

County of Yolo

DEPARTMENT OF COMMUNITY SERVICES

Taro Echiburú, AICP
DIRECTOR

Planning & Public Works
292 West Beamer Street
Woodland, CA 95695-2598
(530) 666-8775
FAX (530) 666-8156
www.yolocounty.org

Environmental Health
292 West Beamer Street
Woodland, CA 95695
(530) 666-8646
FAX (530) 669-1448
www.yolocounty.org

Integrated Waste Management
44090 CR 28H
Woodland, CA 95776
(530) 666-8852
FAX (530) 666-8853
www.yolocounty.org

NOTICE OF AVAILABILITY AND NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

TO: Interested Parties
FROM: Yolo County Community Services Department
DATE: August 7, 2017
SUBJECT: **Circulation of Initial Study/Negative Declaration and Notice of Intent to Adopt the Initial Study/Negative Declaration for the Ramos-Railroad Tentative Parcel Map**

Applicant: David Triplett
Butte Surveying
1040 Lincoln Rd, Suite "A" #144
Yuba City, CA 95991

File Name: ZF 2017-0046

Description of Project: The project is a request for a Tentative Parcel Map to divide undeveloped railroad property, a portion of which could be sold to a private party for future industrial purposes. The property is located in the "Old Town" area of Dunnigan, between Main Street and County Road 6, east of the I-5 freeway (Figure 1).

The property is immediately adjacent to APN: 051-233-002, which is an approximately 3.47-acre parcel zoned Heavy Industrial (I-H) in use as grain storage (Adams Grain). Currently, the approximately nine-acre railroad parcel is vacant and contains railroad right-of-way.

The property currently has no zoning, but is designated for industrial uses in the 2030 Countywide General Plan (Figure 2). The application requests that the property would be zoned to the Heavy Industrial (I-H) Zone, which is consistent with the General Plan land use designation and the surrounding uses. The proposed Tentative Parcel Map would retain the railroad right-of-way on approximately 5.77 acres (proposed Parcel 2) while allowing for future industrial development on approximately 3.34 acres (proposed Parcel 1) (Figure 3).

There are no development plans associated with the tentative map application, but it is assumed that future industrial uses may be proposed as a result of the parcel split. Any future industrial development on Parcel 1 would be limited in scope, due both to the size of the parcel and the lack of public water and sewer services in the area (on-site well and leach field design requirements would limit the developable area of the parcel).

Environmental Determination: An Initial Study was prepared to examine potential areas of impact resulting from this project. The Initial Study found that the proposed project would not have a significant effect on the environment. As a result, an Environmental Impact Report is not required and a Negative Declaration has been prepared.

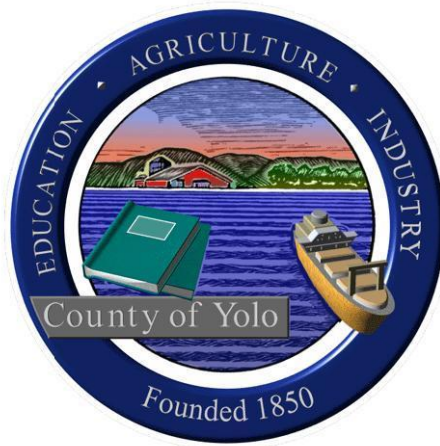
Availability of Documents: The Initial Study/Negative Declaration (IS/ND) is now available for public review at the following location during normal business hours: the Yolo County Community Services Department, 292 W. Beamer Street, Woodland, CA 95695. **The IS/ND has been posted to the Yolo County Web site and may be downloaded and printed at <http://www.yolocounty.org/community-services/planning-public-works/planning-division/current-projects>.** A PDF digital file of the IS/ND, or a hard (paper) copy of the IS/ND, is also available upon request from the Planning Division at the address or e-mail depicted below.

