grant Park Development (9.8 acres, 052-050-091 and -092) Aulman LLC (100 acres, 052-060-11) Mumma (45.9 acres, 052-060-005) Richie Bros. (90.4 acres, 052-050-086) Pilot (15.9 acres, 052-050-080) JDS/United Travel Plaza (6.8 acres, 052-060-080)</p>	<p><u>General Plan Action:</u> Remove “Specific Plan Overlay” (SPO) designation and retain underlying “Commercial General” (CG) designation</p> <p><u>Zoning Action:</u> Rezone from “Specific Plan Overlay”/“Highway Service Commercial” (C-H) to C-H only.</p> <p>NOTE: Approx. 20 acres of the adjacent Vann Brothers agricultural land to the west is pending approval for the Valley Travel Center truck stop and would be added to this sub-area. That project is subject to environmental review under a separate Mitigated Negative Declaration that is now being prepared.</p>

Pending and Recently Approved Projects

There are three significant development applications, plus one building permit, that are pending approval on commercial-zoned lands near the I-5/County Road 8 interchange at the time of this writing (November, 2016). In addition there is one recently approved building permit to upgrade an existing small truck stop. Four of the pending projects are consistent with, and are being processed, under the existing General Plan and zoning requirements.

The pending or recently approved projects are described below. None of these projects is analyzed in detail within this environmental document. Four of the five projects are ministerial applications that are exempt from review under the California Environmental Quality Act. The fifth project, a 20-acre truck stop, is subject to environmental review under a separate Mitigated Negative Declaration that is now being prepared.

Valley Travel Center. The project is a 20-acre highway service truck and auto stop, located west of the I-5/County Road 8 interchange. It is part of a larger 183-acre parcel that was originally included within the Dunnigan Specific Plan area but was removed and rezoned in December, 2015 to accommodate a proposed almond hulling facility (see below). The truck stop would consist of 16 auto gas fueling pumps; 8 truck fueling pumps; truck wash; tire barn; a food market and two fast food restaurants; 102 auto parking stalls; and truck parking for 94 trucks. A possible hotel and additional commercial use is proposed in a second phase. The project requires a Tentative Parcel Map, a General Plan Amendment, and a rezoning from Agriculture to General Commercial and Highway Service Commercial (C-H) zoning. The project is subject to environmental review under a separate Mitigated Negative Declaration that is now being prepared. APN: 052-060-001. Applicant: Pitram Sidhu

Yolo Hulling and Shelling. A non-discretionary (ministerial) Site Plan Review application has been approved to construct an almond hulling facility on an approximately 110-acre portion of a 183 acre parcel (same parcel as Valley Travel Center, 052-060-001). Total employment of 20 to 30 year round. Applicant: Vann Brothers/Steve Tofft.

Denny's restaurant. Building permit for the former Oasis restaurant parcel, south of CR 8, east of I-5, proposed to rebuild as a new Denny's restaurant. APN: 052-050-026. Applicant: Sunny Ghai.

Grant Park Development (Mel Smith). Approximately 10 acres located north of County Road 8 east of I-5. A Site Plan Review as approved in 2007 to allow approximately 24,000 square feet of retail/highway commercial development, including a gas station. A new Site Plan Review application has been submitted that is consistent with the previous approval. APN: 052-050-091 and -092. Applicant: Sunny Ghai.

United Travel Center. A building permit was issued in 2015 to allow an existing truck stop at County Road 8/CR 89B east of I-5/CR 8 to rebuild and expand with a new commercial store. Under construction. APN: 052-060-008. Applicant: Tony Singh.

Other General Plan/Rezoning Actions to be Considered

There is one other change that has been proposed by a landowner in the area. The owner of an existing small one-acre gas station at the corner of County Road 6 and County Road 89 (APN: 052-030-001, Fazio Corp.) wishes to expand the uses to include an additional 2.8 acres from the adjacent 50-acre parcel that surrounds the gas station to the east and south (APN: 052-030-003, Dunnigan East LLC). The proposed expansion is illustrated in Figure 4.

The existing gas station is designated Commercial in the General Plan and zoned Highway Commercial (C-H). The adjacent parcel is designated Specific Plan and zoned S-P. To effectuate the transfer of the 2.8 acres of land would require a GPA, rezoning, and a Lot Line Adjustment. The 2.8 acre portion of the 50-acre parcel would be redesignated and rezoned from Specific Plan to Commercial and Highway Service Commercial, respectively. The remainder of the 50-acre parcel would be redesignated and rezoned from Specific Plan to Agriculture and to the Intensive Agriculture (A-N) zoning.

This proposal has been included in the following analysis of environmental issues for the entire Specific Plan area.

Anticipated Environmental Impacts

Removing the Specific Plan General Plan land use designations and zoning will result in a significant reduction in the projected amount of future growth in the Dunnigan area. However, it should be noted that removing references to the Dunnigan Specific Plan does not preclude an applicant from applying for approval of a Specific Plan in the Dunnigan area (or any area in the unincorporated county). Policies and guidelines for processing and approving Specific Plans will remain in the General Plan and Zoning Code. Removing all references to the Dunnigan Specific Plan means that there will be no detailed development standards for a future plan, and a Specific Plan may be more speculative and unlikely in the future.

The addition of a new Policy CC-3.10, which identifies two potential future growth areas in Dunnigan to be studied and considered “as funds become available,” would not be expected to have any environmental impacts since the land identified will continue to be designated and zoned for agricultural uses.

The 2030 General Plan estimated that buildout of an approved Dunnigan Specific Plan could have resulted in the construction of a minimum of 5,000 housing units and a maximum of 7,500 units (not counting 600 second ancillary units) (see Table 4, below).

This amount of projected residential growth with the Specific Plan would have resulted in a future population in Dunnigan of over 25,000 residents. Job creation associated with an approved Specific Plan could have resulted in approximately 8,000 new commercial and industrial jobs.

TABLE 4

**GROWTH PROJECTIONS IN DUNNIGAN
WITH AND WITHOUT THE SPECIFIC PLAN
(2007 – 2030)**

	Town (2007)	(Zip Code) ¹ (2010)	Projected growth	Future (2030)
Dunnigan with Specific Plan: -- Housing	340	(558)	8,108	8,621
-- Population ²	1,020	(1,416)	24,324	25,344
-- Jobs ³	n/a	n/a	7,938	7,938
Dunnigan without Specific Plan: -- Housing	340	(558)	173	513
-- Population ²	1,020	(1,416)	519	1,539
-- Jobs ³	n/a	n/a	n/a	n/a

Sources: 2030 Yolo Countywide General Plan, Tables LU-8 and LU-9; 2010 Census data

Notes: 1. The zip code area is much larger than the town boundary.
2. Assumes 3.3 people per household (U.S. Census).
3. There are no reliable existing job estimates for Dunnigan.

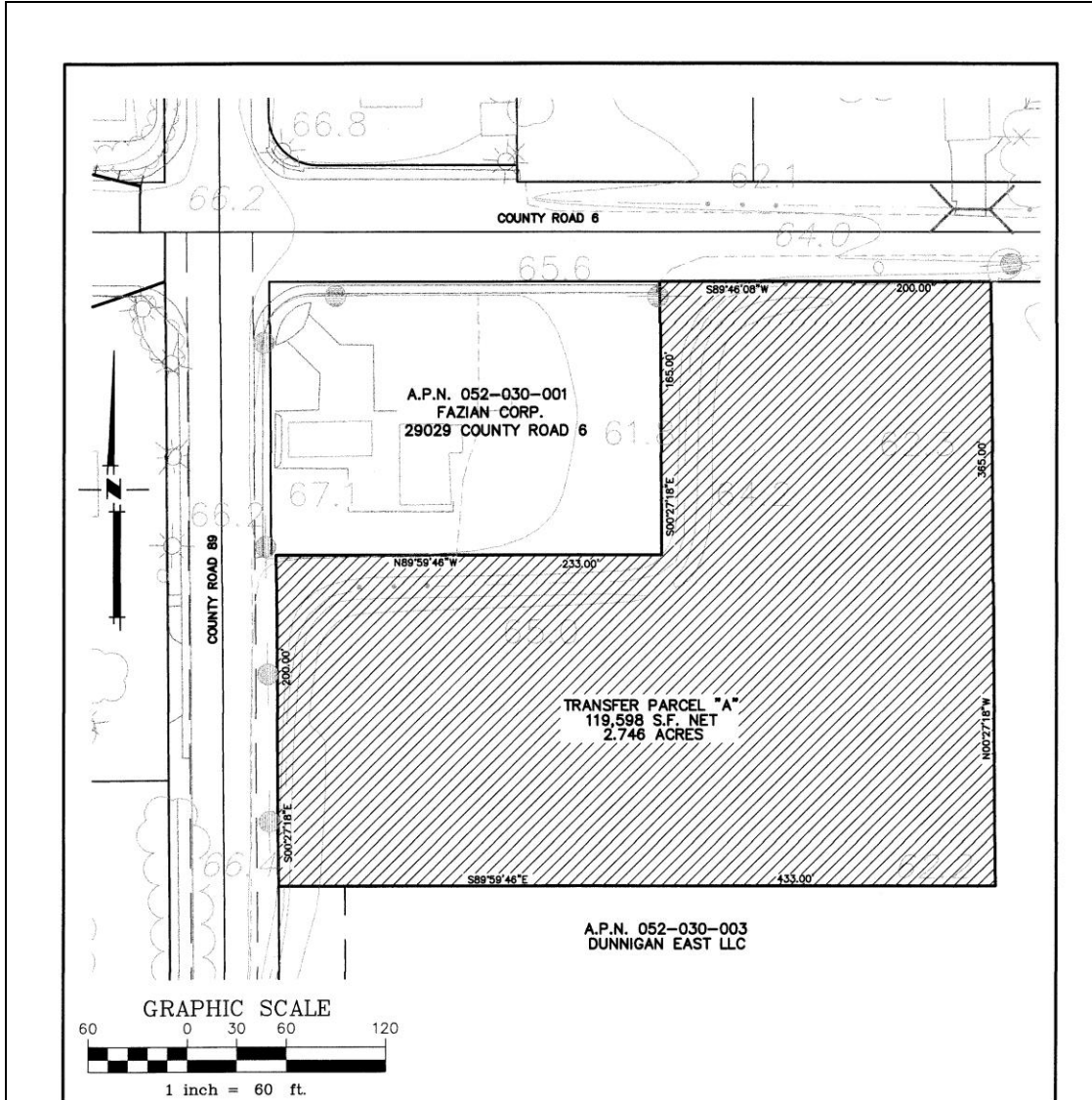
Some of the anticipated environmental impacts due to avoided future growth that could have occurred under an adopted Dunnigan Specific Plan include the following:

- The town of Dunnigan would remain a small unincorporated community of approximately 1,500 residents with a continued limited amount of growth of auto- and truck-oriented business at the interchanges along the I-5 corridor;
- Approximately 2,250 acres of prime agricultural land would not be converted to urban uses; agriculture would remain the predominant industry in the area;
- Biological resources associated with the undeveloped agricultural land (habitat for Swainson’s hawk and other sensitive species, etc.) would not be lost to urban development;
- Increased traffic, air quality, noise, and climate change impacts caused by construction of 5,000 to 7,500 homes and associated commercial growth would be avoided; and
- Improved public services (water, wastewater, drainage, schools, fire and police) for new and existing residents would not occur.

These potential impacts are further described and analyzed in the following Initial Study.

FIGURE 4

PROPOSED EXPANSION OF EXISTING GAS STATION



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant Impact” (before any proposed mitigation measures have been adopted) 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: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Planner’s Signature

Date

Planner’s Printed name

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines 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 where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from 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, pursuant to 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, where 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

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

Discussion of Impacts

- a) *No Impact.* As noted in the “Project Description,” the most significant change that would result from the adoption of the 2016 Dunnigan General Plan Amendment (GPA) is the removal of all designations and zoning for Dunnigan Specific Plan. Buildout of the proposed Specific Plan could have resulted in the construction of a maximum of 7,500 new housing units, resulting in a future population in Dunnigan of over 25,000 residents. Job creation associated with an approved Specific Plan could have resulted in approximately 8,000 new commercial and industrial jobs.

The adoption of the proposed GPA means that the amount of new urban growth will not occur, and all potential impacts on existing scenic vistas due to that amount of growth would not occur. The only new growth that could occur under the GPA, beyond the infill development allowed under the existing underlying zoning, is the expansion of the existing 2-acre gas station at County Road 6 and County Road 89. This expansion would conform to all other existing zoning and building regulations and should not have a substantial adverse effect on any existing scenic vistas.

- b) *No Impact.* Adoption of the 2016 Dunnigan General Plan Amendment would not damage scenic resources.
- c) *No Impact.* The 2016 Dunnigan GPA would not significantly affect the visual character of any site and surroundings.
- d) *No Impact.* Any incremental infill development allowed under the existing underlying zoning should not provide any additional light and glare that would spill over onto adjacent properties, since development standards applied to new projects require light impacts to adjacent properties to be addressed in building permits.

II. AGRICULTURAL AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) 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 which due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) and b) *Less than Significant Impact*. The adoption of the 2016 Dunnigan General Plan Amendment would remove the Specific Plan General Plan land use designations and zoning and will result in a significant reduction in the projected amount of future growth in the Dunnigan area. Approximately 2,250 acres of prime agricultural land (identified as Area #1 on Figure 3, Sub-areas of Dunnigan, in the "Project Description" section) would not be converted to urban uses; agriculture would remain the predominant industry in the area. This would have a significant beneficial impact on agricultural resources in the area.

However, the 2016 Dunnigan General Plan Amendment also includes the request by the owner of an existing small one-acre gas station at the corner of County Road 6 and County Road 89 to expand the uses to include an additional 2.8 acres from the adjacent 50-acre parcel that surrounds the gas station to the east and south. To effectuate the transfer of the 2.8 acres of land would require a GPA, rezoning, and a Lot Line Adjustment. The 2.8 acre portion of the 50-acre parcel would be redesignated and rezoned from Specific Plan to Commercial and Highway Service Commercial, respectively. The remainder of the 50-acre parcel would be redesignated and rezoned from Specific Plan to Agriculture and to the Intensive Agriculture (A-N) zoning.

