

**YOLO COUNTY
COMMUNITY SERVICES DEPARTMENT**

**NOTICE OF PREPARATION/INITIAL STUDY
ZONE FILE # 2016-0007**

DUNNIGAN VALLEY TRAVEL CENTER

May 2017

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

TO: State Clearinghouse
Responsible Agencies
Trustee Agencies
Other Public Agencies
Interested Parties

FROM: Eric Parfrey, Principal Planner
Yolo County Community Services Dept.
292 W. Beamer Street
Woodland, CA 95695

SUBJECT: Notice of Preparation – Dunnigan Valley Travel Center EIR / Zone file # 2016-0007

EIR Consultant: Beth Thompson, Principal Planner
De Novo Planning Group
1020 Suncastr Lane, Suite 106
El Dorado Hills, CA 95762
Phone: (916) 812-7927

An Initial Study has been prepared for the proposed project and is attached to this Notice of Preparation (NOP). The Initial Study identifies the location of the project, describes the project characteristics, and lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the EIR.

The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect, and will analyze these potential effects to the detail necessary to make a determination on the level of significance. Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you represent a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;
2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for Yolo County to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;

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4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project; and
 5. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by Yolo County by the following deadlines:

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and interested parties, not later than 30 days following the publication of this Notice of Preparation.

The 30-day review period ends on **June 23, 2017**. If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make.

A responsible agency, trustee agency, or other public agency may request a meeting with Yolo County or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. ***A public scoping meeting will be held during the public review period on June 14, 2017, at 10 a.m. at the Yolo County Community Services Department located at 292 W. Beamer Street in Woodland.***

If you have any questions, please contact Eric Parfrey, Principal Planner at (530) 666-8043.

Initial Study

1. **Project Title:** Zone File #2016-0007 (Dunnigan Valley Travel Center)
2. **Lead Agency Name and Address:**
Yolo County Community Services Dept.
292 W. Beamer Street
Woodland, CA 95695
3. **EIR Consultant:** Beth Thompson, Principal Planner
De Novo Planning Group
1020 Suncastr Lane, Suite 106
El Dorado Hills, CA 95762
Phone: (916) 580-9818
4. **Contact Person, Phone Number, E-Mail:**
Eric Parfrey, Principal Planner
(530) 666-8043
eric.parfrey@yolocounty.org
5. **Project Location:** The project is located west of the Interstate 5/County Road 8 interchange in Dunnigan in northern Yolo County (APN: 052-060-001). See Figures 1 and 2.
6. **Project Sponsor's Name and Address:**
Pritam and Jaspreet Sidhu
438 Peacock Way
Vacaville, CA 95688
7. **Land Owner's Name and Address:**
Vann Brothers
365 Ruggieri Way
Williams, CA 95987
8. **General Plan Designation(s):** Agriculture (AG)
9. **Zoning:** Agricultural Intensive (A-N)
10. **Surrounding Land Uses and Setting:**
to the east: farmland and a small truck stop at I-5/CR 8
to the west: farmland
to the north: farmland
to the south: farmland
11. **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.

INTRODUCTION

The proposed project would develop an approximately 20-acre travel center, including the Valley Travel Center and other traveler-oriented amenities, along Interstate 5 (I-5) in Yolo County to serve passing truck drivers and traveling motorists twenty-four hours a day seven days a week.

PURPOSE OF THE INITIAL STUDY

An Initial Study (IS) is an analysis which is prepared to determine the environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare an Environmental Impact Report (EIR). This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the proposed project may have a significant effect upon the environment.

PROJECT LOCATION AND SETTING

PROJECT LOCATION

The project site is located in the northern portion of Yolo County near the unincorporated community of Dunnigan. The site is situated west of I-5, north of County Road (CR) 8. Figure 1 shows the project's regional vicinity. The project is proposed on approximately 20 acres of an existing 180-acre parcel (APN: 052-060-001 see Figure 2).

EXISTING SITE AND SURROUNDING USES

The project site currently consists of undeveloped farmland. Figure 3 displays aerial views of the project site and the surrounding area. Uses immediately adjacent to the project site include: a United Travel Plaza and service station and I-5 to the east, and undeveloped farmland to the north, south, and west.

GENERAL PLAN AND ZONING DESIGNATIONS

The project site is located within Yolo County. The following County General Plan Land Use and Zoning designations apply to the project site.

YOLO COUNTY GENERAL PLAN LAND USE DESIGNATION

The Project site is designated Agriculture (AG) by the Yolo County General Plan Land Use Map. The AG designation includes the full range of cultivated agriculture, such as row crops, orchards, vineyards, dryland farming, livestock grazing, forest products, horticulture, floriculture, apiaries, confined animal facilities and equestrian facilities. It also includes agricultural industrial uses, agricultural commercial uses, farmworker housing, surface mining, and incidental habitat. Figure 4 displays Yolo County's General Plan Land Use designations for the project site and the surrounding area.

YOLO COUNTY ZONING DESIGNATION

The project site is currently Zoned Agricultural Intensive (A-N) by Title 8 Chapter 2 of the Municipal Code (Zoning). The A-N Zone is applied to preserve lands best suited for intensive agricultural uses typically dependent on higher quality soils, water availability, and relatively flat topography. The purpose of the zone is to promote those uses, while preventing the encroachment of nonagricultural uses. Uses in the A-N Zone are primarily limited to intensive agricultural production and other activities compatible with agricultural uses. This includes allowing agriculturally-related support uses, excluding incompatible uses, and protecting the viability of the family farm. Minimum lot size for newly created parcels in the A-N Zone is forty (40) acres for irrigated parcels primarily planted in permanent crops, such as orchards or

vineyards; eighty (80) acres for irrigated parcels that are cultivated; one hundred sixty (160) acres for parcels that are generally uncultivated and/or not irrigated. Figure 5 displays Yolo County's Zoning designations for the project site and the surrounding area.

PROJECT DESCRIPTION

PROJECT OBJECTIVE

The principal objective of the proposed project is the approval and development of the Valley Travel Center and related uses to provide highway-oriented amenities, including a gas station, convenience market, tire barn, restaurants, and lodging, that will serve commercial truck operators and motorists traveling I-5 in the vicinity of Dunnigan.

PROJECT CHARACTERISTICS

The project proposes development of the Valley Travel Center, which includes a gas station and traveler-oriented amenities for motorists and commercial truck drivers, as described below. The project includes a Tentative Parcel Map to divide the existing 183-acre parcel into four parcels. The project requests a General Plan Amendment from the Agriculture (AG) to the General Commercial (CG) designation and also requests a Rezone from Agriculture Intensive (A-N) to Highway Service Commercial (C-H) zone for the 20-acre project site. The project is proposed to be developed in two phases, as described below. The layout of the proposed project is shown on Figure 6 (Site Plan).

Phase 1

Phase I of the project would develop approximately 18.6 acres (Parcels 2 and 4) with the Valley Travel Center, including:

- 16 auto gas fueling pumps,
- 8 truck fueling pumps,
- a truck wash,
- a tire barn,
- a food and convenience market,
- two fast food restaurants,
- 102 auto and 94 truck parking stalls,
- improvements to CR 8 and CR 89,
- an on-site septic system,
- a domestic water well, and
- an on-site water quality retention basin.

Phase 1

Phase II would develop the remaining 1.4 acres (Parcel 3) and is anticipated to include the following uses:

- an 80-room hotel or motel,
- retail stores, and
- a fast food restaurant.

TENTATIVE PARCEL MAP

The project includes a Tentative Parcel Map, see Figure 7, which would subdivide the 183-acre parcel into four parcels:

- Parcel 1: 163.58 gross acres; no development is proposed on Parcel 1 and, apart from the Tentative Parcel Map, no entitlements are requested for Parcel 1.