Comments on the Initial Study/Negative Declaration: The County requests your comments on the Initial Study/Negative Declaration during a **30-day review period**, which commences **August 8, 2017**, and **ends on September 7, 2017**.

The Initial Study/Negative Declaration may be obtained from, and comments (written, e-mailed, or oral) may be directed to:

Stephanie Cormier, Senior Planner
Yolo County Community Services Department
292 W. Beamer Street
Woodland, CA. 95695
(530) 666-8850
stephanie.cormier@yolocounty.org

All interested parties are invited to send written communications to the Yolo County Community Services Department no later than the relevant ending date.



**YOLO COUNTY
COMMUNITY SERVICES DEPARTMENT**

**INITIAL STUDY / NEGATIVE DECLARATION
ZONE FILE # 2017-0046**

RAMOS-RAILROAD TENTATIVE PARCEL MAP

AUGUST, 2017

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1. **Project Title:** Zone File #2017-0046 (Ramos-Railroad Tentative Parcel Map and Zone Change)
 2. **Lead Agency Name and Address:**
Yolo County Community Services Department
292 West Beamer Street
Woodland, CA 95695
 3. **Contact Person, Phone Number, E-Mail:**
Eric Parfrey, Principal Planner
(530) 666-8043
eric.parfrey@yolocounty.org
 4. **Project Location:** The project site, which is owned by the railroad, is located at County Road 6, east of County road 99W, in the town of Dunnigan (SBE site: 872-57-220-10). See Figure 1 (Vicinity Map).
 5. **Project Sponsor's Name and Address:**
David Triplett
Butte Surveying
1040 Lincoln Rd, Suite "A" #144
Yuba City, CA 95991
 6. **Land Owner's Name and Address:**
Union Pacific Railroad Company
1400 Douglas St STOP 1790
Omaha, NE 68179
 7. **General Plan Designation(s):** Industrial
 8. **Zoning:** Project site is not currently zoned (project proposes heavy industrial zoning, consistent with land use designation)
 9. **Description of the Project:** See attached "Project Description"
 10. **Surrounding Land Uses and Setting:**

Relation to Project	Land Use	Zoning	General Plan Designation
Project Site	Railroad right-of-way, vacant (undeveloped land)	N/A (proposed to be zoned for heavy industrial uses, I-H)	Industrial (IN)
North	Industrial; railroad right-of-way and undeveloped railroad property	I-H (Heavy Industrial) and railroad property (not zoned)	IN
South	Industrial	I-H	IN
East	Vacant industrial land and residential uses	I-H and R-L (Low Density Residential)	IN and RL (Residential Low)
West	Industrial (Adam's Grain) and vacant commercial properties with some residential uses	I-H and C-L (Local Commercial)	IN and CL (Commercial Local)

11. Other public agencies whose approval is required: Yolo County Public Works Division; Yolo County Environmental Health Division; Yolo County Planning Commission; Yolo County Board of Supervisors

Other Project Assumptions: The Initial Study assumes compliance with all applicable State, Federal, and local codes and regulations including, but not limited to, County of Yolo Improvement Standards, the California Building Code, the State Health and Safety Code, and the State Public Resources Code. The project is reviewed and analyzed under the County's Subdivision Ordinance.

Project Description

The project is a request for a Tentative Parcel Map to divide undeveloped railroad property, a portion of which could be sold to a private party for future industrial purposes. The property is located in the “Old Town” area of Dunnigan, between Main Street and County Road 6, east of the I-5 freeway (Figure 1).