The 50-acre parcel is currently designated and zoned for agriculture and consists of prime soils: Myers clay (MS), Rincon silty clay loam (RG), and Tehama loam (TAA). The 50-acre parcel is not under a Williamson Act contract. Redesignation and rezoning of the 2.8-acre portion would require mitigation for the loss of agricultural land as set forth by the County's Agricultural Yolo County Agricultural Mitigation and Conservation Program (Section 8-4.404 of the Yolo County Code). The applicant would be required to either purchase and dedicate a permanent conservation easement or pay an in lieu fee.

To mitigate for the loss of prime farmland, the mitigation conservation easement must be located within two miles of the Sphere of Influence of a city (Davis, West Sacramento, Winters, Woodland) or Esparto, and the mitigation ratio is 3:1, i.e., for every acre converted, three times the number of acres of prime farmland must be conserved with a conservation easement. If the conservation easement is located within one-quarter mile of a city sphere, or within the Davis/Woodland Greenbelt (the area bounded by County Roads 98/102 on the west/east, and County Roads 29/27 on the north and south), mitigation may occur at a reduced ratio of 1:1 or 2:1, respectively.

If the in-lieu fee option is exercised, the applicant would be required to pay a fee currently set at \$10,100 per acre, using the 3:1 ratio, i.e., \$30,300 per acre

In addition to the requirement to mitigate for the loss of prime farmland, the applicant for the expansion of the gas station would be required, as a future condition of approval, to provide a buffer between the new gas station uses and the adjacent agricultural operations. Policy LU-2.1 in the 2030 Yolo Countywide General Plan describes the buffer: "New urban (non-agricultural) development should be setback a minimum of 300 feet from adjoining agricultural land where possible, but special circumstances can be considered by the decision-making body. Except as noted below where no buffer is required, in no case shall the buffer be reduced to less than 100 feet."

As part of the proposed 2016 Dunnigan GPA, a new General Plan policy would be added (Policy CC-3.10), which identifies two potential future growth areas for housing or jobs in Dunnigan south of the existing Hardwoods subdivision, and between County Road 6 and CR 7, bounded by I-5 and CR 99W (within Area #1 on Figure 3 in the "Project Description" section). However, the lands would remain in agricultural use, and would be redesignated and rezoned from Specific Plan to Agriculture, along with all the other agricultural lands in Area #1. Thus, the addition of this new policy should not have any impact on agricultural resources.

c), d) *No Impact.* The proposed GPA would not affect any forest resources.

e) *No Impact.* The proposed project would not result in any other changes to forest or agricultural lands.

III. AIR QUALITY:

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:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) through e) *No Impact*. 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. Yolo County is within the Yolo-Solano Air Quality Management District (YSAQMD). The district is currently a non-attainment area for ozone (State and Federal ambient standards) and Particulate Matter (State ambient standards). While air quality plans exist for ozone, none exists (or is currently required) for PM₁₀.

As already noted above in the "Project Description" section, the 2030 General Plan estimated that buildout of an approved Dunnigan Specific Plan could have resulted in the construction of a minimum of 5,000 housing units and a maximum of 7,500 units (not counting second ancillary units).

This amount of projected residential growth with the Specific Plan would have resulted in a future population in Dunnigan of over 25,000 residents. Job creation associated with an approved Specific Plan could have resulted in approximately 7,938 new commercial and industrial jobs. Any new development would be required to conform to all other existing zoning and building regulations and should not have a substantial adverse effect on air quality standards or contribute incrementally to the non-attainment of the air quality standards.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status 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 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"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents 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.* Adoption of the 2016 Dunnigan General Plan Amendment means that biological resources associated with the undeveloped agricultural land (habitat for Swainson’s hawk and other sensitive species, etc.) would not be lost to planned urban development. Approximately 2,250 acres of prime agricultural land would not be converted to urban uses, and agriculture would remain the predominant industry in the area. This would have a significant beneficial impact on biological resources in the area.

The only potential impact to biological resources due to the proposed GPA would be related to the expansion of the existing small one-acre gas station at the corner of County Road 6 and County Road 89. The expansion would affect 2.8 acres from the adjacent 50-acre parcel that surrounds the gas station to the east and south. The land is under cultivation and is considered foraging habitat for the Swainson’s hawk. Development of the 2.8 acres would be subject to the the standard mitigation program, consistent with the pending Habitat Conservation Plan (HCP), that the County applies for all discretionary projects that affect foraging habitat. Yolo County requires mitigation at a 1:1 ratio for lost foraging land or payment of an in-lieu fee, would be applied to reduce any potential impacts for this expansion.

(b) through (f) *No Impact.* Development of the 2.8 acres for the expanded gas station would not impact any riparian habitat or sensitive natural community, wetlands, movement of any native

resident or migratory fish or wildlife species, or conflict with any local policies or ordinances or the pending HCP.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

(a) through (f) *No Impact*. As in the case of potential impacts related to agricultural and biological resources, under the proposed GPA the Dunnigan Specific Plan would not be developed, and approximately 2,250 acres of prime agricultural land would not be converted to urban uses. Potential impacts to cultural resources would be reduced significantly. For any projects that proceed under the existing zoning, standard conditions attached to discretionary project approvals would ensure that any impacts to cultural resources would be avoided. The expansion of the gas station would affect 2.8 acres of agricultural lands that, because of the intensive agricultural operations that have disturbed the acreage, would not be anticipated to uncover or affect any known cultural resource.

VI. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known Fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?				
iii) Seismic-related ground failure, including liquefaction?				
iv) 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| 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 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) through e) *No Impact*. Under the proposed GPA the Dunnigan Specific Plan would not be developed, and approximately 2,250 acres of prime agricultural land would not be converted to urban uses. Potential impacts to geology and soils would be reduced significantly. Any projects that proceed under the existing base zoning, and development of the 2.8 acres for the expanded gas station, would be required to conform to all existing zoning and building regulations and should not have a substantial adverse effect related to geology and soils. Development would be subject to building permit standards, and would be required to receive permits from the Environmental Health Department for adequate on-site wastewater and water systems.

VII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

a) c) *Less than Significant Impact*. Yolo County has adopted General Plan policies and a Climate Action Plan (CAP). In order to demonstrate project-level compliance with CEQA relevant to GHG emissions and climate change impacts, applications for discretionary projects must demonstrate consistency with the General Plan and CAP. The adopted 2030 Yolo Countywide General Plan contains the following relevant policies and actions:

Action CO-A118: Pursuant to and based on the CAP, the following thresholds shall be used for determining the significance of GHG emissions and climate change impacts associated with future projects:

- 1) Impacts associated with GHG emissions from projects that are consistent with the General Plan and otherwise exempt from CEQA are determined to be less than significant and further CEQA analysis for this area of impact is not required.
- 2) Impacts associated with GHG emissions from projects that are consistent with the General Plan, fall within the assumptions of the General Plan EIR, consistent with the CAP, and not exempt from CEQA are determined to be less than significant or mitigated to a less than significant level, and further CEQA analysis for this area of impact is generally not required.

To be determined consistent with the CAP, a project must demonstrate that it is included in the growth projections upon which the CAP modeling is based, and that it incorporates

applicable strategies and measures from the CAP as binding and enforceable components of the project.

Adoption of the 2016 Dunnigan GPA would modify policies, land use designations, and zoning for the Dunnigan area, and would reduce development projections of the General Plan by approximately 8,108 housing units, 24,324 residents, and 7,938 jobs. Potential climate change impacts would be significantly reduced because the 2,250-acre Specific Plan area would not be developed with urban uses. The only potential impact to projected greenhouse gas emissions would be related to the 2.8-acre expansion of the existing gas station at the corner of County Road 6 and County Road 89. This small expansion would not have a significant impact on future GHG emissions.

b) and c) *No Impact*. The proposed GPA would conflict with the CAP and no proposed changes in General Plan designation would be affected by climate change impacts such as wildfires or water supply.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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"/>
d) 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"/>
e) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) 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"/>
j) 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) *Less than Significant Impact*. Under the proposed GPA the Dunnigan Specific Plan would not be developed, and approximately 2,250 acres of prime agricultural land would not be

converted to urban uses. Potential impacts related to development of urban uses that involve use of hazardous materials would be reduced significantly. For any projects that proceed under the existing zoning, standard conditions attached to discretionary project approvals would ensure that any impacts to hazards would be avoided. Construction of new auto and truck-related highway commercial uses would be allowed under the existing zoning and these uses typically involve hazardous materials such as gasoline, lubricating oils, solvents, etc.

All new uses proposed in existing commercial zones, as well as the expansion of the existing gas station, would be subject to Environmental Health and State regulations which, among other requirements, would require Business Plans to be prepared for new business that store or handle hazardous materials. A Hazardous Material Business Plan (HMBP) is a document containing detailed information on the:

- Inventory of hazardous materials at a facility
- Emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material
- Training for all new employees and annual training, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of a hazardous material.
- A site map that contains north orientation, loading areas, internal roads, adjacent streets, storm and sewer drains, access and exit points, emergency shutoffs, evacuation staging areas, hazardous material handling and storage areas, and emergency response equipment. (California Health and Safety Code Section 25505)

The State of California requires an owner or operator of a facility to complete and submit a HMBP if the facility handles a hazardous material or mixture containing a hazardous material that has a quantity at any one time during the reporting year equal to or greater than 55 gallons (liquids), 500 pounds (solids), or 200 cubic feet for a compressed gas.

c) through j) *No Impact*. No new uses initiated under the existing base zoning for Dunnigan, or for the 2.8-acre gas station expansion, would emit hazardous materials adjacent to a school or airport, or be at increased risk from wildland fires.

IX. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Significantly deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a) through (j) *No Impact*. Removal of the Dunnigan Specific Plan from the County General Plan means that plans for improved public services (water, wastewater, and drainage systems), for new and existing residents would not occur. Impacts to hydrology and water quality related to the conversion of 2,250 acres of agricultural land to urban uses would be avoided. Most residents and business would continue to rely on on-site drainage and septic systems and wells, including expansion of the existing gas station.

The construction of new uses allowed under the existing zoning would continue to be subject to building permit standards, which should address any water quality or hydrologic issues that are specific to individual sites. Existing environment health standards related to well water quality tests, and percolation tests and design requirements for leachfields would ensure that no impacts to water quality would occur.

X. LAND USE AND PLANNING

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

Discussion of Impacts

a) *No impact*. The proposed GPA would not divide any established community.

b) *No Impact*. Adoption of the 2016 Dunnigan GPA would delete all references to the Dunnigan Specific Plan and would retain consistency with all remaining policies and land use designations in the General Plan, and would be consistent with all other applicable ordinances, programs and

policies. The 2.8-acre expansion of the existing gas station at the corner of County Road 6 and County Road 89 would be added as an urban expansion of the existing General Plan. This small expansion would not conflict with any land use policies or plans.

b) *No Impact.* The County does not have an adopted HCP or NCCP, although a draft plan is now being prepared by the Yolo Habitat Conservancy (the Joint Powers Agency). The proposed GPA would not conflict with any of the existing mitigation requirements or policies of the Yolo County draft HCP.

XI. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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.* There are no known or mapped mineral resources in the area.

XII. NOISE

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

Discussion of Impacts

(a) through (e) *No Impact*. Under the proposed GPA the Dunnigan Specific Plan would not be developed, and approximately 2,250 acres of agricultural land would not be converted to urban uses. Potential noise impacts related to new development would be reduced significantly. Any projects that proceed under the existing zoning, or occur due to the expansion of the gas station, would be subject to building permit standards and noise standards included in the 2030 Yolo Countywide General Plan, and accompanying zoning and building regulations.

XIII. POPULATION

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

Discussion of Impacts

(a)(b)(c) *No Impact*. The proposed GPA would not induce substantial population growth in the area, or displace existing housing or people. The town of Dunnigan would remain a small unincorporated community of approximately 1,500 residents with a continued limited amount of growth of auto- and truck-oriented business at the interchanges along the I-5 corridor; The 2030 General Plan estimated that buildout of an approved Dunnigan Specific Plan could have resulted in the construction of a 5,000 to 7,500 housing units, resulting in a future population in Dunnigan of over 25,000 residents. This will not occur under the GPA. The only expansion includes the 2.8-acres of additional gas station commercial uses, which will not affect population or housing.

XIV. PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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 draft Dunnigan Specific Plan proposed to contract with the Yolo County Sheriff's Department and the Dunnigan Fire Protection District to provide police and fire protection services. Schools would continue to be provided through the Pierce Joint Unified School District and parks and recreation would be provided through a planned Dunnigan County Service Area (CSA). Government services would be maintained through the Dunnigan CSA) and library service would be provided by the Yolo County Library.

With the removal of the Specific Plan from the General Plan, additional services would not be provided for new and existing residents. The same level of services would continue as now exists in the community.

XV. RECREATION

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

Discussion of Impacts

a), b) *No Impact*. The deletion of the Dunnigan Specific Plan would not affect any recreational facilities. Numerous new facilities were proposed in the draft Specific Plan; these would not be constructed.

XVI. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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) *Less than Significant Impact.* As noted in the “Project Description,” the most significant change that would result from the adoption of the 2016 Dunnigan General Plan Amendment (GPA) is the removal of all designations and zoning for Dunnigan Specific Plan. Buildout of the proposed Specific Plan could have resulted in the construction of a maximum of 7,500 new housing units, resulting in a future population in Dunnigan of over 25,000 residents. Job creation associated with an approved Specific Plan could have resulted in approximately 8,000 new commercial and industrial jobs.

The adoption of the proposed GPA means that this amount of new urban growth will not occur, and all potential transportation impacts on the existing circulation system due to traffic generated by that amount of growth would not occur. This means that the town of Dunnigan would remain a small unincorporated community of approximately 1,500 residents with a continued limited amount of growth of auto- and truck-oriented business at the interchanges along the I-5 corridor. The only new growth that could occur under the GPA, beyond the infill development allowed under the existing underlying zoning, is the expansion of the existing gas station at County Road 6 and County Road 89.

While removal of all designations and zoning for the Dunnigan Specific Plan will result in significantly reduced projected auto and truck related trips in the future, improvements to existing transportation facilities that were anticipated under the Specific Plan also would not occur.