-
- Parcel 2: 15.09 gross acres
 - Parcel 3: 3.55 gross acres
 - Parcel 4: 1.35 gross acres

CIRCULATION AND SITE ACCESS

The project will be accessed from CR 8 and from CR 89. Traffic on I-5 will exit onto CR 8, which is paved from the I-5 interchange to the southeasterly corner of the site. CR 89 is adjacent the western boundary of the site and is paved for approximately 500 feet north from CR 8.

There will be a separate project entrance for trucks and for private autos. Trucks will enter via a dedicated driveway off CR 89 and exit onto CR 8. Autos will enter and exit via two dedicated driveways off CR 8, east of the truck exit. Figure 6 displays the proposed access to the site.

INFRASTRUCTURE IMPROVEMENTS

Water

For water service, the project proposes to drill a domestic water well and pump water into an on-site storage tank. The storage tank will serve the domestic water use and fire suppression requirements associated with the project. The water tank will be sized based on the requirements of the fire district and the California Building code with relation to the required fire suppression duration requirements. There is the potential sometime in the future for the site to be connected to water service provided by California American Water, which is extending service to properties on the east side of the I-5 freeway.

The project proposes to include water efficiency measures, including low flow shower heads, sink faucets, and restaurant dish and pot washing machines.

Water Reuse

The landscaping will be irrigated with treated grey water and storm drain water captured in the water quality retention basin, as described below. The applicant expects to be able to supply all of the required landscape irrigation water based on the grey water and through retaining a minimum of 5 acre feet of storm drain water.

The project proposes a "grey water" treatment plant to capture all water from showers, sinks, restaurant dish and pot washing machines, and air condition condensate. This water will be treated and used to irrigate the project landscaping.

The Travel Center auto and truck wash units will be an enclosed system that captures and reuses the wash water and none of this water will be allowed to drain into the sanitary sewer or storm drain system.

Wastewater

The is proposing an on-site septic disposal facility, which will be located in the northwest corner of the property. The septic disposal facility will treat sewage generated by the project. As with the water service, there is the potential sometime in the future for the site to be connected to wastewater service provided by California American Water, which is extending service to properties on the east side of the I-5 freeway.

Storm Water

Drainage will be collected in a water quality detention/retention basin located in the northeastern corner of the 20-acre site. The retention basin will be designed to capture and store runoff generated by the site from a 100-year storm event. Water stored in the retention basin will be utilized to irrigate a portion of the project's landscaping.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

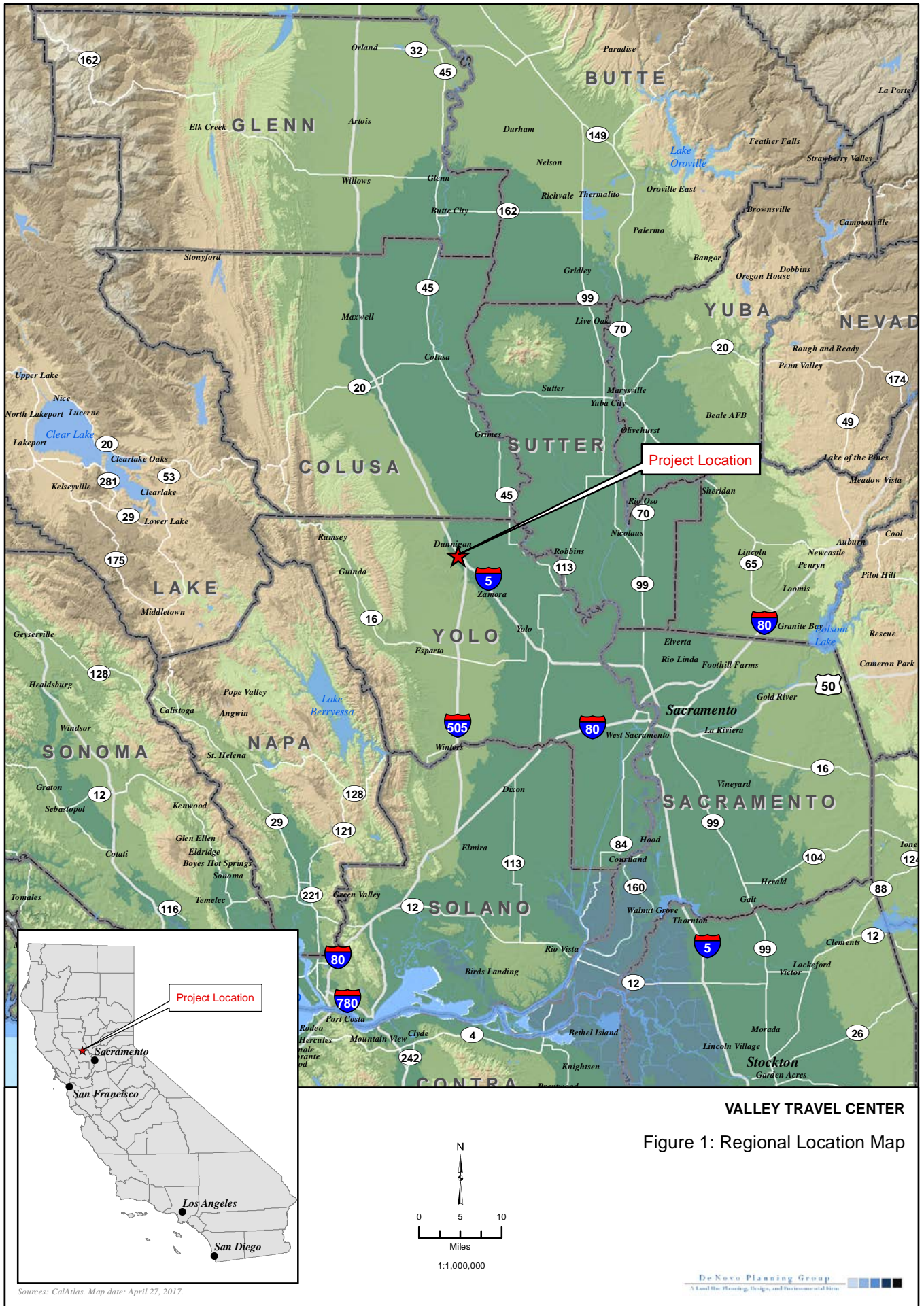
The County of Yolo will be the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050. Actions that would be required from the County include, but are not limited to the following:

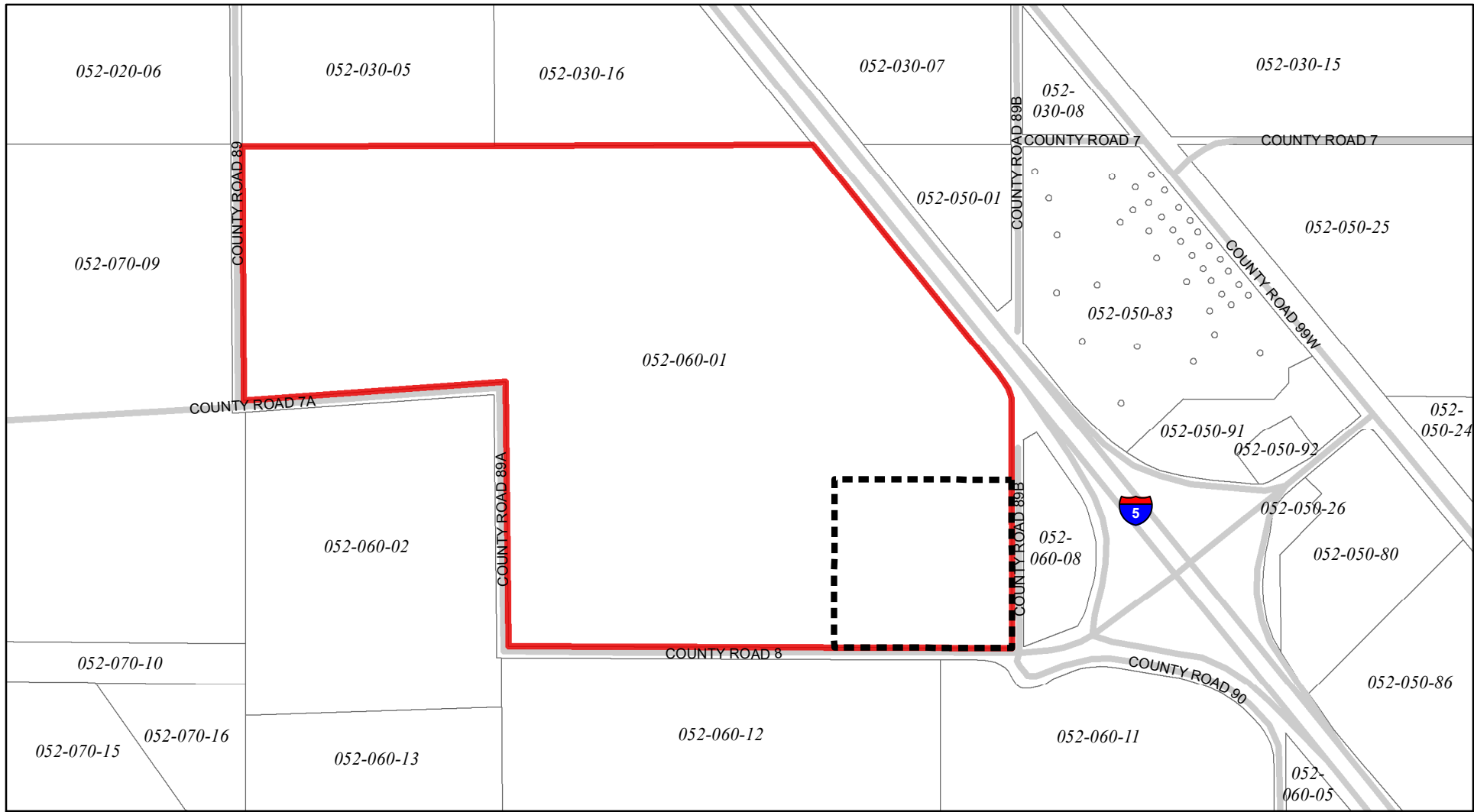
- a General Plan Amendment (GPA) to redesignate the 20 acres from Agriculture (AG) to General Commercial (CG) on the General Plan land use map;
- a Rezoning to rezone the property from the Agricultural Intensive (A-N) zone to the Highway Service Commercial (C-H) zone;
- a Tentative Parcel Map to divide the 20 acres from a larger 180-acre parcel; and
- a Minor Use Permit to operate the truck stop.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

The following agencies may be required to issue permits or approve certain aspects of the proposed project. Other governmental agencies that may require approval include, but are not limited to, the following:

- Central Valley Regional Water Quality Control Board (CVRWQCB 5s) – Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities.
- Yolo-Solano Air Quality Management District (YSAQMD) - Approval of construction-related air quality permits.






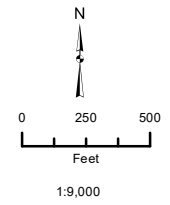


VALLEY TRAVEL CENTER

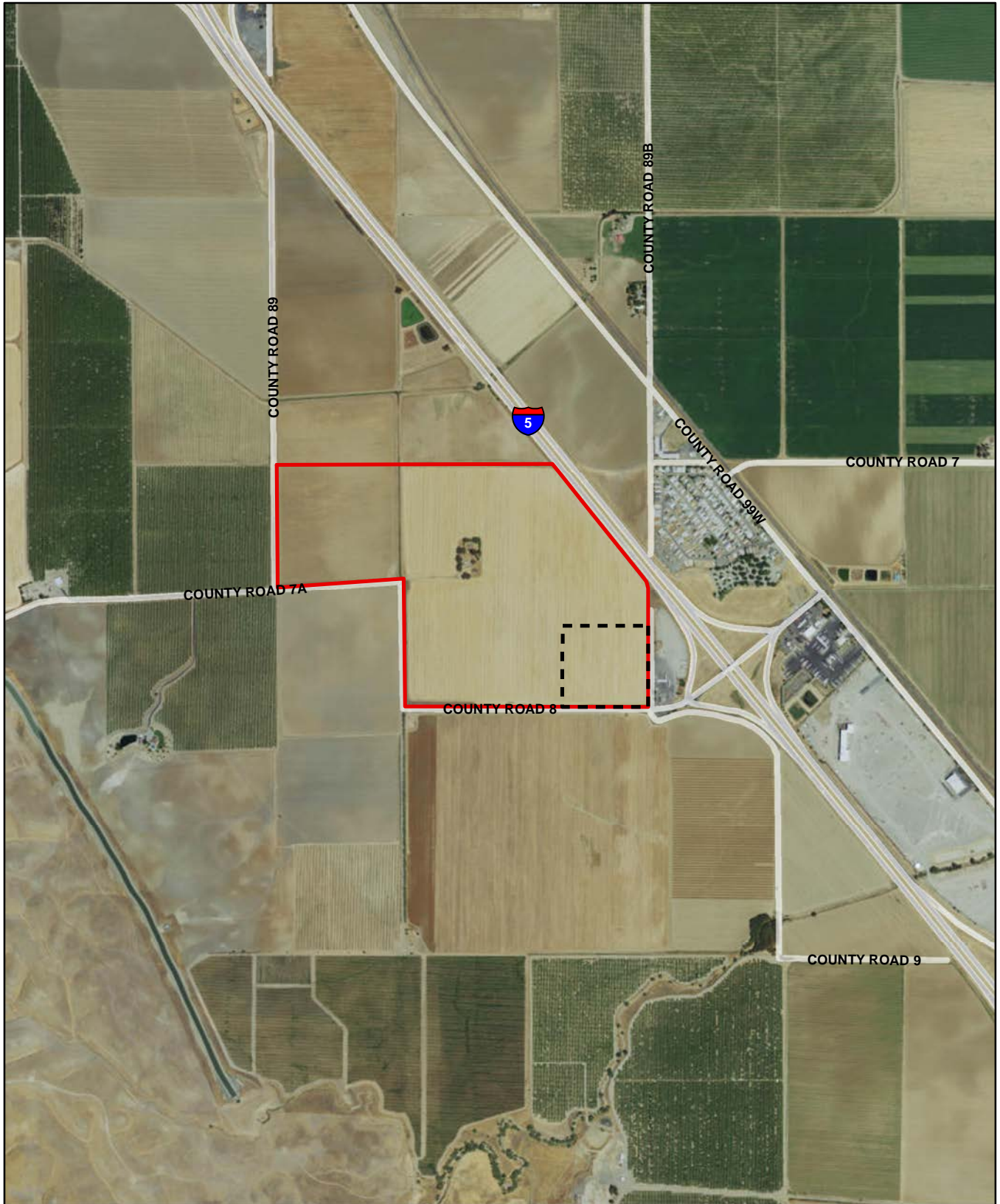
Figure 2. Assessor's Parcel Map

Legend

-  Project Area
-  Proposed Development Area
-  Assessor Parcel Boundaries

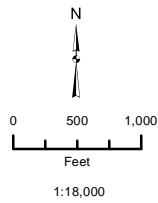


Source: Yolo County. Map date: May 3, 2017.