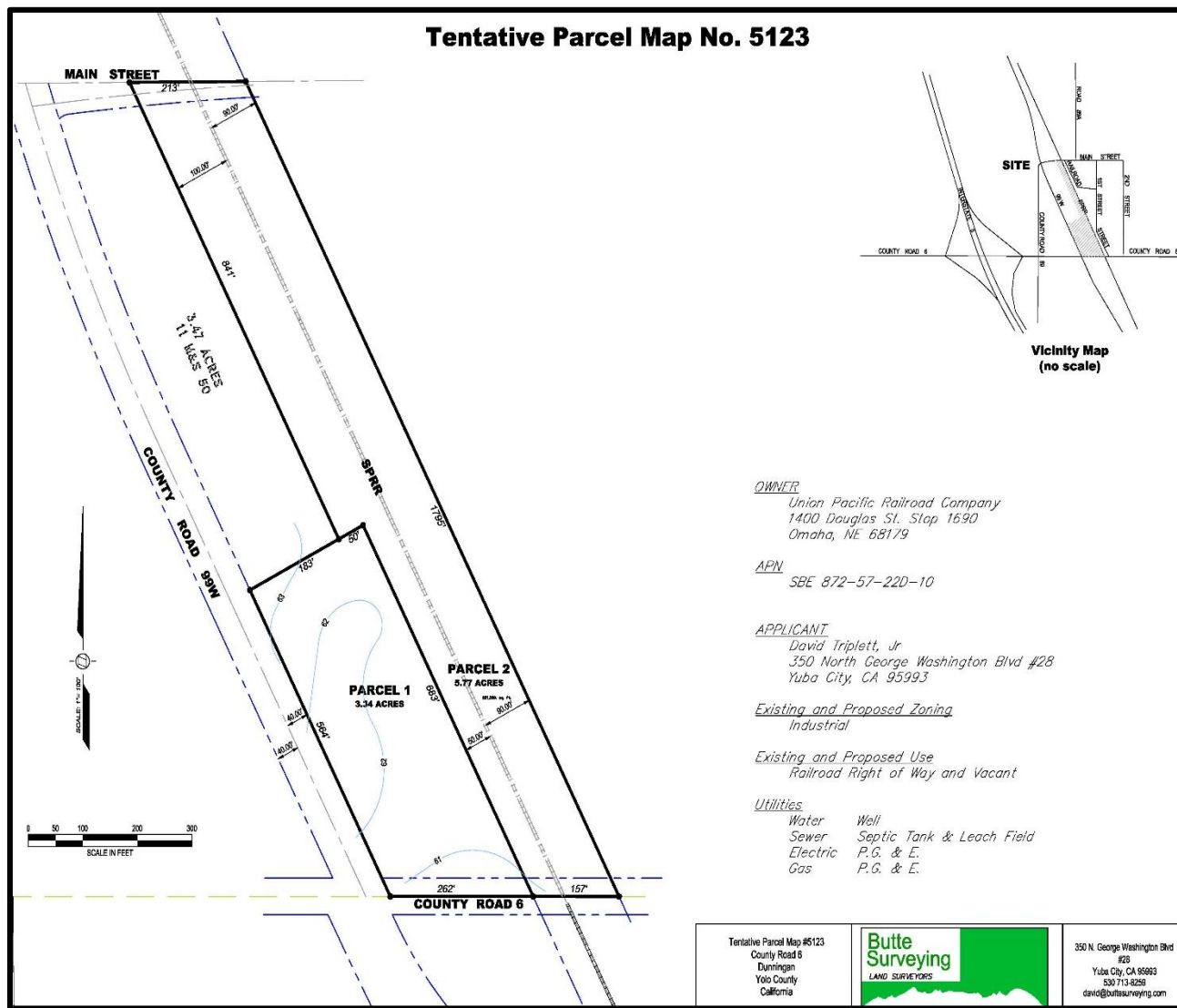
The property is immediately adjacent to APN: 051-233-002, which is an approximately 3.47-acre parcel zoned Heavy Industrial (I-H) in use as grain storage (Adams Grain). Currently, the approximately nine-acre railroad parcel is vacant and contains railroad right-of-way.