Future transportation improvements that would not occur include the reconstruction of one of the two main interchanges Interstate 5 and widening of arterials such as County Road 99W. The interchange improvements that were being considered as part of the Specific Plan are described in the draft Plan (Dunnigan Specific Plan, Second Draft, April, 2013):

The Interstate 5/County Road 8 interchange does not fully comply with current Caltrans design standards because of its close spacing to the I-505/I-5 freeway-to-freeway interchange, which is located approximately one mile south of the CR 8 interchange. This distance is less than the Caltrans standard of three miles between a local interchange (CR 8) and a system interchange (I-505) to provide adequate distance for weaving vehicles to complete merge and diverge movements. As a result, only minimal capacity-enhancing modifications to the CR 8 interchange are feasible. Potential improvements associated with the [Dunnigan Specific Plan] are anticipated to include signaling the ramp terminals, isolated ramp widening, and enhancing bicycle and pedestrian movements across the interchange.

Given the constraints at CR 8, project vehicle traffic will be focused on the CR 6 interchange where more extensive capacity improvements are feasible. This interchange will also be designed for bicycles and pedestrians although the DSP includes a separate bicycle, pedestrian, and [neighborhood electric vehicle] crossing of I-5 in the central portion of the plan that is intended to be the preferred crossing for these modes as explained in more detail...

The draft Specific Plan included several future interchange designs for the I-5/CR 6 interchange. All of the proposed designs would have required widening or replacing the existing structure over I-5.

In addition to interchange improvements if the Specific Plan had proceeded, some planned widening of arterials and local roads in Dunnigan will not occur since the additional roadway capacity is not needed to serve major growth in the town.

The *Final Environmental Impact Report for the 2030 Yolo Countywide General Plan* (November, 2009), analyzed the transportation impacts of the additional cumulative growth allowed under the new General Plan, including construction (full buildout) of all five Specific Plans in the unincorporated area, plus buildout of the four General Plans for the Cities of Woodland, Davis, West Sacramento, and Winters. The transportation analysis for the Final EIR for the County General Plan employed the regional computer model provided by the Sacramento Area Council of Governments (SACOG) at that time (2009).

The Final EIR noted the following:

The impacts identified due to increases in peak hour traffic volumes are based on cumulative conditions that include development from build-out of the Draft General Plan and traffic generated within and outside the rest of the SACOG region. Based on the modified SACMET model estimate of vehicle trips in Yolo County, build-out of the Draft General Plan would result in the unincorporated area generating only approximately 25 percent of the total vehicle trips generated in Yolo County (excluding regional through trips). Therefore, the impacts of planned development in the unincorporated area represent only a portion of the total vehicle trips on the roadway network. It is the intent of the County to mitigate the fair-share of impacts caused by planned development in the Draft General Plan but full mitigation will depend on the remaining fair-share for roadway improvements to be provided by other planned development in the region.

Based on the results of the computer modeling, a comprehensive list of transportation improvements needed throughout the unincorporated area to accommodate the level of County, cities, and regional growth was developed and included in the General Plan. The improvement list includes three roads in the Dunnigan area:

- County Road 6 – Widen to a four-lane arterial between County Road 99W and the Tehama Colusa Canal.
- County Road 99W – Widen to a four-lane arterial between County Road 2 and County Road 8.
- Interstate 5 – Widen to provide freeway auxiliary lanes in both directions between County Road 6 and Interstate 505.

These identified improvements for County Roads 99W and 6 would not be required if the Dunnigan Specific Plan was never developed with 7,500 new housing units and 8,000 new commercial and industrial jobs. However the Final EIR analysis was not able to segregate potential impacts to Dunnigan area roadways due to the buildout of the Specific Plan from cumulative growth in the County and in the Sacramento region. It is unknown whether the removal of the Dunnigan Specific Plan from the Yolo Countywide General Plan and the accompanying significant reduction in the number of future anticipated trips would mean the improvements to the I-5 freeway would not be needed during the planning period.

The impacts of the proposed 2016 Dunnigan GPA would be to reduce future trips and is therefore judged to be a less than significant impact in terms of either exceeding the capacity of the existing circulation system or conflicting with any established standards of the Yolo County Congestion Management Plan, which has not been updated since 1996.

c) through f). *No impact.* Removal of the Dunnigan Specific Plan would not result in a change in air traffic patterns, since there is no nearby airport. The proposed GPA would not substantially increase hazards due to a design feature, would not result in inadequate emergency access and would not conflict with adopted policies, plans, or programs supporting alternative transportation.

VII. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 (e) *No Impact*. The removal of all designations and zoning for the Dunnigan Specific Plan means that new and upgraded utilities and service systems will not be constructed to serve a future population in Dunnigan of over 25,000 residents. On-site wastewater (leachfields) and water systems (individual wells) would continue to serve the majority of residents and businesses. Currently, only a small number of existing uses (e.g., Country Fair Estates manufactured home park) are served by a public sewer or water system.

The draft Dunnigan Specific Plan proposed to form a County Service Area (CSA) for basic municipal utilities such as water, sewer, recycled water, and storm drain for new and existing residents. Water service was proposed to be provided via the Tehama-Colusa Canal, which now delivers primarily agricultural water supplies to the Dunnigan Water District. The raw water was to be pumped from an existing turnout on the Canal to a new treatment, storage, and distribution pump station site near the turnout for treatment and distribution to the Specific Plan Area.

An extensive recycled water system was proposed to irrigate landscape areas, including public landscaped medians, parks, greenways and landscaped front yards of the lower density residential areas. The source of water for the recycled water system was to be tertiary treated effluent from the Specific Plan's new wastewater treatment plant.

The draft Dunnigan Specific Plan proposed to construct a municipal wastewater collection system and central wastewater treatment plant which produces effluent that exceeds California Title 22 treated effluent standards can be achieved with ultraviolet (UV) treatment.

A proposed onsite drainage plan was proposed that includes:

- conventional underground storm drain pipe for collection of localized urban runoff;
- constructed landscaped drainage corridors which provide the primary drainage conveyance through the project and also integrate multi-function stormwater basins along both sides of the corridors for treatment and detention;
- manmade lake systems used as for drainage conveyance and temporary stormwater storage in some of the development areas; and
- preservation and enhancement of the upstream natural drainage corridors entering the Specific Plan area.

With the removal of the Specific Plan, none of these proposed utility systems and improvements would be constructed. The impacts of the proposed 2016 Dunnigan GPA would be to reduce the need for the construction of any new modern utility systems. The impacts are therefore judged to be “no impact” in terms of either exceeding wastewater treatment requirements, requiring the construction of new water, wastewater treatment, or storm water drainage facilities or expansion of existing facilities, and would have no impact on water supplies.

f) and g). *No impact.* Removal of the Dunnigan Specific Plan would not affect the area’s solid waste disposal needs or federal, state, and local statutes and regulations related to solid waste.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<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 probably future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- a) *No Impact.* Based on the information provided in this Initial Study, the 201 Dunnigan General Plan Amendment would have no impact on environmental resources. No important examples of major periods of California history or prehistory in California would be affected; and the habitat and/or range of any special status plants, habitat, or plants would not be substantially

reduced or eliminated. Standard mitigation would be required for the loss of foraging habitat on the 2.8 acres for the expanded gas station.

- b) *No Impact.* Based on the analysis provided in this Initial Study, the GPA would have no significant cumulative impacts.
- c) *No Impact.* Based on the analysis provided in this Initial Study, no impacts to human beings would result from the proposed removal of the Dunnigan Specific Plan from the County General Plan. The changes as proposed would not have substantial adverse effects on human beings, either directly or indirectly.

REFERENCES

Dunnigan Specific Plan, 2013. Second Draft, April 15.

Yolo County, 2001. *Town of Dunnigan General Plan*, February.

Yolo County, 2009. *2030 Yolo Countywide General Plan*, November, as amended.

Yolo County, 2009. *Final Environmental Impact Report for 2030 Yolo Countywide General Plan*, November.

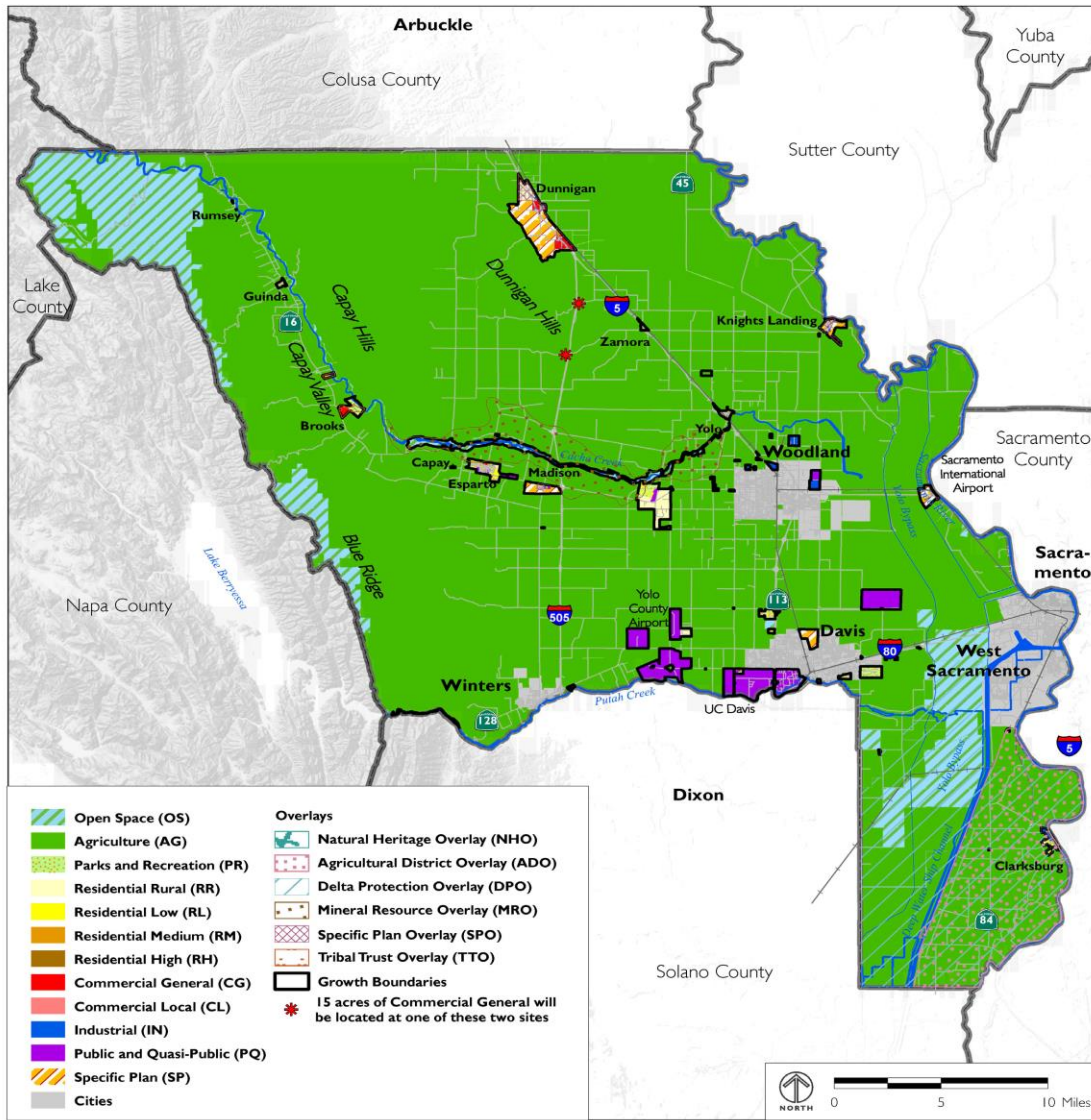
Yolo County, 2014. *Yolo County Code, Title 8*, as amended.

Yolo Solano Air Quality Management District, 2007. *Handbook for Assessing and Mitigating Air Quality Impacts*.

APPENDIX A FULL TEXT OF GENERAL PLAN AND ZONING CODE AMENDMENTS

PROPOSED AMENDMENTS TO THE LAND USE AND COMMUNITY CHARACTER ELEMENT

1. Modify Figure LU-1A, page LU-8, by deleting the Dunnigan Specific Plan designation and re-drawing the Growth Boundary around the two existing town areas.



Source: Yolo County GIS, 2009.

2. Modify Table LU-5, page LU-9, by deleting and subtracting out acreages for the Dunnigan Specific Plan.

TABLE LU-5 2030 YOLO COUNTY GENERAL PLAN LAND USE DESIGNATIONS AND ACREAGES

Land Use Designation	Acreage
Open Space	51,445
Agriculture	544,909 547,163
Specific Plan	3,606 1,353
<i>Subtotal</i>	612,635
Incorporated Cities	32,325
Rights-of-Way	8,589
County Total	653,549
Specific Plan Areas	
Covell Specific Plan	384
Dunnigan Specific Plan	2,254
Elkhorn Specific Plan	344
Knights Landing Specific Plan	212
Madison Specific Plan	413
Specific Plan Area Total	3,606 1,353
Overlays	
Tribal Trust Overlay	483
Mineral Resource Overlay	18,452
Clarksburg Agricultural Overlay	35,171
Delta Protection Overlay	73,053
Dunnigan Specific Plan Overlay	927
Elkhorn Specific Plan Overlay	5
Knights Landing Specific Plan Overlay	224
Madison Specific Plan Overlay	100

3. Modify Table LU-8, page LU-21, by subtracting out the Dunnigan Specific Plan units.

TABLE LU-8 Allowed Residential Growth (in units)

Town	Existing Units ^a	Buildout Under 1983 GP ^b	New Added Units ^c	Total Allowed Units ^d
Capay	576	53	0	629
Clarksburg	177	22	0	199
Dunnigan	340	173	8,408 0	8,621ⁱ-513
Esparto	905	985	521	2,411
Knights Landing	380	993	420	1,793 ⁱ
Madison	137	83	1,413	1,633 ⁱ
Monument Hills	583	25	0	608
Yolo	155	56	0	211
Zamora	14	14	0	28
Remaining Unincorporated	3,996 ^e	1,610 ^f	322	5,928
Total	7,263^g	4,014	10,462 2,354^h	22,061 13,953

^a Yolo County Planning and Public Works Department estimates of existing “on-the-ground” units based on County address data for 2007.

^b Based on vacant residentially designated land at allowed yields.

^c Communities/locations where additional residential growth (beyond that allowed under the 1983 General Plan) is allowed under the 2030 General Plan.

^d Sum of existing on-the-ground units + buildout allowed under 1983 General Plan + added new units under this General Plan update.