Legend

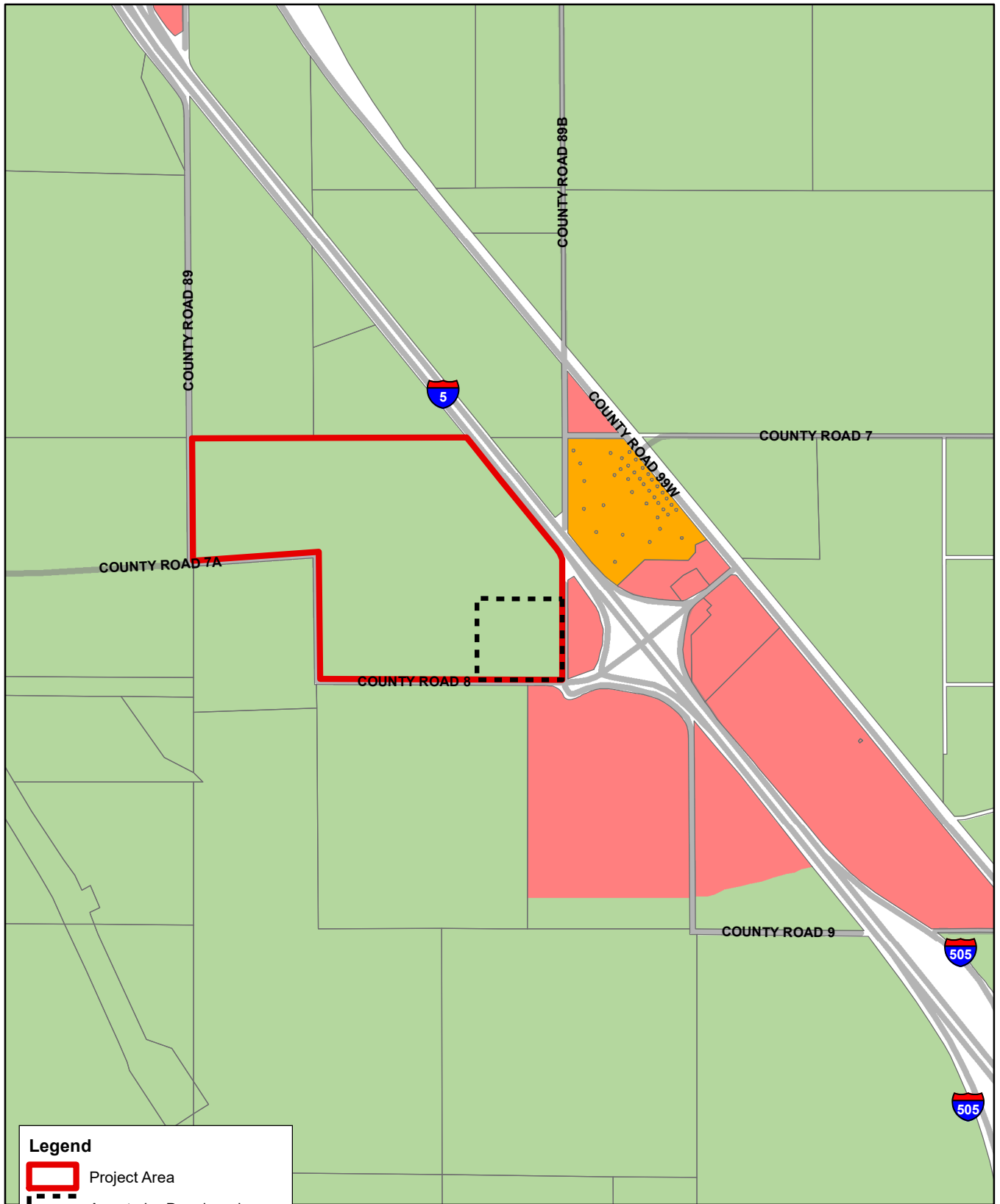
- Project Area
- Area to be Developed



VALLEY TRAVEL CENTER

Figure 3. Aerial View

Source: Yolo County; ArcGIS Online World Imagery Service. Map date: May 3, 2017.



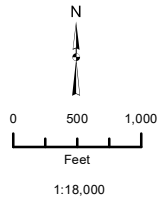
Legend

- Project Area
- Area to be Developed
- Assessor Parcel Boundaries

Yolo County General Plan 2030

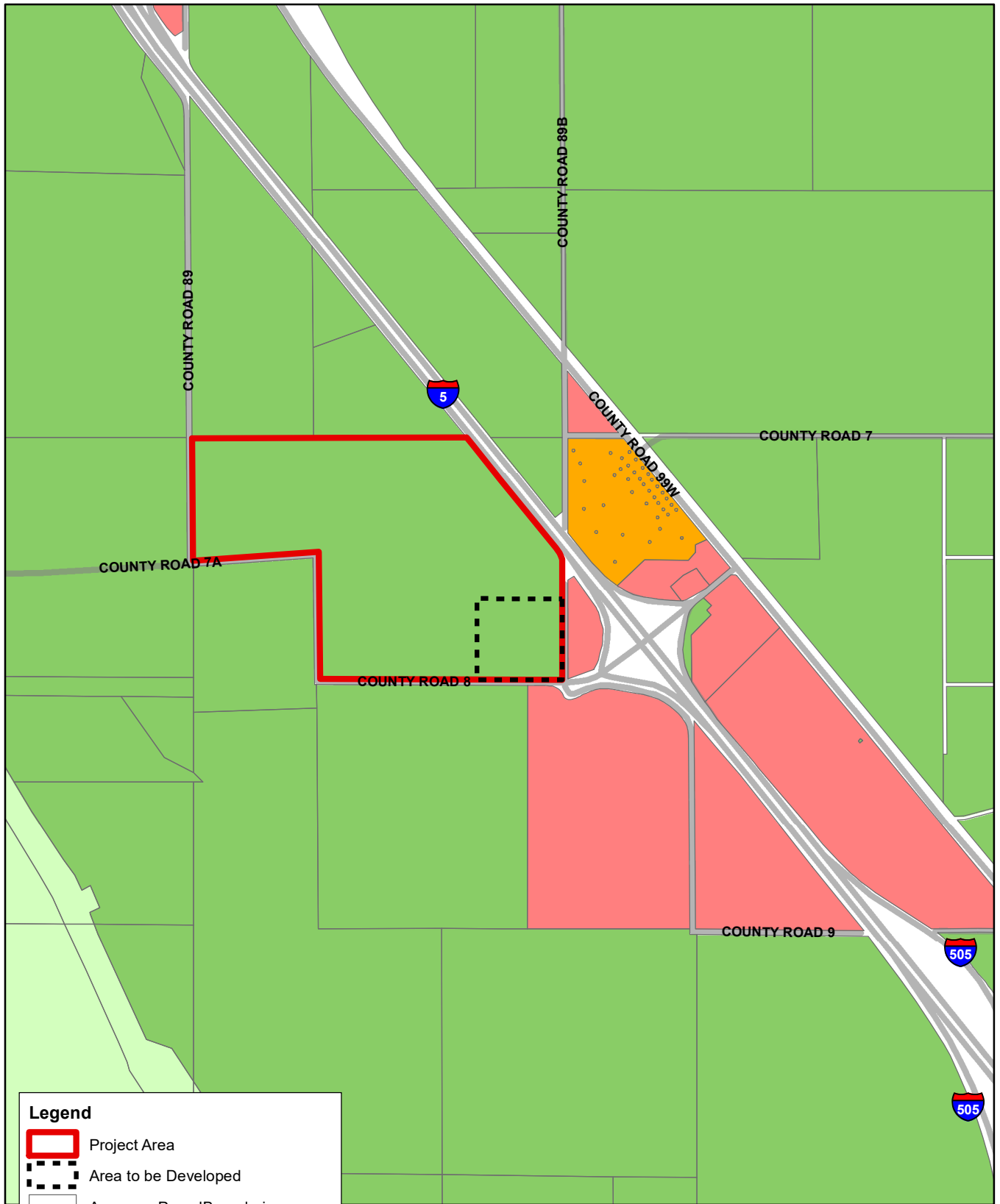
- Agriculture
- Commercial General
- Residential Medium

Source: Yolo County. Map date: May 16, 2017.