The property currently has no zoning, but is designated for industrial uses in the 2030 Countywide General Plan (Figure 2). The application requests that the property would be zoned to the Heavy Industrial (I-H) Zone, which is consistent with the General Plan land use designation and the surrounding uses. The proposed Tentative Parcel Map would retain the railroad right-of-way on approximately 5.77 acres (proposed Parcel 2) while allowing for future industrial development on approximately 3.34 acres (proposed Parcel 1) (Figure 3).

There are no development plans associated with the tentative map application, but it is assumed that future industrial uses may be proposed as a result of the parcel split. Any future industrial development on Parcel 1 would be limited in scope, due both to the size of the parcel and the lack of public water and sewer services in the area (on-site well and leachfield design requirements would limit the developable area of the parcel).

FIGURE 3

PROPOSED TENTATIVE PARCEL MAP



Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have an impact on the environment that is “potentially significant” or “potentially significant unless mitigated” but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because the project is consistent with an adopted general plan and all potentially significant effects have been analyzed adequately in an earlier **ENVIRONMENTAL IMPACT REPORT**, the project is exempt from further review under the California Environmental Quality Act under the requirements of Public Resources Code section 21083.3(b) and CEQA Guidelines Section 15183.

Eric Parfrey

Planner’s Signature

Date

Planner’s Printed name

Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

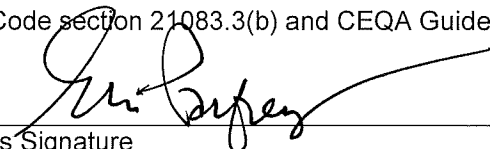
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

- I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

 Planner's Signature	Date	Eric Parfrey Planner's Printed name
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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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) **Have a substantial adverse effect on a scenic vista?;**
- b) **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?; and**
- c) **Substantially degrade the existing visual character or quality of the site and its surroundings?**

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 the project would not substantially degrade the existing visual character of the surrounding vicinity, which includes undeveloped and developed lots in “Old Town” Dunnigan that contain a mix of residential, commercial, industrial, and public uses. The project is a Tentative Parcel Map to subdivide an existing railroad lot into two parcels that would retain existing railroad right-of-way and allow for future industrial development that would be consistent with neighboring property of similar zoning. The project will not degrade the existing visual character or quality of the site and its surroundings. Industrial development on the newly created Parcel 1 would be regulated by the zoning requirements of the Heavy Industrial zone, which set a height limit of 45 feet and a maximum floor area ratio of 0.5.

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

No Impact. Future construction of industrial buildings on Parcel 1 could produce additional sources of light to the surrounding area. However, any future development of the parcels will require a lighting plan before building permits are issued. Any new lighting would be required to be low-intensity and shielded and/or directed away from adjacent properties, public right-of-way, and the night sky. At this time, there is no evidence that the project will create a new source of light that would adversely affect views in the area.

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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**
- b) **Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?**
- 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 Tentative Parcel Map would divide an approximately 9-acre railroad-owned parcel into two parcels of 3.3 and 5.8 acres, and allow future industrial development on the 3.3-acre parcel (the 5.8-acre parcel would remain for railroad purposes). Soils within the project site are identified by the revised U.S. Soil Conservation Service *Soil Survey of Yolo County* as Marvin silty clay loam (Mf), a prime soil. The project site is designated as "Urban and Built Up Land" on maps prepared pursuant to

the Farmland Mapping and Monitoring Program of the California Resources Agency. The project will not convert any "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance" to a non-agricultural use.

The property is not enrolled in the Williamson Act and is not zoned for agricultural uses. The property is designated as Industrial in the 2030 Countywide General Plan and is adjacent to heavy industrial-zoned property. The proposed Tentative Parcel Map and zoning of Parcel 1 to Heavy Industrial (I-H) would not conflict with existing zoning for, or cause rezoning of, or result in the loss or conversion of farmland, forest or timberland. The property is currently vacant, and agriculture or forestry would be inconsistent with the parcel's General Plan designation.