^e Difference between DOF unit total and numbers for each community.

^f This does not represent potential “full” buildout but rather a projection of the number of future farm dwellings through 2030 based on past trends. Assumes an average of 70 farm dwellings annually over 23 years.

^g California Department of Finance, 2007.

^h Total includes ~~all 7,500 units in Dunnigan Specific Plan area and includes~~ additional units that would be allowed per residential density range increases in ~~Dunnigan (608 units)~~, Knights Landing (354+66=420 units), Madison (108 units – 30 units from land use change on Reyes 3 acs), and Esparto (loss of 69 units). Also includes 322 farm dwellings countywide assumed with 20 percent density bonus for Agricultural TDR Program (see Action AG-A25).

ⁱ Includes acreage from Specific Plan development capacities.

4. Modify Table LU-9, page LU-22, by subtracting out the Dunnigan Specific Plan acres.

TABLE LU-9 **Allowed Commercial and Industrial Growth (in acres)**

Town	Existing Developed Acres ^a	Remaining Under 1983 GP ^b	New Added Acres ^c	Total Designated Acres ^{d,g}
Capay Valley	4.0	12.5	115.1	131.6
Clarksburg	134.0	3.0	0.3	137.3
Dunnigan	26.2	250.0	546.2 96.2	822.4 372.4^h
Esparto	6.0	123.3	-69.3 ^f	60.0
Knights Landing	11.0	103.4	-54.0	60.4 ^h
Madison	19.0	4.7	134.0	157.7 ^h
Monument Hills	6.0 ^g	16.0 ^g	2.7	24.7 ^g
Yolo	26.0	8.1	11.8	45.9
Zamora	1.0	0.9	12.9	14.8
Elkhorn Property	1.8	0	346.5	348.3 ^h
County Airport	66.0 ^e	236.0 ^e	0	302.0 ^e
I-505/CR14 or 12A	0	0	15.1	15.1
Spreckels Property	87.0	4.0	51.6	142.6
Covell/Pole Line	0	383.7 ^h	0	383.7 ^{h,i}
Remaining Unincorporated	43.3	385.4	-91.4	337.3
Total	431.3	1531.0	4021.5 571.5	2,983.8 2,533.8

^a Yolo County Planning and Public Works Department estimates of existing “on-the-ground” commercial and industrial land uses based on County address data for 2007.

^b Vacant commercially designated or industrially designated land.

^c Communities/locations where additional commercial or industrial growth (beyond that allowed under the 1983 General Plan) is allowed under the 2030 General Plan update. Does not include agricultural commercial and/or agricultural industrial acreage (see Table LU-7).

^d Sum of existing developed industrial and commercial acres + vacant industrial and commercial acreage under the 1983 General Plan + added new acreage under this General Plan update. See exception for airport property in footnote “e” and “g” below.

^e The County airport is designated “airport” under the 1983 General Plan which is a PQ designation under the 2030 General Plan. However, the non-runway portions of this facility function similar to an industrial or commercial land use. Therefore the non-runway acreage (302.0 acres) has been included here.

^f Primarily 79-acre industrial site south of SR-16 converted to other mixed uses.

^g The Watts-Woodland airport in Monument Hills is designated “airport” under the 1983 General Plan which is a PQ designation under the 2030 General Plan. However, the non-runway portions of this facility function similar to an industrial or commercial land use. Therefore the non-runway acreage (22.0 acres) has been included here.

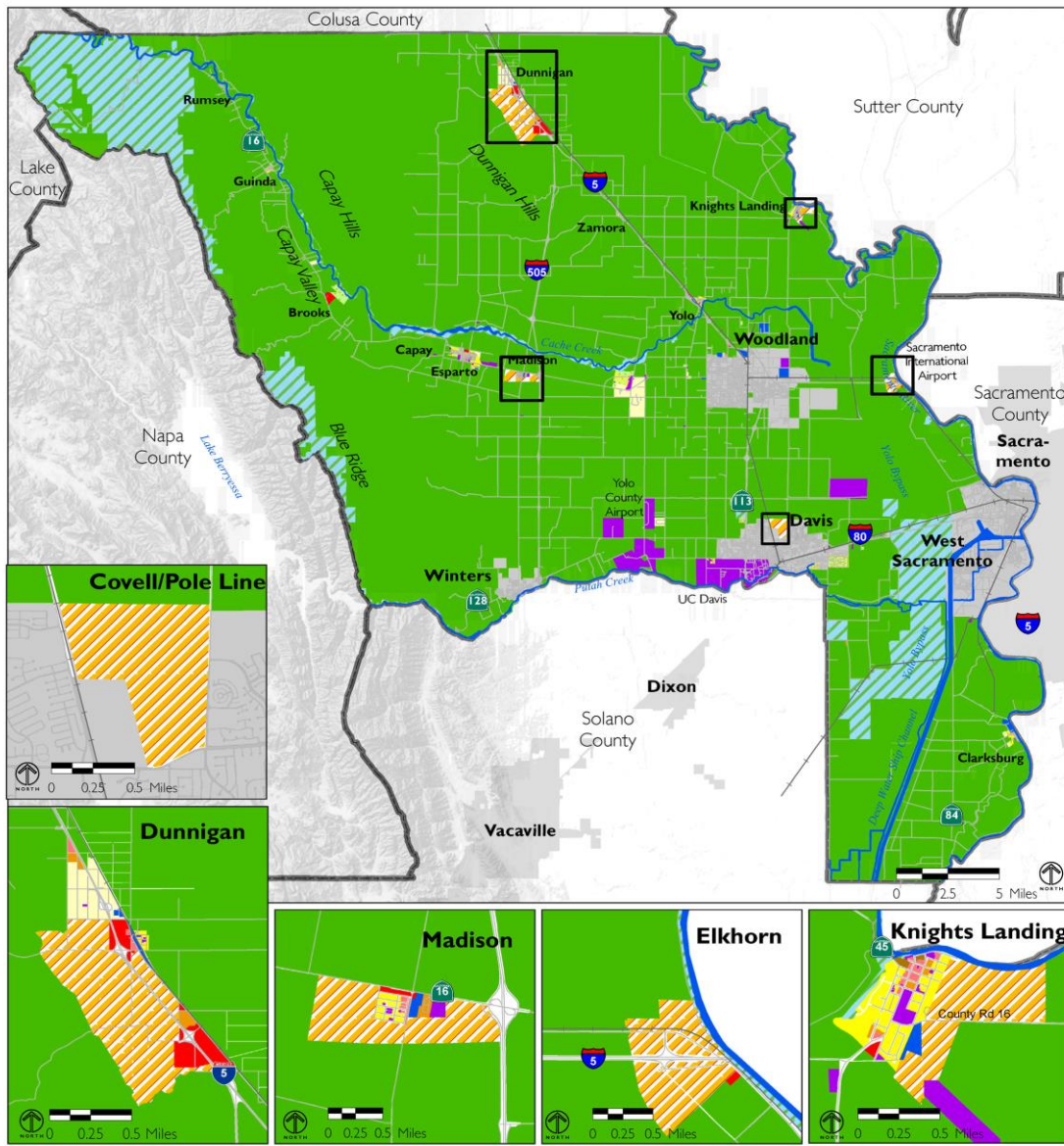
^h Includes acreage from Specific Plan development capacities.

ⁱ Industrial and commercial acreages to be determined through the specific plan process and subsequent CEQA review.

5. Modify Policy CC-3.1, page LU-37, as follows:

Policy CC-3.1 Require that a Specific Plan be prepared for the entire area within the growth boundary for the communities of **Dunnigan**, Knights Landing and Madison, to replace each of the existing Area General Plans, as shown in Figure LU-4. The growth allowed in Elkhorn shall also require a Specific Plan. See Table LU-10 for a summary of allowed growth within the four Specific Plan areas.

6. Modify Figure LU-4, page LU-38, by deleting the Dunnigan Specific Plan.



Source: Yolo County GIS, 2009.

7. Delete Table LU-10, page LU-39, as follows:

Table LU-10, Summary of Specific Plan Development Capacities (in acres)

Commercial General	513 acres	
Commercial Local	40 acres	
Industrial	750 acres	
Subtotal Job Producing	1,033 acres	
Agriculture (Commercial)	44 acres	
Residential Rural	371 acres	74 to 370 units
Residential Low	716 acres	716 to 7,157 units
Residential Medium	189 acres	1,890 to 3,779 units
Residential High	56 acres	1,120 to over 2,240 units
Subtotal Residential	1,332 acres	9635 units (maximum by policy)
Parks and Recreation	157 acres	
Open Space	376 acres	
Public and Quasi-Public	394 acres	
Total Specific Plan Area	3,606 acres	

8. Delete Policies CC-3.10 and CC-3.11, pages LU-40, 42, and 43, as follows:

~~Policy CC-3.5 — In addition to Table LU-11, achieve the following within the Dunnigan Specific Plan growth boundary:~~

- ~~A. Ensure the creation of a centrally located downtown area through the community planning process. (f)~~
- ~~B. Locate housing away from Interstate 5 and connect new residential neighborhoods to the Hardwood Subdivision. Smaller lots and higher densities shall be located on the valley floor, while larger lots and lower densities shall be located in the poorer hill soils. Schools should be centrally located. (f)~~
- ~~C. Concentrate commercial and industrial uses between Interstate 5 and County Road 99W.~~
- ~~D. Continue to concentrate new commercial trucking uses at the County Road 8 and Interstate 5 interchange.~~
- ~~E. Plan future land uses to direct the majority of new trips onto the County Road 6/Interstate 5 interchange, instead of the County Road 8/Interstate 5 interchange. This works to buffer the interchange of Interstates 5 and 505, keeps dense and intense land uses close to the existing downtown and makes the most efficient use of transportation infrastructure funds, since the County Road 6 interchange will require improvements regardless of the mix of land uses planned for Dunnigan.~~
- ~~F. Avoid biological impacts to sensitive species and habitats, to the greatest feasible extent and fully mitigated where they occur, particularly inside designated critical habitat for the California tiger salamander.~~
- ~~G. Preserve the Tehama-Colusa Canal as Dunnigan's western boundary and as an important source of future water. Plan for development outside of the federal-designated critical habitat for the California tiger salamander, located to the northwest. Maintain Bird Creek as Dunnigan's southern boundary and as an important riparian habitat and open space area. Maintain the County Road 99W (railroad tracks) as the eastern boundary, with the exception of Old Town.~~
- ~~H. Develop an internal road system that directs local trips to local roadways, rather than the freeways, to the greatest practical extent. Plan for multi-modal access between the communities separated by I-5. (DEIR MM LU-1b) (f)~~
- ~~I. Reserve locations for future rail stations to promote rail connectivity to other cities. (f)~~
- ~~J. Establish a total greenhouse gas emissions objective for all new development in Dunnigan, along with the specific, enforceable actions necessary to achieve the objective.~~

~~K. Ensure convenient transit service between Dunnigan and other urban areas, provided through appropriate community-based funding.~~

~~L. As part of the specific plan process, establish and implement construction criteria, infrastructure standards, landscaping requirements, etc. to limit water use under normal conditions to a specified daily maximum. Use that threshold for purposes of sizing the community water system. (DEIR MM UTIL-1a)~~

~~M. The need for intersection, ramp interchange improvements, or mainline improvements on the State Highway System shall be identified within the EIR for the Dunnigan Specific Plan.~~

~~N. Strive to develop new planned areas from existing neighborhoods outward in a contiguous manner.~~

~~Policy CC-3.6 The following development capacities shall guide development of the Dunnigan Specific Plan (these numbers are illustrative):~~

~~■ 2,254 total acres~~

~~■ 450 acres of job producing commercial and industrial land uses~~

~~• 212 acres CG (4,961 new jobs assumed)~~

~~• 30 acres CL (690 new jobs assumed)~~

~~• 208 acres IN (2,167 new jobs assumed)~~

~~■ 1,136 acres of residential uses in various densities allowing for 5,000 to 7,500 new units~~

~~• 371 acres RR (range of 74 to 370 units [typical 148])~~

~~• 593 acres RL (range of 593 to 5,929 units [typical 4,151])~~

~~• 133 acres RM (range of 1,330 to 2,659 units [typical 1,995])~~

~~• 39 acres RH (range of 780 to 1,560 or more units [typical 975])
(120 new jobs assumed)~~

~~• Potential range 2,777 to 10,518 or more units [typical 7269];~~

~~General Plan established minimum 5,000 units and maximum 7,500 units by policy.~~

~~■ 344 acres of parks and open space uses~~

~~• 115 acres PR~~

~~• 229 acres OS~~

~~■ 324 acres PQ (433 new jobs assumed)~~

9. Add new Policy CC-3.10, page LU-40, in palce of previous deletd policy

Policy CC-3.10 The community has identified two potential future growth areas in Dunnigan to be studied and considered as funds become available: the area west of the I-5/County Road 6 interchange, between CR 5 and CR 6; and the area between the I-5/County Road 6 interchange and CR 7, between I-5 and CR 99W.