VALLEY TRAVEL CENTER





Figure 4. General Plan Land Use Map

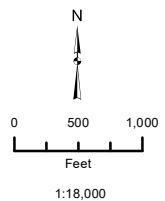


Legend

-  Project Area
-  Area to be Developed
-  Assessor Parcel Boundaries

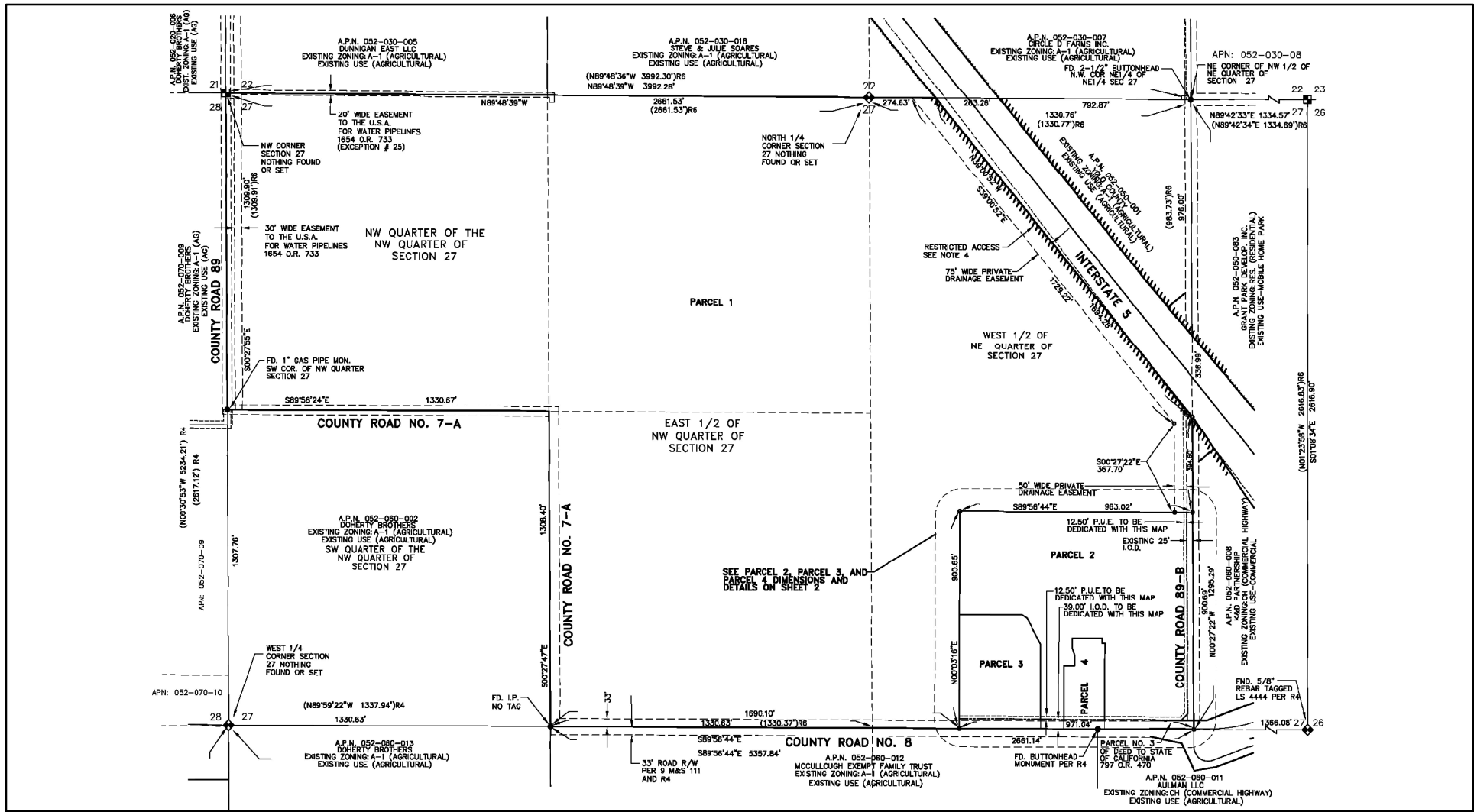
Yolo County Zoning

-  A-X: Agricultural Extensive
-  A-N: Agricultural Intensive
-  C-H: Highway Service Commercial
-  R-M: Medium Density Residential

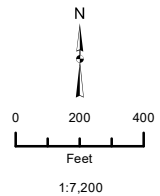


VALLEY TRAVEL CENTER
 Figure 5. Zoning Map

Source: Yolo County. Map date: May 16, 2017.



VALLEY TRAVEL CENTER
Figure 7. Subdivision Map



Source: Claybar Engineering, Inc, Valley Travel Center Tentative Parcel Map, February 2016. Map date: May 3, 2017.

Environmental Factors Potentially Affected

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

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agricultural and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" 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 checked="" type="checkbox"/> Transportation / Traffic | <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Tribal Cultural Resources | | |

Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because the project is consistent with an adopted general plan and all potentially significant effects have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT, the project is exempt from further review under the California Environmental Quality Act under the requirements of Public Resources Code section 21083.3(b) and CEQA Guidelines Section 15183.

Planner's Signature

Eric Parfrey, Principal Planner

Date

Purpose of this Initial Study

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

Evaluation of Environmental Impacts

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

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

DISCUSSION

- a) **Have a substantial adverse effect on a scenic vista?; or**
b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?**

No Impact. For purposes of determining significance under CEQA a “scenic vista” is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. There are no officially designated scenic vistas near the project area, and there are no significant trees, rocks, historic structures or scenic highways in the vicinity. The proposed Project consists of 20-acre travel center located in proximity to other highway commercial uses adjacent to a freeway interchange. The project would not have the potential to significantly damage scenic resources, and is not located within or viewable from a scenic vista.

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

Potentially Significant Impact. The proposed Project would convert undeveloped agriculture lands to developed uses. The proposed Project is located adjacent to other highway commercial uses and is adjacent to the I-5 freeway and interchange, thus public views of the site and surrounding areas would be similar to developed uses in the vicinity. However, the conversion of the project site from undeveloped agricultural land to developed conditions could result in changes to the visual character of the site. This is considered a potentially significant impact. The EIR will address the potential for the project to substantially degrade the existing visual character of the project site and its surroundings.

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

Less than Significant Impact. The proposed project will create new sources of light and glare in the area. Lighting associated with the project will include building and parking lot lighting, as well as LED lighting for project signage. The project will be subject to conditions of approval by the County, which will require the project to comply with County standards, including the lighting standards contained in the Yolo County Municipal Code. Specifically, Title 8, Article 12: Sign Standards, which addresses illuminated signage, and paragraph (d) of Sec. 8-2.1311 Development Standards, which requires lighting, including security lighting, to be directed downward, away from adjacent properties and public

right-of-way, which will reduce potential lighting and glare associated with project implementation. Compliance with the standards required by Yolo County will ensure that outdoor lighting is designed to minimize impacts to adjacent properties and views in the area and that lighting and glare impacts will be less than significant.

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

DISCUSSION

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?; and**
- e) **Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?**

Potentially Significant Impact. The 20-acre project site is a portion of a larger 183-acre parcel that is identified by the State of California Farmland Mapping and Monitoring Program as "Prime Farmland." The Project site and surrounding areas are zoned for agricultural uses, the project would require the site to be rezoned from agricultural uses (Agricultural Intensive (A-N)) to the Highway Service Commercial (C-H) zone.

Therefore, it has been determined that the potential impacts on agricultural resources caused by the proposed project will require a more detailed analysis in the EIR. As such, the lead agency will examine each of the two environmental issues identified above (a and e) in the EIR to determine

whether the proposed project will have a potentially significant impact on agriculture resources. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered potentially significant until a detailed analysis is prepared in the EIR.