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

DISCUSSION

The Tentative Parcel Map would not contribute to air quality impacts; the map would allow additional development of one or two additional homes

Thresholds of Significance:

The project site is within the Yolo-Solano Air Quality Management District (YSAQMD), and the Sacramento Valley Air Basin regulates air quality conditions within Yolo County. Yolo County is classified as a non-attainment area for several air pollutants, including ozone (O₃) and particulate matter 10 microns or less in diameter (PM₁₀) for both federal and state standards, the partial non-attainment of the federal particulate matter 2.5 (PM_{2.5}), and is classified as a moderate maintenance area for carbon monoxide (CO) by the state.

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

For the evaluation of project-related air quality impacts, the YSAQMD recommends the use of the following thresholds of significance:

- Long-term Emissions of Criteria Air Pollutants (ROG, NO_x, and PM₁₀)—The criteria air pollutants of primary concern include ozone-precursor pollutants (ROG and NO_x) and PM₁₀. Significance thresholds have been developed for project-generated emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), and particulate matter of 10 microns or less (PM₁₀). Because PM_{2.5} is a subset of PM₁₀, a separate significance threshold has not been established for PM_{2.5}. Operational impacts associated with the proposed project would be considered significant if project-generated emissions would exceed YSAQMD-recommended significance thresholds, as identified below:

Table AQ-1 YSAQMD-Recommended Quantitative Thresholds of Significance for Criteria Air Pollutants	
Pollutant	Threshold
Reactive Organic Gases (ROG)	10 tons/year (approx. 55 lbs/day)
Oxides of Nitrogen (NO _x)	10 tons/year (approx. 55 lbs/day)
Particulate Matter (PM ₁₀)	80 lbs/day
Carbon Monoxide (CO)	Violation of State ambient air quality standard
<i>Source: Handbook for Assessing and Mitigating Air Quality impacts (YSAQMD, 2007)</i>	

- Emissions of Criteria Air Pollutants (ROG, NO_x, and PM₁₀)—Construction impacts associated with the proposed project would be considered significant if project-generated emissions would exceed YSAQMD-recommended significance thresholds, as identified in Table AQ-1, and recommended control measures are not incorporated.
- Conflict with or Obstruct Implementation of Applicable Air Quality Plan— Projects resulting in the development of a new land use or a change in planned land use designation may result in a significant increase in vehicle miles traveled (VMT). Substantial increases in VMT, as well as, the installation of new area sources of emissions, may result in significant increases of criteria air pollutants that may conflict with the emissions inventories contained in regional air quality control plans. For this reason and given the region’s non-attainment status for ozone and PM₁₀, project-generated emissions of ozone precursor pollutants (i.e., ROG and NO_x) or PM₁₀ that would exceed the YSAQMD’s recommended project-level significance thresholds, would also be considered to potentially conflict with or obstruct implementation of regional air quality attainment plans.
- Local Mobile-Source CO Concentrations—Local mobile source impacts associated with the proposed project would be considered significant if the project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e., 9.0 ppm for 8 hours or 20 ppm for 1 hour).
- Toxic Air Contaminants. Exposure to toxic air contaminants (TAC) would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 10 in 1 million or would result in a Hazard Index greater than 1.
- Odors. Odor impacts associated with the proposed project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. At this time, there is no evidence that the Tentative Parcel Map and zoning of Parcel 1 to Heavy Industrial (I-H) would substantially conflict with or obstruct implementation of the Yolo Solano Air Quality Management District Air Quality Attainment Plan (1992), the Sacramento Area Regional Ozone

Attainment Plan (1994), or the goals and objectives of the Yolo County 2030 Countywide General Plan. The project site is designated as Industrial in the 2030 Countywide General Plan and the zoning of Parcel 1 to I-H is consistent with this land use designation.