10. Modify Table LU-11, page LU-41, by deleting the Dunnigan column, as follows:

TABLE LU-11 COMMUNITY PLANNING GUIDELINES

	Dunnigan	Knights Landing	Madison
General Plan land use designation	Specific Plan	Specific Plan	Specific Plan
Proposed range of new residential development	Buildout of 173 planned units + up to 8,108 new units	Buildout of 993 planned units and up to 420 new units	Buildout of 83 planned units + up to 1,413 new units
Proposed new commercial /industrial development	Buildout of 250 planned acres + 450 new acres	Buildout of 103 planned acres	Buildout of 5 planned acres + 131 new acres
“Specific Plan” acreage	2,254 new acres	212 infill acres	413 new acres
Target average residential density	8 units/acre	8 units/acre	8 units/acre
Target average jobs density	16 jobs/acre	16 jobs/acre	16 jobs/acre
Minimum “quality of life” services	5 ac. park/1,000 pop.	5 ac. park/1,000 pop.	5 ac. park/1,000 pop.
	New library	Expand/replace library	Library, grocery store, and basic medical exist nearby in Esparto
	Grocery stores	Grocery store	
	Basic medical	Basic medical	
	K-12 schools	Retain elementary school	New elementary school
	Professional fire department	Professional fire department	Professional fire department
	Sheriff’s services	Sheriff’s services	Sheriff’s services
Minimum “sustainability” standards for infrastructure	Municipal water system serving entire town	Upgraded water system for commercial fire flow to entire town	Upgraded water system serving entire town
	Tertiary sewer system serving entire town	Upgraded sewer system for entire town	Upgraded sewer system for entire town
	Municipal storm drainage system serving entire town	Municipal storm drainage system serving entire town	Municipal storm drainage system serving entire town
	Provide minimum 200-year flood protection for affected areas of town	Provide minimum 100-year flood protection for entire town	Provide minimum 100-year flood protection for entire town

11. Delete Action CC-A17, page LU-59, as follows:

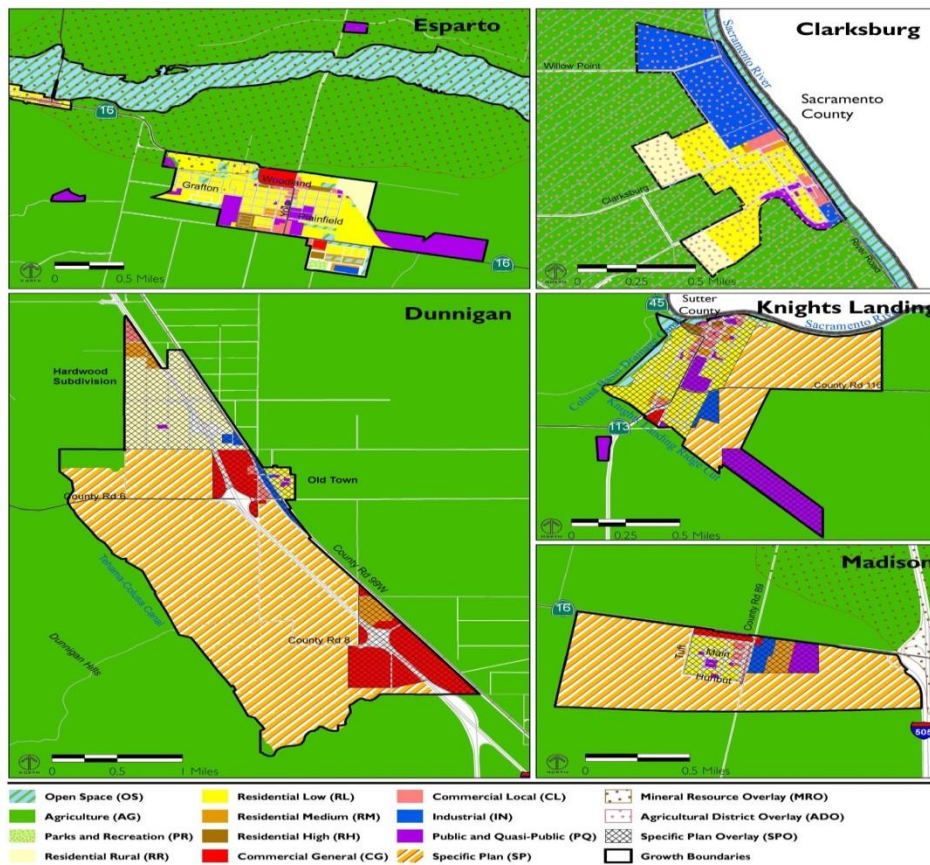
~~Action CC-A17 Prepare the Dunnigan Specific Plan which will supersede the 1996 Dunnigan General Plan. (Policy CC-3.1, Policy CC-3.5, Policy CC-3.6)
 Responsibility: Planning and Public Works Department
 Timeframe: 2009/2015~~

12. Modify Figure LU-1B, page LU-66, by delete “Specific Plan” (SP) and “Specific Plan Overlay” (SP-O) designations in Dunnigan, replace with “Agriculture” (AG) and retain underlying urban designations

LAND USE AND COMMUNITY CHARACTER ELEMENT



FIGURE LU-1B GENERAL PLAN LAND USE MAP



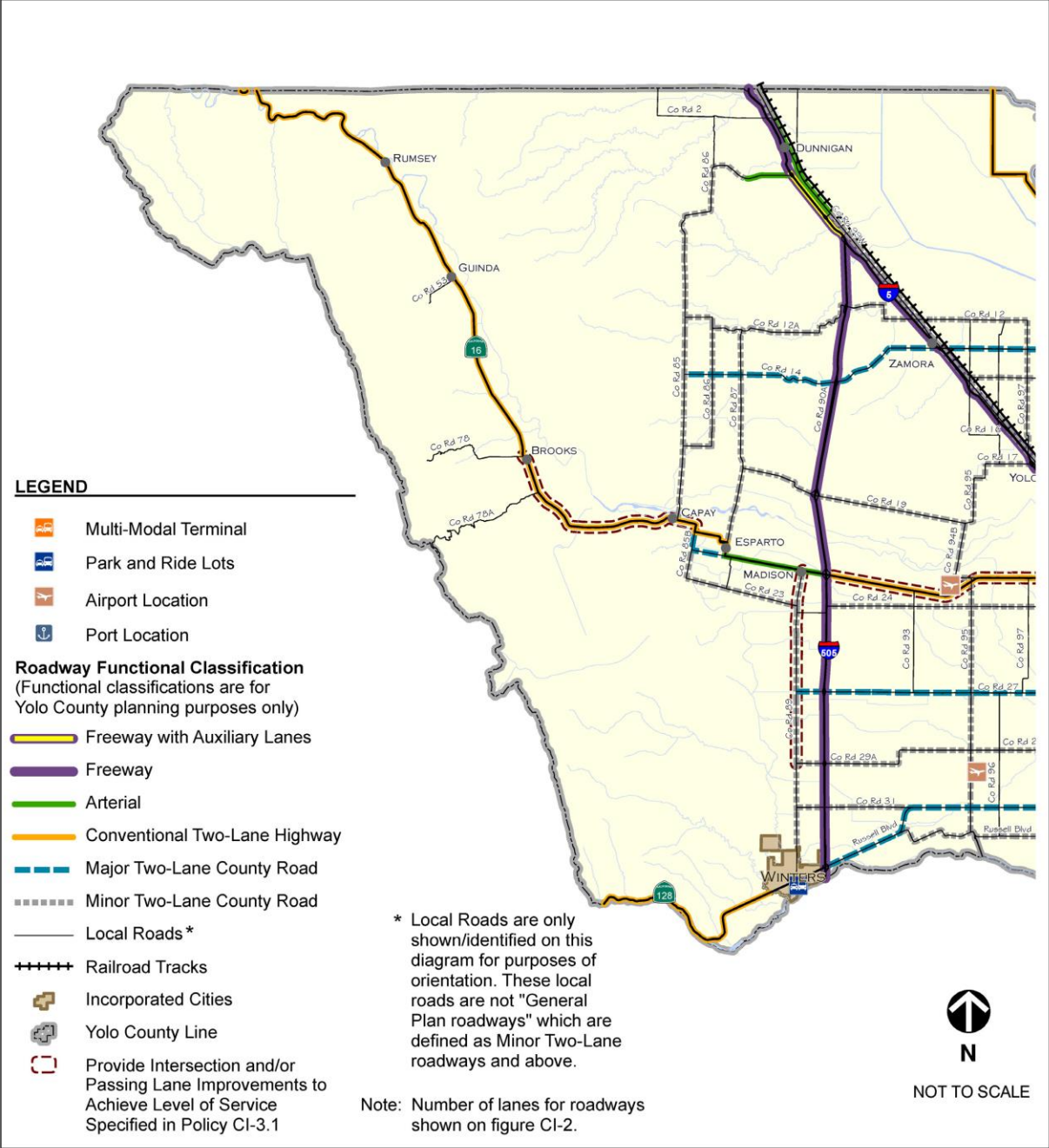
PROPOSED AMENDMENTS TO THE CIRCULATION ELEMENT

13. Modify text in sixth paragraph, page CI-7, to delete reference to County Roads 6 and 99W, as follows:

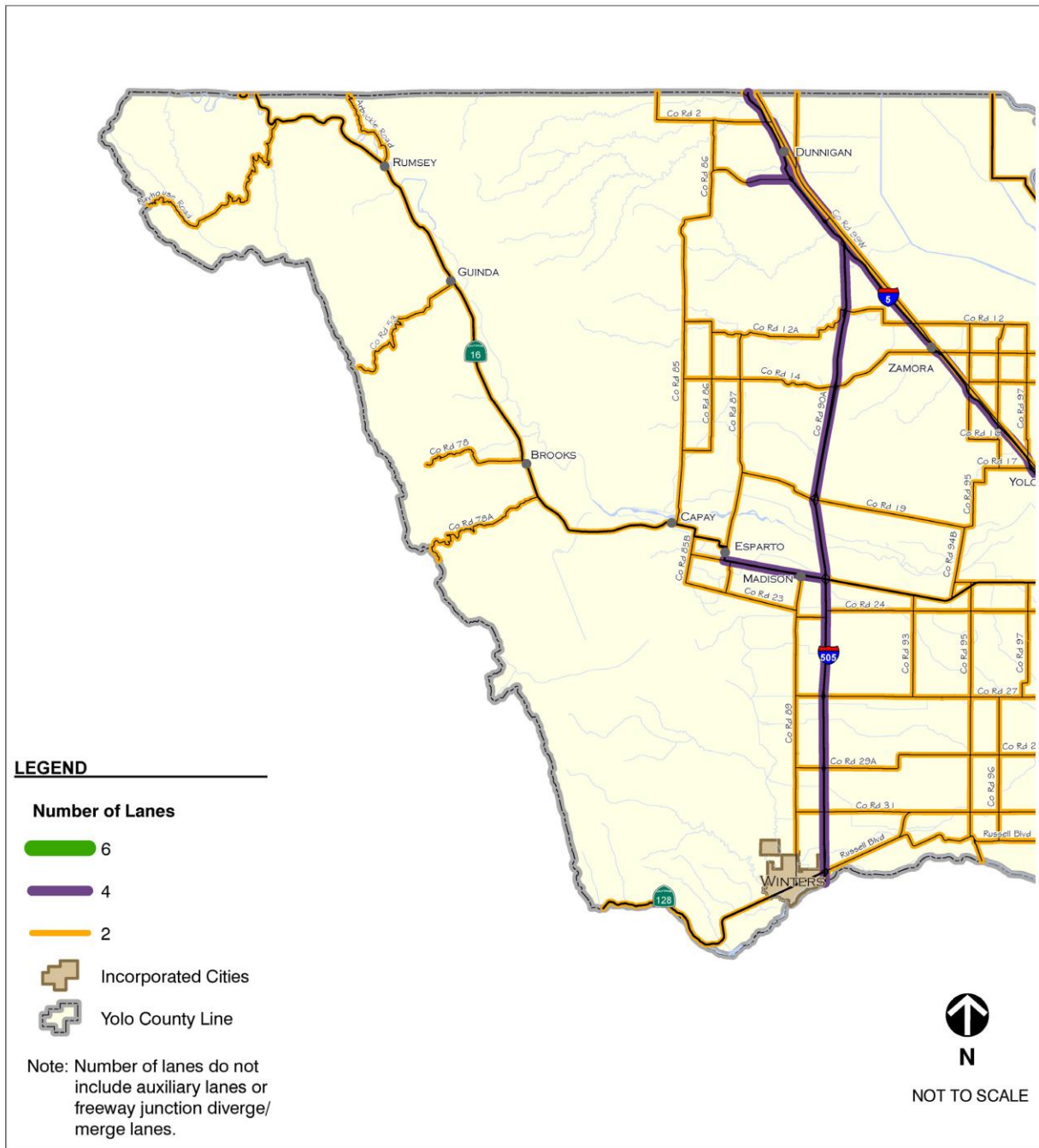
d. Arterial

Arterial roadways are fed by local and collector roads and provide intra-community circulation and connection to regional roadways. Arterials within the unincorporated areas generally represent the “main street” of communities and are usually part of the regional highway system. Although their primary purpose is to move traffic, arterial roadways often provide access to adjacent properties. Examples include State Route 113 through the town of Knights Landing, and State Route 16 through the towns of Guinda, Capay, Esparto, and Madison, ~~and County Roads 6 and 99W through the town of Dunnigan.~~

14. Modify Figure CI-1A, page CI-8, to delete the “arterial” (green line) designation for a portion of County Road 99W and County Road 6 in Dunnigan.



15. Modify Figure CI-2A, page CI-10, to delete the “4 lane” (purple line) designation for a portion of County Road 6 in Dunnigan



Source: Fehr & Peers, 2008.

16. Modify the text on page CI-13, as follows:

8. Planned Roadway Improvements

The Circulation Element Diagram displays the roadway functional classification and improvements needed to accommodate the anticipated land use through 2030, assuming the level of service thresholds and other policies of this General Plan. The regional SACOG SACMET transportation model was used to develop the travel demand forecasts needed to determine the future roadway network improvements, which are summarized below:

- ~~County Road 6 – Widen to a four-lane arterial between County Road 99W and the Tehama Colusa Canal.~~
- County Road 21A – Upgrade to a major two-lane county road standard between County Road 85B and State Route 16.
- County Road 85B – Upgrade to a major two-lane county road standard between State Route 16 and County Road 21A.
- ~~County Road 99W – Widen to a four-lane arterial between County Road 2 and County Road 8.~~

17. Modify Policies CI-3.1 and CI-3.2, pages CI-28 to CI-32, as follows:

Policy CI-3.1 Maintain Level of Service (LOS) C or better for roadways and intersections in the unincorporated county. In no case shall land use be approved that would either result in worse than LOS C conditions, or require additional improvements to maintain the required level of service, except as specified below. The intent of this policy is to consider level of service as a limit on the planned capacity of the County's roadways.

...

~~**N. County Road 6 (County Road 99W to the Tehama Colusa Canal) – LOS D is acceptable, assuming this segment is widened to four lanes. The County will secure a fair share towards these improvements from all feasible sources.**~~

...

~~**T. County Road 99W (County Road 2 to County Road 8) – LOS D is acceptable, assuming that this segment is widened to four lanes. The County will secure a fair share towards these improvements from all feasible sources.**~~ (DEIR MM CI-2)

Policy CI-3.2 Identify specific level of service policies within Specific Plans and Community Area Plans based on the following conditions:

A. Development shall occur consistent with applicable Land Use and Community Character Element policies.

B. Development shall provide transit, bike and pedestrian facilities and amenities consistent with the applicable Circulation Element policies.