The EIR will describe the character of the region's agricultural lands, including maps of prime farmlands. The County Agricultural Commission and Office and the State Department of Conservation respective plans, policies, laws, and regulations affecting agricultural lands will be presented. The EIR will include thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to offset the loss of agricultural lands and land conflicts as a result of project implementation.

b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

The site is not under a Williamson Act contract. There are no adjacent parcels that are under Williamson Act contract. Therefore, the proposed project would not conflict with a Williamson Act contract. This CEQA topic is not relevant to the proposed project and does not require further analysis.

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)?; and

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The proposed project would not conflict with existing zoning for, or cause rezoning of, or result in the loss or conversion of forest or timberland. There are no forest resources or zoning for forest lands located on the Project site, or the surrounding area. This CEQA topic is not relevant to the proposed Project and does not require further analysis.

III. AIR QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **Conflict with or obstruct implementation of the applicable air quality plan?;**
- b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?;**
- 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)?;**
- d) **Expose sensitive receptors to substantial pollutant concentrations?; and**
- e) **Create objectionable odors affecting a substantial number of people?**

Potentially Significant Impact. The project site is located within the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). Based on the current air quality conditions in the air basin it has been determined that the potential impacts on air quality caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the five environmental issues listed above (a, b, c, d, and e) in the EIR to determine whether the proposed project has the potential to have a significant impact on air quality. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered potentially significant until a detailed analysis is prepared in the EIR.

The air quality analysis in the EIR will include the following:

- Regional air quality and local air quality in the vicinity of the project site will be described. Meteorological conditions in the vicinity of the project site that could affect air pollutant dispersal or transport will be described. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed.

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- Short-term (i.e., construction) increases in regional criteria air pollutants will be quantitatively assessed. The ARB-approved CalEEMod computer model will be used to estimate regional mobile source and particulate matter emissions associated with the construction of the proposed project.
 - Long-term (operational) increases in regional criteria air pollutants will be quantitatively assessed for area source, mobile sources, and stationary sources. The ARB-approved CalEEMod computer model will be used to estimate emissions associated with the proposed project. Exposure to odorous or toxic air contaminants will be assessed through a screening method as recommended by the YSAQMD.
 - Local mobile-source CO concentrations will be assessed through a CO screening method as recommended by the YSAQMD.
 - Diesel Particulate Matter (DPM) will be assessed through a Health Risk Assessment screening method which will include the Hotspots Analysis and Reporting Program Version 2 (HARP 2) and AERMOD View.

IV. BIOLOGICAL RESOURCES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?;**
- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?;**
- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?;**
- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?; and**
- 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?**

Potentially Significant Impact. Based on the documented special status species, sensitive communities, and other biological resources in the region, it has been determined that the potential impacts on biological resources caused by the proposed project will require a detailed analysis. As such, the lead agency will examine each of the five environmental issues listed above (a, b, d, e, and f) in the EIR to determine whether the proposed project has the potential to have a significant impact on biological resources.

At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered potentially significant until a detailed analysis is prepared in the EIR. The EIR will provide a summary of local biological resources, including descriptions and mapping of plant communities, the associated plant and wildlife species, and sensitive biological resources known to occur or with the potential to occur in the project vicinity. The analysis will provide with an analysis of consistency with applicable adopted regulations, an assessment of potential impacts associated with project implementation, and a discussion of feasible mitigation measures that should be implemented in order to reduce impacts on biological resources and to ensure compliance with the federal and state regulations.

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

No Impact. There is no riparian habitat or wetlands on the Project site. The property consists on active agricultural uses. Implementation of the proposed Project would not require the removal, filling, or interruption of federally protected wetlands. Therefore, this CEQA topic is not relevant to the proposed project and does not require further analysis.

V.	CULTURAL RESOURCES .	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?;**
- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?;**
- c) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?; and**
- d) **Disturb any human remains, including those interred outside of formal cemeteries?**

Potentially Significant Impact. Based on known historical and archaeological resources in the region and the potential for undocumented cultural resources on the project site, it has been determined that the potential impacts on cultural resources associated with the project will require further analysis in the EIR. As such, the lead agency will examine each of the five issues listed above (a, b, c, and d) in the EIR to determine whether the proposed project has the potential to have a significant impact on cultural resources. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered potentially significant until a detailed analysis is prepared in the EIR.

The EIR will include an overview of the prehistory and history of the area, the potential for surface and subsurface cultural resources to be found in the area, the types of cultural resources that may be expected to be found, a review of existing regulations and policies that protect cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce potential impacts to cultural resources.

VI. GEOLOGY AND SOILS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
2. Strong seismic groundshaking?				
3. Seismic-related ground failure, including liquefaction?				
4. Landslides?				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture or 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 California Geological Survey Special Publication 42)?**

Less Than Significant Impact. The project is not located within an Alquist-Priolo Earthquake Special Study Zone. No landforms are known to be on the project site that would indicate the presence of active faults. Although several earthquake fault zones are present within the County, none are present within proximity of the project site. Because the project site is not located within an Alquist-Priolo Earthquake Special Study Zone, ground rupture that would expose people or structures at the site to substantial adverse effects is considered less than significant.

ii) Strong seismic ground shaking?

Less than Significant Impact. Ground shaking occurs as a result of energy released during seismic events, which could potentially result in the damage or collapse of buildings and other structures, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion. There is a mapped potentially active fault near the site (the Dunnigan Hills Fault). This fault has been active in the last 10,000 years but has not been active in historic times. The only known active fault in the county (the Hunting Creek Fault) is located in the far northwestern portion of the county (Yolo County, 2009). Because no known active seismic sources are located in close proximity to the project site, strong seismic ground shaking would not be anticipated at the project site, and events of strong seismic shaking have not been observed near the site. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid. Factors determining the liquefaction potential are the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Liquefaction poses a hazard to engineered structures, as the loss of soil strength can result in bearing capacity insufficient to support foundation loads. Within Yolo County liquefaction is expected to be higher along the floodplains of streams, where the sediments are generally sandier and less consolidated than other areas, or in areas where unconsolidated fill materials have been added.

The project site consists of loam soils (Arbuckle gravelly loam and Tehama loam) that are not considered to have high potential for liquefaction. Additionally, as stated previously, the potential for seismic ground shaking on the site is low, thus there is a low potential for seismic-related ground failure at the site. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

iv) Landslides?

No Impact. A landslide involves the downslope transport of soil, rock, and sometimes vegetative material, primarily under the influence of gravity. Landslides occur when shear stress (primarily weight) exceeds shear strength of the soil/rock. The shear strength of the soil/rock may be reduced during high rainfall periods when materials become saturated. Landslides also may be induced by ground shaking from earthquakes.

The project site is flat and has a low landslide susceptibility due to the slope class and material strength. Mass movements are unlikely to occur at the site, particularly large landslides with enough force and material to expose people or structures on the project site to potentially substantial adverse effects, including the risk of loss, injury, or death. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

Less Than Significant Impact. The land surface at the project site is flat. The project is located in an area with little potential for erosion; substantial soil erosion or loss of topsoil is unlikely to occur. Additionally, Improvement Standards included in Section 11 (Stormwater Quality, Erosion and Sediment Control) require the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which includes construction related erosion control requirements. The SWPPP, specifies the Best Management Practices (BMPs) that will be used to prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off site. Thus impacts

related to erosion and the potential loss of topsails are considered less than significant. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

- 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?**

Less than Significant Impact. The project is not located in an area of known unstable geologic materials, and the project is not expected to significantly affect the stability of the underlying materials, which could potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The proposed travel center would not subject people to landslides or liquefaction or other cyclic strength degradation during a seismic event. Thus impacts related to unstable geologic conditions are considered less than significant. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

Less than Significant Impact. Linear extensibility is a method for measuring expansion potential. The expansion potential is low if the soil has a linear extensibility of less than 3 percent; moderate if 3 to 6 percent; high if 6 to 9 percent; and very high if more than 9 percent. If the linear extensibility is more than 3, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots. Special design commonly is needed. The site is located in an area of Low to Moderate expansive soils (Tehama loam 3.3 percent, and, Arbuckle gravelly loam 1.3 percent).