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

Less than Significant Impact. The Yolo-Solano Region is a non-attainment area for state particulate matter (PM₁₀) and ozone standards, the federal ozone standard, and the partial non-attainment of the federal particulate matter 2.5 (PM_{2.5}). The project is a parcel map, which could result in the future development of heavy industrial uses on the proposed Parcel 1, as permitted under the I-H Zone in the Yolo County Code. The air pollutants generated by any future construction of industrial building on Parcel 1 would be primarily dust and particulate matter during construction. Dust generated by construction activity will be required to be controlled through effective management practices, such as water spraying, and would therefore be a less than significant impact. Any future construction will be reviewed by the Planning and Building divisions to ensure compatibility with air quality standards.

Any future industrial development on Parcel 1, an approximately 3.3-acre parcel, would be limited in size, due to the lack of public water and sewer services in the area, and any proposed heavy industrial conditional uses may require additional environmental review. The parcel map and zoning of Parcel 1 to I-H are not expected to exceed thresholds as indicated in the 2007 YSAQMD Guidelines. Impacts would be less than significant.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Less than Significant Impact. The proposed project is located in an industrial area in the “Old Town” part of Dunnigan and is adjacent to land designated for residential uses, located on the west side of the railroad right-of-way (shown as the proposed “Parcel 2” on the tentative map). (“Sensitive receptors” refer to those segments of the population most susceptible to poor air quality, i.e. children, elderly, and the sick, and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities.) Current uses within the vicinity of the project site include a rail line, grain storage, and other industrial-type uses, as well as roadway traffic along CR 99W. Potential heavy industrial uses on Parcel 1 include the range of manufacturing and processing facilities or warehousing and distribution centers, although the operation(s) would be relatively minor given the restraints on the property and lack of sewer and water services in the town. Sensitive receptors located east of the project site are already exposed to the existing uses surrounding the project site; an additional industrial use on the 3.3-acre parcel would not be expected to generate substantial pollutant concentrations and impacts would be considered less than significant.

Any future heavy industrial development at the site, as a result of zoning Parcel 1 to I-H, may require additional Planning review (if it is not allowed by-right), which could include a separate environmental analysis if the proposed use would result in the potential for environmental impacts not previously analyzed in this Initial Study or the Environmental Impact Report prepared for the 2030 Countywide General Plan.

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

Less than Significant Impact. Although the Tentative Parcel Map would not generate any new odors, future heavy industrial uses on Parcel 1 could introduce new odors depending on the type of use. However, such uses would be consistent with the industrial uses of the area and impacts would be less than significant.

IV. BIOLOGICAL RESOURCES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

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

Less Than Significant Impact. The site of the proposed Tentative Parcel Map is a sparsely vegetated rural industrial area. As with many areas of the County, and as indicated by the California Natural Diversity Data Base (2014), there is the potential for the Swainson's hawk to occur near the project site because suitable nesting and foraging habitat exists within the project vicinity. However, Dunnigan is at the northernmost extent of the known nesting sites in Yolo County. There are no known occurrences of the Swainson's hawk, including nest sites, within one mile of the project site.

The Swainson's hawk (*Buteo swainsoni*) is designated as a federal species of concern and listed on the State Endangered Species Act as "threatened." In the Central Valley, the Swainson's hawk nests primarily in riparian areas adjacent to agricultural fields or pastures, although it sometimes uses isolated trees or roadside trees. Nest sites are in mature trees and are typically located near suitable foraging

areas. The primary foraging areas for Swainson's hawk include open agricultural fields, pastures, and fallowed land. The County requires biological mitigation to be considered for all discretionary development projects, according to the Yolo Natural Heritage Program based on discussions and prior agreements with the California Department of Fish and Wildlife.

General Plan policies and County regulations require mitigation for any significant loss of habitat lands; however, the site is within a developed area of railroad, industrial, and other uses in the "Old Town" area of Dunnigan, and is designated for Industrial uses. Approval of the Tentative Parcel Map and a zone change to I-H on Parcel 1 is consistent with the General Plan land use designation, and is determined to have a less than significant, de minimis impact on the species.