C. New development shall utilize a grid pattern for all roadways.

~~D. Level of service shall not be allowed to worsen beyond LOS E within the proposed Dunnigan Specific Plan except where specified in Policy CI-3.1.~~

18. Modify Policy CI-3.19, page CI-37, as follows:

Policy CI-3.19 ~~The Dunnigan~~ Specific Plan **areas** shall ~~incorporate~~ **strive to achieve** a maximum of 44 vehicle miles of travel (VMT) generated per household per weekday through implementation of all feasible actions including but not limited to specifications contained in Policies CC-3.3 through CC-3.6. As part of the specific plan implementation, the VMT performance shall be monitored at each phase. If VMT performance exceeds the threshold in this policy, then additional actions shall be implemented and may include, the following actions:

A. Promote ride sharing programs by, for example, designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a Web site or message board for coordinating rides.

B. Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).

C. Increase the cost of driving and parking private vehicles by, for example, imposing parking fees.

D. Build or fund a transportation center where various public transportation modes intersect.

E. Provide shuttle service to public transit.

F. Provide public transit incentives such as free or low-cost monthly transit passes.

G. Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.

H. Incorporate bicycle-friendly intersections into street design.

I. For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, for example, locked bicycle storage or covered or indoor bicycle parking.

J. Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.

K. Work with the school district to create and expand school bus services.

L. Institute a telecommute work program. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences.

M. Provide education and information about public transportation.

N. Consider unique transportation incentives such as free bikes, re-charging stations for electric vehicles, alternative fuel filling stations, plug-in hybrid car-sharing, and carpool concierge services.

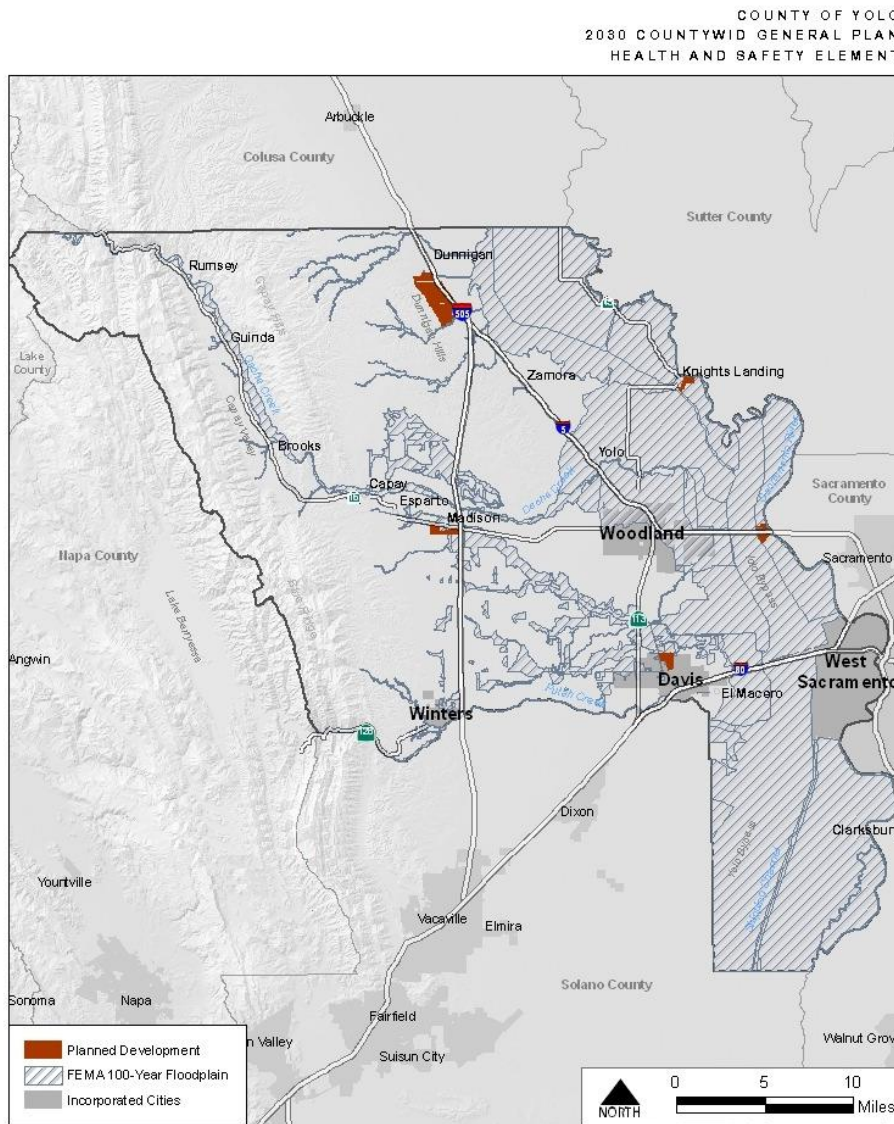
19. Delete Policy CI-3.21, page CI-39, as follows:

~~Policy CI-3.21 Other Specific Plan areas allowed under the General Plan shall strive to achieve the VMT threshold of 44 miles generated per household per weekday to the extent feasible, using the same methods described above. (DEIR MM CI-1b)~~

PROPOSED AMENDMENTS TO THE HEALTH AND SAFETY ELEMENT

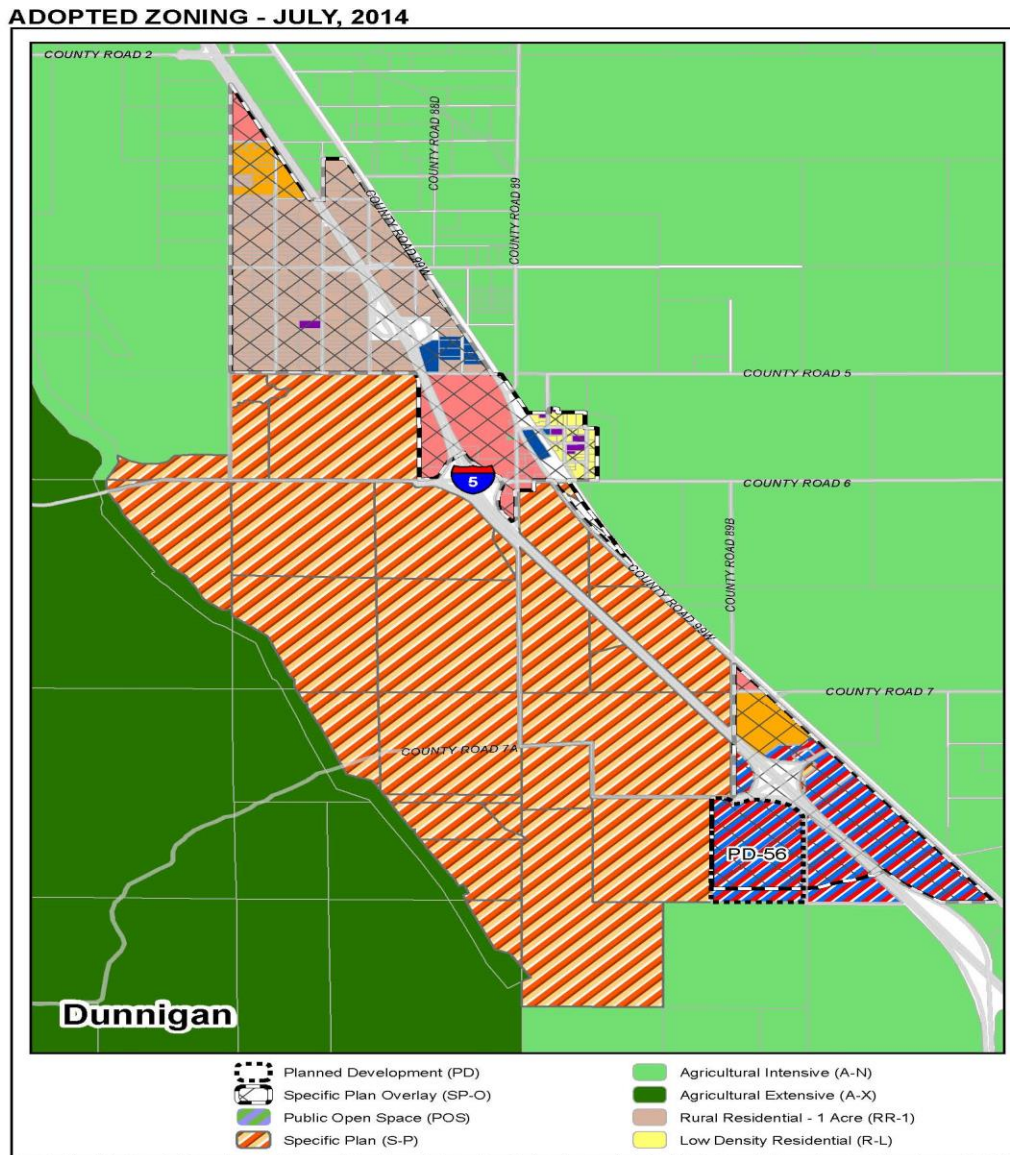
20. Modify Figure HS-11, page HS-23, and text on page HS-15 (as amended by GPA #2011-03), to delete Dunnigan Specific Plan, as follows:

Figure HS-11 shows where planned development is located in relation to the 100-year floodplain. Future growth subject to potential flooding includes both the Elkhorn and Knights Landing Specific Plans. The Covell and Madison Specific Plans are partially located within the floodplain. ~~The Dunnigan Specific Plan is largely located outside the 100-year floodplain.~~ As a result, new development located within the floodplain must either elevate improvements and structures or provide a means of community-wide flood protection acceptable to FEMA, such as certified levees, bypasses, or similar measures.



PROPOSED AMENDMENTS TO THE ZONING CODE

21. Modify Zoning Maps (Countywide maps and Dunnigan inset map) by deleting “Specific Plan” (S-P) and “Specific Plan Overlay” (SP-O) zoning, replaced with “Agricultural Intensive” (A-N) zone and retain underlying urban zones (see details in Table 3 of the Initial Study/Negative Declaration)



22. Modify Section 8-2.404(c)(3) of the Agricultural Conservation and Mitigation Program, page 132, as follows:

- (3) **Applications deemed complete prior to the effective date of the ordinance modifying the mitigation ratio** ~~The following uses and activities~~ shall provide mitigation at a 1:1 ratio in compliance with all other requirements of this Agricultural Conservation and Mitigation Program.
 - (i) ~~If not covered by the exemption for approved specific plans, the pending application for the Dunnigan Specific Plan, if deemed complete within (1) two (2) years of the effective date of the ordinance adding this subsection, and (2) not later substantially revised, as determined by the Board of Supervisors in its reasonable discretion;~~
 - (ii) ~~Applications deemed complete prior to the effective date of the ordinance modifying the mitigation ratio.~~

23. Modify text and Table 8-2.902-1, in Chapter 2, Article 9: Specific Plan and Overlay Zones, page 199, by deleting reference to Dunnigan in fourth paragraph and deleting line for Dunnigan and recalculating acreage total in table, as follows:

The areas identified for preparation of specific plans in the 2030 Countywide General Plan include ~~Dunnigan~~, Knights Landing, Elkhorn, Madison, and Covell/Pole Line Road in north Davis (Table 8-2.902-1).

**Table 8-2.902-1
Specific Plan (S-P) Areas**

Specific Plan Area	Acreage
Dunnigan	2,254
Knights Landing	212
Madison	413
Elkhorn	344
Covell/Pole Line Rd.	384
Total	3,606 1,352

Source: 2030 Countywide General Plan, 2009

24. Modify Table 8-2.903-1, page 200, by deleting line for Dunnigan, as follows:

**Table 8-2.903-1
Overlay Zone Areas**

Overlay Zone	Acreage
Specific Plan Overlays:	
Dunnigan	-927
Knights Landing	224
Madison	100
Elkhorn	5
Covell/Pole Line Road property	0
Natural Heritage	n/a
Agricultural District (Clarksburg)	35,171
Delta Protection	73,053
Sand and Gravel (Mineral Resource)	18,452
Tribal Trust	483
Airport	n/a

Source: 2030 Countywide General Plan, 2009

25. Modify text on page 201, in first paragraph, by deleting third and fourth sentences, which reference Dunnigan, as follows:

(a) Specific Plan Overlay (SP-O) Zone

The Specific Plan Overlay (SP-O) zone, as distinguished from the S-P base zone, applies to existing and planned growth areas subject to a future specific plan, but which retain the underlying base zone until a specific plan is adopted. The SP-O overlay is applied to development areas that are adjacent to identified Specific Plan (S-P) zoned lands. ~~For example, the town of Dunnigan includes approximately 2,254 acres of largely vacant agricultural land that is zoned S-P (with no underlying base zoning). Another 927 acres of adjacent developed land (not zoned S-P, but zoned SP-O) includes the existing rural homes in the Hardwoods subdivision and in the “Old Town” area of Dunnigan, which retain their residential base zone (RR-1 and R-L) and are zoned with the SP-O overlay.~~ In the SP-O overlay, land uses consistent with the existing base zoning are allowed until a specific plan has been adopted, at which point the specific plan takes precedence.