Design criteria and specifications set forth in the design-level geotechnical investigation will ensure impacts from problematic soils are minimized. There are no significant adverse environmental impacts that are anticipated to occur associated with expansive soils. Additionally, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code. The California Building Code, Title 24, Part 2, Chapter 16 addresses structural design and Chapter 18 addresses soils and foundations. Collectively, these state requirements, which have been adopted by the County, include design standards and requirements that are intended to minimize impacts to structures in seismically active areas of California. Section 1613 specifically provides structural design standards for earthquake loads. Section 1803.5.11 and 1803.5.12 provide requirements for geotechnical investigations for structures assigned varying Seismic Design Categories in accordance with Section 1613. A geotechnical report, will be required as part of the building permit process. Risks to life and property from project development on expansive soils would be considered less than significant. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

Potentially Significant Impact. The proposed travel center stop will be served by an on-site septic system. Soils on the project site, Arbuckle gravelly loam and Tehama loam, are identified by the USDA Web Soils Explorer as having a “very limited” and “somewhat limited” capacity for septic systems. The potential for the project site soils to support a septic system is considered a potentially significant impact. Therefore, the lead agency will examine this issue in the EIR to determine whether the proposed project would have a potential impact associated with the disposal of wastewater on site.

VII. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Questions a. and b. are based on the sample questions provided in Appendix G of the CEQA Guidelines. Question c. has been added by Yolo County to consider potential impacts related to climate change's effect on individual projects, such as sea level rise and increased wildfire dangers.

DISCUSSION

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?;**
- b) **Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?; and**
- c) **Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?**

Potentially Significant Impact. Implementation of the proposed project could generate GHGs from a variety of sources, including but not limited to vehicle trips, vehicle idling, electricity consumption, water use, and solid waste generation. It has been determined that the potential impacts from greenhouse gas emissions by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from greenhouse gas emissions. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered potentially significant until a detailed analysis is prepared in the EIR.

The EIR will include a greenhouse gas emissions analysis pursuant to the requirements of Executive Order S-3-05 and the Global Warming Solutions Act of 2006 (AB 32). The analysis will follow the California Air Pollution Control Officers Association (CAPCOA) white paper methodology and recommendations presented in *Climate Change & CEQA*, which was prepared in coordination with the California Air Resources Board and the Governor's Office of Planning and Research as a resource for public agencies for the consideration of GHG impacts. This analysis will consider a regional approach toward determining whether GHG emissions are significant and will present mitigation measures to reduce impacts. The discussion and analysis will include quantification of GHGs generated by the project as well as a qualitative discussion of the project's consistency with any applicable state and local plans to reduce the impacts of climate change.

VIII. HAZARDS AND HAZARDOUS MATERIALS.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?;**
- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?;**
- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?; and**
- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Potentially Significant Impact. It has been determined that the potential impacts from hazards and/or hazardous materials by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the four environmental issues listed above (a, b, d, and g) in the EIR to determine whether the proposed project has the potential to have a significant impact from hazards and/or hazardous materials. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered potentially significant until a detailed analysis is prepared in the EIR.

The EIR will include a review of existing documentation, including available database records and aerial photographs, to determine the potential for adverse impacts associated with hazardous materials on or in the vicinity of the project site. A site reconnaissance will be performed to observe the site and potential areas of interest. Historical use of the property and the potential for project implementation to introduce hazardous materials to and from the area during construction and operation will be considered. If necessary, a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with hazards and hazardous materials will be provided.

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

No Impact. The project site is not located within one-quarter mile of an existing or proposed school. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

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

No Impact. The project site is not located within the vicinity of a public airport, or within the vicinity of a private airstrip. There would be no safety hazard related to public or private airports that would endanger people residing or working in the project area. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

Less than Significant Impact. The project site is not located in a CalFire designated Fire Hazard Severity Zone. The nearest FHSZs are located approximately five miles west of the project site and are designated as a "Moderate risk". The site is separated from wildland areas by extensive agricultural fields. Therefore, the site would not be at significant risk from wildland fires. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

IX. HYDROLOGY AND WATER QUALITY.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) **Violate any water quality standards or waste discharge requirements?;**
- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?;**
- 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 on- or off-site erosion or siltation?;**

-
- 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 on- or off-site flooding?;**
 - 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?; and**
 - f) **Otherwise substantially degrade water quality?**

Potentially Significant Impact. Development can adversely affect water quality when chemicals, heavy metals, hydrocarbons (auto emissions and car crank case oil), and other materials are transported with stormwater into drainage systems. Construction activities can increase sediment runoff, including concrete waste and other pollutants.

It has been determined that the potential impacts on hydrology and water quality associated with the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine the issues listed above (a, b, c, d, e, and f) in the EIR to determine whether the proposed project would have a significant impact on hydrology and water quality. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered potentially significant until a detailed analysis is prepared in the EIR.

The EIR will summarize onsite hydrologic conditions under existing and proposed conditions, and the proposed project will be reviewed for consistency with the the County's master plans and requirements related to hydrology and drainage. The EIR will evaluate the potential construction and operational impacts of the proposed project on water quality. This section will describe the surface drainage patterns of the project area and adjoining areas, and identify surface water quality in the project area based on existing and available data. This section will identify 303(d)-listed impaired water bodies in the vicinity of the project site. Conformity of the proposed project to water quality regulations will also be discussed. Mitigation measures will be developed to incorporate Best Management Practices (BMPs), consistent with the requirements of the Central Valley Regional Water Quality Control Board (CVRWQCB) to reduce the potential for site runoff.

This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with hydrology and water quality.

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

No Impact. The project is located in Flood Zone X, outside the 100-year and 500-year flood plain, as designated by the Federal Emergency Management Agency (FEMA). As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

No Impact. The project site is not located in a dam inundation zone. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

j) Result in inundation by seiche, tsunami, or mudflow?

No Impact. The project area is not located near a body of water that could potentially pose a seiche or tsunami hazard. The project site is level, and is not located near any physical or geologic features that would produce a mudflow hazard. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

a) Physically divide an established community?

No Impact. The proposed travel center stop is located west of I-5 in an area that includes other freeway commercial services and agricultural land, as shown in Figure 3. The nearest established community, Dunnigan, is located northwest of the project site and east of I-5. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The project has requested a General Plan Amendment from Agriculture (AG) to General Commercial (CG) and a Rezone from the the Agricultural Intensive (A-N) zone to the Highway Service Commercial (C-H) zone. See Figures 4 and 5. The proposed General Plan amendment and rezoning of the 20-acre project site would amend the existing 2030 Yolo Countywide General Plan and Zoning Code to allow highway-oriented commercial development on the 20-acre project site. The amendments to the General Plan and Zoning Code would be consistent with the proposed use of the project site. The project would be required to comply with all applicable land use plans and regulations adopted to address environmental impacts. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

It is noted that the EIR will address potential impacts associated with implementation of the project, including conversion from the existing agricultural use to a commercial use, and will address aesthetics, agricultural resources, air quality, biological resources, cultural resources, soils (septic), greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, transportation and traffic, utilities and service systems as described in this NOP/IS.