- 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?**
- 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?**
- 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?**

No Impact. The project will not affect any riparian habitat, or any wetlands, as indicated by the Wetlands Mapper provided by the U.S. Fish and Wildlife Service. The project will not interfere with the movement of any native resident or wildlife species.

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

No Impact. The proposed project would not conflict with any other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The County does not have any other conservation ordinances, except for a voluntary oak tree preservation ordinance that seeks to minimize damage and require replacement when oak groves are affected by development. There are no oak groves located at the project site.

- f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?**

No Impact. The Yolo Natural Heritage Program, a Joint Powers Agency composed of the County, the Cities within the County, and other entities, is in the process of preparing a Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) for Yolo County. No conflict with the developing NCCP/HCP is anticipated, and the Yolo Habitat Conservancy had no comments on the project.

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

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

Less than Significant Impact. The Tentative Parcel Map and zone change to I-H on Parcel 1 is not expected to significantly affect any historic, cultural, or paleontological resources known or suspected to occur on the project site. The project site is within the aboriginal territories of the Yocha Dehe Wintun Nation, although the site is not known to have any significant historical, archaeological, or paleontological resources as defined by the criteria with the CEQA Guidelines. At this time there is no evidence that impacts to cultural resources would be significant.

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

Less than Significant Impact. No human remains are known or predicted to exist in the project area. However, the potential exists during any future construction to uncover previously unidentified resources. Section 7050.5 of the California Health and Safety Code states that when human remains are discovered, no further site disturbance shall occur until the County coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendation concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours.

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

DISCUSSION

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).

No 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. Surface ground rupture along faults is generally limited to a linear zone a few yards wide. Because the project site is not located within an Alquist-Priolo Earthquake Special Study Zone and no development is proposed, ground rupture that would expose people or structures at the site to substantial adverse effects is unlikely to result in any significant impacts. Any future development that may occur as a result of the parcel map and zone change to I-H on Parcel 1 will be required to comply with all applicable Uniform Building

Code and County Improvement Standards and Specifications requirements in order to obtain permit approval from the Yolo County Community Services Department.

ii) Strong seismic ground shaking?

No Impact. Ground shaking occurs as a result of energy released during faulting, 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. Because known active seismic sources are located fairly distant from the project site, strong seismic ground shaking would not be anticipated at the project site and is unlikely to result in any impact.

iii) Seismic-related ground failure, including liquefaction?

No 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.

The potential for seismic ground shaking on the site is low, and there is a low potential for seismic-related ground failure at the site. Any future structures may be required to provide a geotechnical report for the building foundation in order to obtain a building permit from the Yolo County Community Services Department.

iv) Landslides?

No Impact. A landslide involves the downslope transport of soil, rock, and sometimes vegetative material *en masse*, 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.

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

No Impact. The land surface at the project site is relatively flat. The project is located in an area with little potential for erosion; substantial soil erosion or loss of topsoil is unlikely to occur. Any future industrial construction, as a result of an approved parcel map and zone change to I-H on Parcel 1, would be required to comply with all applicable Uniform Building Code requirements.

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

No Impact. The project is not located in an area of 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 project would not subject people to landslides or liquefaction or other cyclic strength degradation during a seismic event.

Any future construction, as a result of an approved parcel map and zone change to I-H on Parcel 1, would be required to comply with all applicable Uniform Building Code requirements.

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?

No Impact. The existence of substantial areas of expansive and/or corrosive soils has not been documented in the project area. Any future construction, as a result of an approved parcel map, would be required to comply with all applicable Uniform Building Code requirements.