EXISTING AND PROPOSED ZONING AND GENERAL PLAN

DUNNIGAN SPECIFIC PLAN AREA EXCEPTING OUT THE OLD TOWN AND YOLO HARDWOODS AREAS

ASSESSOR PARCEL No.	OWNER*	APN AREA (Acre)	EXISTING ZONING	PROPOSED ZONING	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN
051-150-009	LAURIE HAYES	146.79**	S-P	A-N	SP	AG
051-160-004	STAR HOLDINGS CO. LLC	2.41	C-H/SP-O	C-H	CG/SP-O	CG
051-160-005	R & S CORDES	16.08	C-H/SP-O	C-H	CG/SP-O	CG
051-160-007	THOMAS MUMMA TRUST	0.147	C-L/SP-O	C-L	CL/SP-O	CL
051-160-008	THOMAS MUMMA TRUST	0.207	C-H/SP-O	C-H	CG/SP-O	CG
051-160-009	STEPHEN MUMMA TRUST	6.00	C-H/SP-O	C-H	CG/SP-O	CG
051-160-010	THOMAS MUMMA	0.55	C-H/SP-O	C-H	CG/SP-O	CG
051-160-012	THOMAS MUMMA TRUST	2.00	C-H/SP-O	C-H	CG/SP-O	CG
051-160-013	THOMAS MUMMA TRUST	53.73	C-H/C-L/SP-O	C-H/C-L	CG/CL/SP-O	CG
051-160-020	DUNNIGAN EAST LLC	169.13	S-P	A-N	SP	AG
051-160-023	RICHARD BARTHELS	14.06	S-P	A-N	SP	AG
051-160-024	MCCULLOUGH TRUST	32.41	S-P	A-N	SP	AG
052-010-006	LAURIE HAYES	104.644	S-P	A-N	SP	AG
052-010-007	LAURIE HAYES	2.806	S-P	A-N	SP	AG
052-020-001	DOHERTY PARTNERS 1750	160.00	S-P	A-N	SP	AG
052-020-002	MICHAEL DOHERTY	123.90	S-P	A-N	SP	AG
052-020-003	BILL AND KATHYS INC.	5.07	C-H/SP-O	C-H	CG/SP	CG
052-020-004	SACRAMENTO & DUNNIGAN PROPERTY INC.	1.00	C-H/SP-O	C-H	CG/SP	CG
052-020-005	BILL AND KATHYS INC.	5.25	S-P	A-N	SP	AG
052-020-006	DOHERTY PARTNERS 1750	160.00	S-P	A-N	SP	AG
052-020-008	DOHERTY PARTNERS 1750	130.94	S-P	A-N	SP	AG
052-030-001	DUNNIGAN INVESTMENTS INC.	1.19	C-H/SP-O	C-H	CG/SP	CG
052-030-003	DUNNIGAN EAST LLC	48.81	S-P	A-N	SP	AG
052-030-004	S & J SOARES	16.93	S-P	A-N	SP	AG
052-030-005	DUNNIGAN EAST LLC	86.83	S-P	A-N	SP	AG
052-030-007	TL INVESTMENTS LP	77.33	S-P	A-N	SP	AG
052-030-008	HUGO GUTIERREZ	5.165	C-H/SP-O	C-H	CG/SPO	CG
052-030-016	S & J SOARES	28.76	S-P	A-N	SP	AG
052-030-017	STATE OF CALIFORNIA	8.20	S-P	A-N	SP	AG
052-030-020	KENT RAMOS	2.12	S-P	A-N	SP	AG
052-050-001	COUNTY OF YOLO	8.20	S-P	A-N	SP	AG
052-050-026	B & H KIM	2.31	S-P	A-N	SP	AG
052-050-080	PILOT CORPORATION	15.87	C-H/SP-O	C-H	CG/SPO	CG
052-050-083	GRANT PARK DEVELOPMENT INC.	34.31	R-M/SP-O	R-M	RM/SPO	RM
052-050-086	RICHIE BROS PROPERTIES INC.	90.39	C-H/SP-O	C-H	CG/SPO	CG
052-050-087	COUNTY OF YOLO	0.02	S-P	A-N	SP	AG
052-050-091	GRANT PARK DEVELOPMENT INC.	7.88	C-H/SP-O	C-H	CG/SPO	CG
052-050-092	GRANT PARK DEVELOPMENT INC.	1.89	C-H/SP-O	C-H	CG/SPO	CG
052-060-001	DUNNIGAN EAST LLC	182.98	S-P	A-N	SP	AG
052-060-002	DOHERTY PARTNERS 1750	46.50	S-P	A-N	SP	AG
052-060-005	J & K MUMMA	45.91	C-H/A-N/SP-O	C-H	CG/SPO	CG
052-060-008	JDS PARTNERSHIP	6.76	C-H/SP-O	C-H	CG/SPO	CG
052-060-011	AULMAN LLC	100.00	C-H/A-N/SP-O	C-H	CG/SPO	CG
052-060-012	COTTER TRUST	135.07	S-P	A-N	SP	AG
052-060-013	DOHERTY PARTNERS 1750	232.34**	S-P	A-N	SP	AG
052-070-006	DOHERTY PARTNERS 1750	50.90	S-P	A-N	SP	AG
052-070-009	DOHERTY PARTNERS 1750	159.78	S-P	A-N	SP	AG
052-070-010	DOHERTY PARTNERS 1750	12.05	S-P	A-N	SP	AG
052-070-013	DOHERTY PARTNERS 1750	44.73	S-P	A-N	SP	AG
052-070-015	TIMOTHY DOHERTY	40.00	S-P	A-N	SP	AG
052-070-016	DOHERTY PARTNERS 1750	8.50	S-P	A-N	SP	AG
052-110-001	DOHERTY PARTNERS 1750	80.00**	S-P	A-N	SP	AG
052-110-006	JANET BUTLER	160.00**	S-P	A-N	SP	AG

* Ownership information is from 2011.

EXISTING AND PROPOSED ZONING AND GENERAL PLAN

DUNNIGAN OLD TOWN AREA WITHIN THE DUNNIGAN SPECIFIC PLAN AREA						
ASSESSOR PARCEL No.	OWNER*	APN AREA (Acre)	PROPOSED ZONING	PROPOSED ZONING	GENERAL PLAN	GENERAL PLAN
051-210-003	UNION CHURCH OF DUNNIGAN	0.38	PQP/SP-O	PQP	PQ/SPO	PQ
051-221-001	COUNTY OF YOLO	0.39	PQP?/SP-O	PQP	PQ/SPO?	PQ
051-221-014	C. LONG TRUST	0.36	R-L/SP-O	R-L	RL/SPO	RL
051-221-015	CATHERINE CASSEVAH	0.97	R-L/SP-O	R-L	RL/SPO	RL
051-222-001	LARRY FILBERT	1.13	R-L/SP-O	R-L	RL/SPO	RL
051-222-002	DANIEL MILLER	0.79	R-L/SP-O	R-L	RL/SPO	RL
051-222-003	M & C MAY TRUST	0.53	R-L/SP-O	R-L	RL/SPO	RL
051-222-004	M & C MAY TRUST	1.29	R-L/SP-O	R-L	RL/SPO	RL
051-222-005	BRUCE MYERS	1.48	R-L/SP-O	R-L	RL/SPO	RL
051-223-001	J & I DIAZ	0.40	R-L/SP-O	R-L	RL/SPO	RL
051-223-002	BRYAN BOSSE	0.40	R-L/SP-O	R-L	RL/SPO	RL
051-223-003	SIDNEY T. MUMMA TRUST	0.51	R-L/SP-O	R-L	RL/SPO	RL
051-224-001	USA	0.88	PQP/SP-O	PQP	PQ/SPO	PQ
051-224-002	E & D THOMAS	0.44	R-L/SP-O	R-L	RL/SPO	RL
051-225-001	BRUCE MYERS	0.98	R-L/SP-O	R-L	RL/SPO	RL
051-231-001	C. LONG TRUST	0.55	I-H?/SP-O	I-H	IN/SPO	IN
051-231-006	DUNNIGAN FIRE DISTRICT	0.85	PQP/SP-O	PQP	PQ/SPO	PQ
051-232-001	C. LONG TRUST	0.62	R-L/SP-O	R-L	RL/SPO	RL
051-232-002	C. LONG TRUST	0.44	R-L/SP-O	R-L	RL/SPO	RL
051-233-002	ADAMS WAREHOUSE CO. INC.	3.27	I-H/SP-O	I-H	IN/SPO	IN
051-234-001	BILL AND KATHYS INC.	0.55	C-L/SP-O	C-L	CL/SPO	CL
051-234-002	BILL AND KATHYS INC.	0.64	C-L/SP-O	C-L	CL/SPO	CL
051-241-001	S & M DYER	0.77	R-L/SP-O	R-L	RL/SPO	RL
051-241-002	AMY TERRELL	0.50	R-L/SP-O	R-L	RL/SPO	RL
051-241-006	Y. STRONG TRUST	0.59	R-L/SP-O	R-L	RL/SPO	RL
051-241-007	Y. STRONG TRUST	0.29	R-L/SP-O	R-L	RL/SPO	RL
051-241-008	Y. STRONG TRUST	0.59	R-L/SP-O	R-L	RL/SPO	RL
051-241-009	K & C WILLIAMS REV. TRUST	0.70	R-L/SP-O	R-L	RL/SPO	RL
051-242-001	USA	1.36	PQP/SP-O	PQP	PQ/SPO	PQ
051-242-002	USA	0.33	PQP/SP-O	PQP	PQ/SPO	PQ
051-242-003	C. LONG TRUST	0.33	R-L/SP-O	R-L	RL/SPO	RL
051-242-004	C. LONG TRUST	0.99	R-L/SP-O	R-L	RL/SPO	RL
051-242-005	C. LONG TRUST	0.33	R-L/SP-O	R-L	RL/SPO	RL
051-243-001	C. LONG TRUST	0.28	R-L/SP-O	R-L	RL/SPO	RL
051-243-002	C. LONG TRUST	0.73	R-L/SP-O	R-L	RL/SPO	RL
051-244-001	R & V WALTON TRUST	0.37	R-L/SP-O	R-L	RL/SPO	RL
051-244-002	LOIS PRESTON	0.30	R-L/SP-O	R-L	RL/SPO	RL
051-244-003	L & G HUNT TRUST	2.11	R-L/SP-O	R-L	RL/SPO	RL
051-245-001	BILL AND KATHYS INC.	0.38	C-L/SP-O	C-L	CL/SPO	CL
051-245-002	BILL AND KATHYS INC.	0.56	C-L/SP-O	C-L	CL/SPO	CL
051-245-003	BILL AND KATHYS INC.	0.56	C-L/SP-O	C-L	CL/SPO	CL
051-245-004	JIMMY NAGI	0.48	C-L/SP-O	C-L	CL/SPO	CL
051-245-005	KELLY STRONG	0.70	C-L/SP-O	C-L	CL/SPO	CL
051-245-006	BILL AND KATHYS INC.	2.05	C-L/SP-O	C-L	CL/SPO	CL
051-245-007	BILL AND KATHYS INC.	0.82	C-L/SP-O	C-L	CL/SPO	CL
051-245-008	BILL AND KATHYS INC.	0.26	C-L/SP-O	C-L	CL/SPO	CL

* Ownership information is from 2011.

EXISTING AND PROPOSED ZONING AND GENERAL PLAN FOR HARDWOODS

ASSESSOR'S PARCEL No.	OWNER*	A.P.N. AREA (Ac.)	EXISTING ZONING	PROPOSED ZONING	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN
051-090-003	JOAN LIEB	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-004	JERRY & TRACY HERNANDEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-006	LEO & MILDRED LATHUM	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-007	LEO LATHUM	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-008	BERNARD BEHEREGARAY	1.83	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-009	JOYCE MITCHELL	2.93	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-018	LEONEL & ANA URRUTIA	1.86	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-019	LEONEL & ANA URRUTIA	1.59	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-022	G RODRIGUEZ & S OCHOA	2.45	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-023	MARICELA ROBLES	1.35	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-024	DENNIS & WANDA LATHUM	1.04	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-025	DENNIS & WANDA LATHUM	1.40	RR-1/SP-O	RR-1	RR/SPO	RR
051-090-026	DENNIS & WANDA LATHUM	1.37	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-003	CHENG REV TRUST ETAL	10.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-009	LUCINDA MONTGOMERY	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-010	CORSI FAMILY TRUST	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-013	ABEL GUZMAN	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-014	BRETTA ANN KENDALL	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-019	JEFFREY & JOYCE NOWLIN	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-020	DOUG TAUZER	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-021	ROBERT POLK & ALICE GOMEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-022	JEFFREY & LORI BRAGG	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-023	DAVID LAWRENCE IDE	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-024	JOSE & SARA MARTINEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-025	CHARLES & ROSE YELTON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-026	RAMON & ANGELINA VASQUEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-027	FRANCISCO & MARAIA PEREZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-028	SANTIAGO MORENO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-029	SANTIAGO MORENO	1.07	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-030	GUILLERMO ROMERO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-031	ROGELIO GONZALEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-032	KIM TRUEBLOOD	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-033	RAY & ADELE HANAMAN	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-034	NAOMI CHADOR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-036	JESUS MENDOZA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-037	RICHARD VERMILION	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-038	SANTIAGO MORENO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-101-039	PECTON JONES	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-001	WILLIE THOMPSON	5.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-002	CLIFFORD BULLOCK, JR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-003	GERALDINE JOHNSON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-004	ALESIA MCDUFFIE	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-007	SUELLEN COAST	1.00	RR-1/SP-O	RR-1	RR/SPO	RR

EXISTING AND PROPOSED ZONING AND GENERAL PLAN FOR HARDWOODS

ASSESSOR'S PARCEL No.	OWNER*	A.P.N. AREA (Ac.)	EXISTING ZONING	PROPOSED ZONING	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN
051-102-008	EDWARD & EVELYN DIMARCO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-009	M HORNBUCKLE T BURNHAM	1.50	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-010	SAMMIE IRVIN & RITA BIRD	1.50	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-011	CARLOS MEDINA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-012	JARED & ERIN WILLIAMS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-013	MIGUEL MEDINA	2.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-016	KATHERINE OWENS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-017	KATHERINE OWENS	3.47	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-019	IZELL & MARY FAIRLEY	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-020	IZELL & MARY FAIRLEY	1.31	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-022	STILL FAMILY TRUST	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-023	EDWARD & AURORA VIDALES	1.95	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-024	EDWARD VIDALES, JR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-025	EDWARD VIDALES, JR	0.98	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-026	EDWARD VIDALES, JR	0.89	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-027	EDWARD VIDALES, JR	0.75	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-029	PHILIP & NANCY WOLTMON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-030	HUGO & ORMIDES HERNANDEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-031	JAVIER HERNANDEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-033	CODY GRIMES	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-034	G & B MONDRAGON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-035	V & E HERNANDEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-036	JUAN & LETICIA HERRERA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-037	DAVID & TINA BENNETT	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-038	NATHANIEL TYLER	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-102-039	JUELEAH EXPOSE-SPENCER	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-001	ROBERT & SABRA CARTER	1.45	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-007	JESSICA RICE	0.60	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-008	FRANCISCO SOLORZANO	0.90	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-016	W RODDY & C LITRAL	1.58	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-018	BANK OF NEW YORK	1.91	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-019	JESUS & ERIKA PAIZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-020	EDWARD VASSAR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-021	ROBERTO & MICAELA HUERTA	0.94	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-022	MITCHELL & LELAYNE TORRES	0.82	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-023	JAVIER QUIROZ	0.74	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-024	JUAN JOSE MAYA	0.93	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-027	AUDELIO & ELIA SOLORIO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-028	RAY RICHARDSON	1.47	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-029	SIMS FAMILY REV TRUST	0.84	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-030	RONALD FIELDS	1.30	RR-1/SP-O	RR-1	RR/SPO	RR
051-103-031	SIMS FAMILY REV TRUST	0.93	RR-1/SP-O	RR-1	RR/SPO	RR