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

No Impact. There is not an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) for the region including the project site. A draft HCP is now being prepared by the Yolo Habitat Conservancy, a joint powers agency, but has not yet been adopted. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

XI.	MINERAL RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- 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?; and**
- 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?**

No Impact. The project area is not located within any identified area of significant aggregate deposits, as classified by the State Department of Mines and Geology. Most aggregate resources in Yolo County are located along Cache Creek in the Esparto-Woodland area. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

ENVIRONMENTAL SETTING

Yolo County has not adopted a noise ordinance which sets specific noise levels for different zoning districts or for different land uses in the unincorporated area. Instead, the County relies on the State of California Department of Health Services' recommended Community Noise Exposure standards, which are set forth in the State's General Plan Guidelines (2003). These standards are included in the Yolo County 2030 Countywide General Plan and used to provide guidance for new development projects. The recommended standards provide acceptable ranges of decibel (dB) levels. The noise levels are in the context of Community Noise Equivalent Level (CNEL) measurements, which reflect an averaged noise level over a 24-hour or annual period. The Countywide General Plan identifies up to 75 dB CNEL as an acceptable exterior noise environment for industrial land uses and up to 70 dB CNEL for business commercial land uses. General Plan Policy HS-7.4 states that an applicant shall maintain exterior noise levels at 60dB CNEL at the property's boundary lines, to the greatest extent feasible, by applying best-available noise reduction measures.

DISCUSSION

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?;**
- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?;**
- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?; and**

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

Less than Significant Impact. The project site is within a rural, agricultural area adjacent to some existing highway service commercial uses at the I-5/County Road 8 interchange. There are no nearby sensitive receptors such as schools, churches, convalescent facilities, groups of homes, or hospitals that would be affected by any increased noise due to the operation of the truck stop. The nearest residences are at the Country Fair Estates manufactured home park located on the other side of the I-5 freeway approximately 1,400 feet to the northeast. Noise generated by additional truck and other traffic at the proposed Valley Travel Center project site would be added to the ambient noise levels in the project vicinity that are the result of traffic along I-5 and existing uses such as other adjacent highway commercial uses, and the Richie Brothers farm equipment auction lot.

In accordance with General Plan Policy HS-7.4, the proposed project will be subject to conditions of approval that require the applicant to maintain exterior noise levels at 60dB CNEL at the property's boundary lines, to the greatest extent feasible, by applying best-available noise reduction measures. Where it is not possible to reduce noise levels in outdoor activity areas to 60 dB CNEL or less using practical application of the best-available noise reduction measures, greater exterior noise levels may be allowed, provided that all available reasonable and feasible exterior noise level reduction measures have been implemented. With implementation of the County's General Plan requirements, the proposed project would not expose persons to substantial noise levels or result in any significant increase in noise levels in the project vicinity and the project would have a less than significant impact on the noise issues identified in questions a through d above.

As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

No Impact. The proposed project site is not located within an airport land use plan, or a private airstrip. The project would not expose individuals to excessive noise levels associated with aircraft operations. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

DISCUSSION

- a) **Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?;**
- b) **Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?; and**
- c) **Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?**

No Impact. The proposed project is a highway service commercial project that will primarily service motorists and commercial truck drivers passing through the area on I-5. The proposed project does not include any residential development and would not extend infrastructure in a manner that would indirectly result in residential development. The proposed project would not remove any housing and would not displace any persons. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

XIV. PUBLIC SERVICES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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

- a) **Fire protection?; and**
- b) **Police protection?**

Less Than Significant Impact. Development of the proposed project, including highway-oriented, travel-serving uses and amenities along the I-5 corridor, could slightly increase demand for fire and police protection. The County collects impact fees from new development based upon projected impacts from each development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the need for new fire and police facilities and services, and or expanded services to serve areas of the County. The proposed project is required to pay its fair share of the impact fees. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the project, would fund capital and labor costs associated with fire and police protection services.

The proposed project does not trigger the need for a new fire or police station or expansion of existing facilities at this time in order to maintain service ratios and response times. Thus, environmental impacts associated with fire and police protection services are considered less than significant impact. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

- c) **Schools?**
- d) **Parks?**
- e) **Other public facilities?**

No Impact. There are no housing units or other residential development proposed as part of the project. As discussed previously, implementation of the proposed project would not lead to population growth, thus would not increase the use of park facilities, school facilities, or other public facilities, or trigger the need for new or expanded facilities in the County. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

XV.	RECREATION.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?; and**
- b) **Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

No Impact. There are no housing units or other residential development proposed by the project and implementation of the proposed project would not lead to population growth. Thus, the project is not anticipated to result in any significant increase in the use of park facilities. The proposed project would not require the construction of additional recreational facilities nor substantially increase the use of existing recreational facilities. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

XVI. TRANSPORTATION/TRAFFIC.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?;**
- 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?;**
- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?;**
- e) **Result in inadequate emergency access?; and**
- f) **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

Potentially Significant Impact. Based on existing and projected traffic volume levels along roadways, it has been determined that the potential traffic impacts caused by the proposed project will require a detailed analysis in the EIR. As such, the County will examine each of the five environmental issues listed in the above in the EIR and will determine whether the proposed project has the potential to have a significant impact from traffic. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered potentially significant until a detailed analysis is conducted in the EIR.

The EIR will describe existing and future traffic conditions and will identify the trips that will be generated by the project and the projected distribution of those trips on the roadway system. The EIR will analyze traffic impacts associated with the project under existing and cumulative conditions, including operations at the CR 8/I-5 northbound and southbound ramps and at five intersections: CR 8/CR 89B-90B, CR 8/CR 99W, CR8/Outbound Truck Driveway, CR8/Central Project Driveway, and CR 8/East Project Driveway. Levels of service on the I-5 mainline southbound north of CR 8 will be addressed. Potential impacts associated with site access, on-site circulation, emergency access will also be addressed in the EIR.

- 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?**

No Impact. The project site is not located within the vicinity of a public airport or a private airstrip. Additionally, the proposed Project does not include the additional of residences that would increase population growth, or result in increased air traffic or airport use. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

XVII. TRIBAL RESOURCES

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

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

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

- a) **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
- i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
 - ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Potentially Significant Impact. Although no tribal cultural resources are known to occur within the project site, a cultural resources assessment will be prepared for the project site. The potential for tribal cultural resources is considered a potentially significant impact and will be discussed in the EIR. The EIR will discuss the potential for tribal cultural resources to be affected by the project and, if necessary, will provide mitigation measures to address impacts to tribal cultural resources.

XVIII. UTILITIES AND SERVICE SYSTEMS.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?;**
- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?;**
- c) **Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?;**
- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?;**
- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?; and**
- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Potentially Significant Impact. Implementation of the proposed project would result in the need for water, wastewater, and stormwater facilities to serve the project. The project will construct and operate water, wastewater, and stormwater facilities on the project site and will

not connect to the public utility system. There is the potential sometime in the future for the site to be connected to water and wastewater services provided by California American Water, which is extending service to properties on the east side of the I-5 freeway. The project will generate solid waste and will require waste collection and landfill services. The County will examine each of the six issues listed above (a, b, c, d, f, and g) in the EIR and will decide whether the proposed project has the potential to have a significant impact associated with water. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the EIR.

The EIR will analyze wastewater, water, and storm drainage infrastructure, as well as other utilities (i.e. solid waste, gas, electric, etc.), that are needed to serve the proposed project. The EIR will address the proposed water, wastewater, and storm drainage systems, the capacity of the proposed systems to serve the project, and will identify any potentially significant impacts. The EIR will also identify permit requirements and mitigation needed to minimize and/or avoid impacts.

The EIR will also address solid waste collection and disposal services for the proposed project. This will include an assessment of the existing capacity and projects demands. The assessment will identify whether there is sufficient capacity to meet the project demands, identify applicable regulations, and, if needed, identify applicable mitigation measures.

- e) **Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

No Impact. The project will treat wastewater on-site and will not connect to a regional wastewater treatment provider's system. Therefore, a determination from a wastewater treatment provider is not applicable to the project. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

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

DISCUSSION

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?;**
- b) **Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.); and**
- c) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. It has been determined that the potential for the proposed project 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; eliminate important examples of the major periods of California history or prehistory; create cumulatively considerable impacts; or adversely affect human beings will require more detailed analysis in an EIR. As such, the County will examine each of these environmental issues in the EIR and will decide whether the proposed project has the potential to have a significant impact on these environmental issues. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered *potentially significant* until a detailed analysis is prepared in the EIR.

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