EXISTING AND PROPOSED ZONING AND GENERAL PLAN FOR HARDWOODS

ASSESSOR'S PARCEL No.	OWNER*	A.P.N. AREA (Ac.)	EXISTING ZONING	PROPOSED ZONING	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN
051-110-001	ZANCOR INC	7.89	R-M/SP-O	R-M	RM/SPO	RM
051-110-002	ZANCOR INC	3.00	R-M/SP-O	R-M	RM/SPO	RM
051-110-003	ZANCOR INC	1.00	R-M/SP-O	R-M	RM/SPO	RM
051-110-004	ZANCOR INC	2.00	R-M/SP-O	R-M	RM/SPO	RM
051-110-005	ZANCOR INC	2.00	R-M/SP-O	R-M	RM/SPO	RM
051-110-007	CORMACK REV TRUST	2.00	R-M/SP-O	R-M	RM/SPO	RM
051-110-008	EUNICE TILLMAN	5.00	R-M/SP-O	R-M	RM/SPO	RM
051-110-010	ZANCOR INC	2.32	R-M/SP-O	R-M	RM/SPO	RM
051-110-011	ZANCOR INC	6.04	R-M/SP-O	R-M	RM/SPO	RM
051-110-012	ZANCOR INC	0.23	R-M/SP-O	R-M	RM/SPO	RM
051-110-015	WALTER & LINDA BARKER	0.56	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-016	ALVARO TAPIA	2.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-018	MANUEL & VIOLET MENENDEZ	2.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-019	MARIA VALENZUELA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-020	PABLO & ISABEL JAUREGUI	6.92	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-021	ANTHONY VELASQUEZ	3.70	RR-1/SP-O	RR-1	RR/SPO	RR

051-110-022	RANDER BAINS & FIRDOS SAIMA	7.50				
051-110-024	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-026	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-037	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-038	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-045	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-046	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-048	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-050	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-054	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-056	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-057	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-059	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-060	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-061	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-062	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-063	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-066	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM
051-110-067	Trailer Ren		R-M/SP-O	R-M	RM/SPO	RM

EXISTING AND PROPOSED ZONING AND GENERAL PLAN FOR HARDWOODS

ASSESSOR'S PARCEL No.	OWNER*	A.P.N. AREA (Ac.)	EXISTING ZONING	PROPOSED ZONING	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN
051-110-068	JOHN HARDEN III	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-069	JEFFREY & MARY MILLER	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-070	MELINDA IBARRA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-071	JAMES & FAYE SMITH	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-072	STANLEY RAY SMITH	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-074	MARK & ANITA TOMBLESON	1.08	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-075	L VIVEROS & A GODINEZ	1.57	RR-1/SP-O	RR-1	RR/SPO	RR
051-110-076	ADRIAN & ROSA VIDALES	1.52	RR-1/SP-O	RR-1	RR/SPO	RR
051-120-001	ERICH LINSE, JR	12.99	C-L/SP-O	C-L	CL/SPO	CL
051-171-001	CHARLES CONNESS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-002	CHARLES CONNESS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-003	HROMADA FAMILY TRUST	2.50	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-006	ALEX & ANNA MARIE FLOWERS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-007	ELISEO & MARIA HEREDIA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-008	JESUS HERRERA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-009	ROBERTO AYALA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-011	BARRY MILLER	1.70	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-013	HUGO GUTIERREZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-015	FLORINDA SIGUR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-016	ELVIN & FRANCINE MOORE	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-017	D CARRILLO & G SALAZAR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-018	ALFRED & SYLVIA TOFOYA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-019	JOSE CHAVEZ & T SERRANO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-020	LUIS & MARIA LEYVA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-022	PHILIP & WENDY STITES	1.16	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-023	OTTIE & EDITH HARRIS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-024	SOCORRO BUITRON	1.50	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-025	JAVIER PADILLA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-026	FLORINDA SIGUR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-027	VERONICA JAIMES	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-028	C HAGGARD & F DANGELO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-171-029	C HAGGARD & F DANGELO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-002	ROSITA VIDALES	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-004	RENEE CHRISTINE TOWON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-011	THOMAS & CONNIE WATSON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-012	JOEL & MARIA GARCIA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-013	JOSE GARCIA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-014	JOSE GARCIA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-015	DUNNIGANS BODY JESUS CHRIS	2.00	PQP/SP-O	RR-1	PQ/SPO	RR

EXISTING AND PROPOSED ZONING AND GENERAL PLAN FOR HARDWOODS

ASSESSOR'S PARCEL No.	OWNER*	A.P.N. AREA (Ac.)	EXISTING ZONING	PROPOSED ZONING	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN
051-172-016	RAUDEL & VERONICA TRUJILLO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-017	RASHED MOHAMMED	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-018	RICKY & ANITA TATUM	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-019	ROBERT & AMIEE TIBBS	2.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-021	JOSE LUIS GARCIA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-022	RODOLFO & ROSARIO SANCHEZ	1.10	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-023	COULTER REV LIVING TRUST	0.90	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-024	G & V RODRIGUEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-025	CHARLES & TERESA KEASLER	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-026	ROBERT & YOLANDA GRUWELL	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-027	WILLARD & JUANITA INGRAHAM	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-028	B & C MONDRAGON	1.10	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-029	ANTONIO MONDRAGON	0.82	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-030	WILLARD & JUANITA INGRAHAM	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-031	WILLARD & JUANITA INGRAHAM	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-032	KITCHEN FACE-LIFTERS INC	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-033	MARAGARET ELAINE STURM	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-172-034	WANDA SMITH	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-001	HERSHELL STANDFILL	2.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-002	JOSEPH ALEXANDER	2.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-003	ROBERT & JULIE LANGFIELD	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-004	SHIRLEY MAY OWENS TRUST	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-005	NEVIS REV TRUST	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-006	ALEXANDRO & ELVIRA GARCIA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-007	ALMA STRIVERS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-009	JESSY & PAULA GONZALEZ	0.38	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-010	BARBEE TRUST	0.58	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-011	BIRTHA WILDER FAM TRUST	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-012	SONJA HAY	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-013	MONICA LYNN UHLAND	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-014	VICTOR & MARIA GUTIERREZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-015	STANLEY HICKS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-016	JEFFREY & DESIREE HICKS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-017	J LOWE & CHERYLE CROCKETT	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-018	BEVERLY COUTEE	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-019	G GARCIA & S GARCIA-COUTEE	1.37	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-021	GUILLERMO GARCIA	0.63	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-023	GUSTAVO&ANGELICA MAGALLON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-024	ADELL JOHNSON	1.50	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-025	ROBERT & LANA JOHNSON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-026	REFUGIO & HILDA CASTENEDA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR

EXISTING AND PROPOSED ZONING AND GENERAL PLAN FOR HARDWOODS

ASSESSOR'S PARCEL No.	OWNER*	A.P.N. AREA (Ac.)	EXISTING ZONING	PROPOSED ZONING	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN
051-173-028	MARY STADELMAN	1.10	RR-1/SP-O	RR-1	RR/SPO	RR
051-173-029	COULTER REV LIVING TRUST	1.12	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-001	S & J HICKS	2.30	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-002	JEANETTE RHODES	2.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-003	VICTOR & HORTENCIA GRAJEDA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-004	JACOB & STACEY FLOWERS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-005	ERNEST & LENA MAYHAND	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-007	ROBERT & BERTHA FARR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-009	JACK SPICER	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-010	LOUIS SPICER, JR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-011	LUE JEAN BRUMFIELD	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-012	JACK SPICER	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-013	DELLA SABALA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-016	SAUL & SANDRA PAIZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-017	ROBERT NELSON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-018	KAREN DAVIS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-019	S & C FERNANDEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-020	ROBERT & VONDIA WALTON	1.30	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-021	STEVEN & PATRICIA JOHNSON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-022	RAFAEL CHAVEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-023	A & R CHAVARRIA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-024	ROSA CHAVARRIA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-025	AURORA VASQUEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-026	AURORA VASQUEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-027	ASHLEY MORELAND	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-181-028	ASHLEY MORELAND	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-001	RAYMON MADDERRA	2.30	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-002	WILLIAM & JULIA MANGINO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-004	R & A ROBINSON & R WILLIAMS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-005	RUSLEY & ANNIE ROBINSON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-006	ETTA LEE LOWE	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-007	WILLIAM & LEANA POE	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-008	ALEJANDRO DEL RIO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-011	GARY LEACH	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-013	EUGENE & ALTA MAE BROWN	2.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-014	P SPEARS & BERNICE SHABAZZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-015	P SPEARS & BERNICE SHABAZZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-016	MICHAEL & VERONICA FREGOSO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-020	THOMAS & ROSEMARIE YODICE	0.85	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-021	VERONICA FREGOSO	1.19	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-023	E & A BARRIGA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-024	DANNY RAMOS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-026	R & S ZIMMERMAN	1.00	RR-1/SP-O	RR-1	RR/SPO	RR

EXISTING AND PROPOSED ZONING AND GENERAL PLAN FOR HARDWOODS

ASSESSOR'S PARCEL No.	OWNER*	A.P.N. AREA (Ac.)	EXISTING ZONING	PROPOSED ZONING	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN
051-182-028	FLORINDA SIGUR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-029	FLORINDA SIGUR	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-030	F & M ARELLANO	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-031	WILLIAM & CATHRENE MEYER	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-032	CHRIS & JOANNA LIVADAS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-182-033	FRANCISCO MELENDREZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-001	HERSHELL STANDFILL	3.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-002	BILL DAILEY	4.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-003	ETTA LEE LOWE	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-004	RONALD & ELLEN HARRIS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-006	ELON & JUDITH PETERSON	1.14	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-007	VERNON LAUDERDALE	1.23	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-009	MILDRED MOONEY	0.90	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-010	JEANETTA SANDERS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-011	FILIMON & RAQUEL QUIRARTE	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-012	J & RUTHIE JOHNSON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-013	JOSE & CECILIA VERA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-014	PAUL & MICHELLE HATHAWAY	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-015	RAMON MARTINEZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-016	CASTULO SANTILLAN	0.50	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-017	ELON & JUDITH PETERSON	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-018	RAYMUNDO DURAN	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-019	BERNICE SHABAZZ	0.68	RR-1/SP-O	RR-1	RR/SPO	RR
051-183-020	RUBEN RAMIREZ	0.77	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-001	G & S GARCIA	3.97	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-002	J & M BENNETT	1.12	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-003	G & S GARCIA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-004	WINONA LARA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-005	WINONA LARA	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-007	HALL LIVING TRUCT	1.98	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-008	E & S HASTINGS TRUST	0.90	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-009	E & S HASTINGS TRUST	1.42	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-010	J & R DAWSON	0.64	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-011	G & P MARTEN	1.69	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-012	CURTIS REV. TRUST	1.13	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-013	E & S HASTINGS TRUST	1.65	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-014	E & S HASTINGS TRUST	1.53	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-015	CHENG REV. TRUST	3.50	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-016	T & K RIVAS	1.06	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-017	JIMMY BRAY	1.76	RR-1/SP-O	RR-1	RR/SPO	RR
051-190-018	W & C TOUSSAINT	2.23	RR-1/SP-O	RR-1	RR/SPO	RR
051-201-002	JOSE ALCARAZ	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-201-003	CHAND FAMILY	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-201-004	RODRIGUEZ & GALICIA-MEZA	1.55	RR-1/SP-O	RR-1	RR/SPO	RR

EXISTING AND PROPOSED ZONING AND GENERAL PLAN FOR HARDWOODS

051-201-006	EMMA FRANCIS	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-201-007	K & C EDWARDS TRUST	3.25	RR-1/SP-O	RR-1	RR/SPO	RR
051-201-008	GENEVA MCLEMORE	2.09	RR-1/SP-O	RR-1	RR/SPO	RR
051-201-009	C & M CHAPPELL	0.80	RR-1/SP-O	RR-1	RR/SPO	RR
051-201-010	EMMA FRANCIS	0.71	RR-1/SP-O	RR-1	RR/SPO	RR
051-201-014	CHAND FAMILY	0.77	RR-1/SP-O	RR-1	RR/SPO	RR
051-201-015	KELLY ROBERTS	1.64	RR-1/SP-O	RR-1	RR/SPO	RR
051-202-002	JJ INTERNATIONAL HOLDING CO.	5.84	I-H/SP-O	I-H	IN/SPO	IN
051-202-004	JJ INTERNATIONAL HOLDING CO.	1.00	I-H/SP-O	I-H	IN/SPO	IN
051-202-005	JJ INTERNATIONAL HOLDING CO.	2.00	I-H/SP-O	I-H	IN/SPO	IN
051-202-006	JJ INTERNATIONAL HOLDING CO.	2.00	I-H/SP-O	I-H	IN/SPO	IN
051-202-007	SPENCER BACKHAUS	1.00	I-H/SP-O	I-H	IN/SPO	IN
051-202-011	C & A BACKHAUS	1.23	I-H/SP-O	I-H	IN/SPO	IN
051-202-012	C & A BACKHAUS	1.31	I-H/SP-O	I-H	IN/SPO	IN
051-202-013	JJ INTERNATIONAL HOLDING CO.	1.38	I-H/SP-O	I-H	IN/SPO	IN
051-202-014	T & A MEJIA	1.07	I-H/SP-O	I-H	IN/SPO	IN
051-202-015	EDWARD SCHOFIELD	2.24	RR-1/SP-O	RR-1	RR/SPO	RR
051-202-017	P & R PRODUN	1.15	RR-1/SP-O	RR-1	RR/SPO	RR
051-202-018	MONTGOMERY 2007 REV. TRUST	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-202-021	SINGH FAMILY	1.00	RR-1/SP-O	RR-1	RR/SPO	RR
051-202-022	JESSE GONZALES	2.28	RR-1/SP-O	RR-1	RR/SPO	RR