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

No Impact. The project site is not served by any existing septic systems. Construction of a new onsite septic system would be required to serve any future industrial development on Parcel 1, and would have to be reviewed by and meet all the requirements of the Yolo County Environmental Health Division and/or the Central Valley Regional Water Quality Control Board, as applicable. Soil capability would be determined prior to any industrial development at the 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The issue of combating climate change and reducing greenhouse gas emissions (GHG) has been the subject of state legislation (AB 32 and SB 375). The Governor's Office of Planning and Research has adopted changes to the California Environmental Quality Act (CEQA) Guidelines, and the environmental checklist which is used for Initial Studies such as this one. A third question has been added by Yolo County to consider potential impacts related to climate change's effect on individual projects, such as sea level rise and increased wildfire dangers.

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

Policy CO-8.2: Use the development review process to achieve measurable reductions in greenhouse gas emissions.

Action CO-A117: Pursuant to the adopted Climate Action Plan (CAP), the County shall take all feasible measures to reduce its total carbon dioxide equivalent (CO₂e) emissions within the unincorporated area (excluding those of other jurisdictions, e.g., UC-Davis, Yocha Dehe Wintun Nation, DQ University, school districts, special districts, reclamation districts, etc.), from 648,252 metric tons (MT) of CO₂e in 2008 to 613,651 MT of CO₂e by 2020. In addition, the County shall strive to further reduce total CO₂e emissions within the unincorporated area to 447,965 MT by 2030. These reductions shall be achieved through the measures and actions provided for in the adopted CAP, including those measures that address the need to adapt to climate change. (Implements Policy CO-8.1)

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

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

exempt from CEQA are determined to be less than significant or mitigated to a less than significant level, and further CEQA analysis for this area of impact is generally not required.

To be determined consistent with the CAP, a project must demonstrate that it is included in the growth projections upon which the CAP modeling is based, and that it incorporates applicable strategies and measures from the CAP as binding and enforceable components of the project.

3) Impacts associated with GHG emissions from projects that are not consistent with the General Plan, do not fall within the assumptions of the General Plan EIR, and/or are not consistent with the CAP, and are subject to CEQA review are rebuttably presumed to be significant and further CEQA analysis is required. The applicant must demonstrate to the County's satisfaction how the project will achieve its fair share of the established targets including:

- Use of alternative design components and/or operational protocols to achieve the required GHG reductions; and
- Use of real, additional, permanent, verifiable and enforceable offsets to achieve required GHG reductions. To the greatest feasible extent, offsets shall be: locally based, project relevant, and consistent with other long term goals of the County.

The project must also be able to demonstrate that it would not substantially interfere with implementation of CAP strategies, measures, or actions. (Implements Policy CO-8.5)

DISCUSSION

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

No Impact. The Tentative Parcel Map and zoning of Parcel 1 to I-H would allow for the future development of a limited amount of heavy industrial use on the newly created 3.3-acre parcel. GHG emissions would be negligible.

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

No Impact. The proposed Tentative Parcel Map would not conflict with any applicable plan, policy or regulation adopted to reduce GHG emissions, including the numerous policies of the adopted 2030 Yolo Countywide General Plan and Climate Action Plan. As noted above, any impacts associated with GHG emissions from projects that are consistent with the General Plan, fall within the assumptions of the General Plan EIR, consistent with the CAP, and not exempt from CEQA are determined to be less than significant or mitigated to a less than significant level, and further CEQA analysis for this area of impact is generally not required. Any future proposal for heavy industrial conditional uses could require additional environmental review, and GHGs associated with any new uses will be addressed as applicable.

c) Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?

No Impact. The project site is not located in a flood zone The project is not at significant risk of wildfire dangers or diminishing snow pack or water supplies.

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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

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

No Impact. The Tentative Parcel Map and zoning of Parcel 1 to I-H will not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment. Any subsequent industrial development on Parcel 1 would be subject to standard environmental health and building requirements related to the storage of hazardous materials, preparation of a Business Plan, etc.

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- 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, and will not emit hazardous materials.

- 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?**

No Impact. The project is not located on a site that has been included on a list of hazardous materials sites. However, the adjacent Adams grain silo parcel appears to be under evaluation by EPA for superfund status, according to the State Water Quality Control Board Web site (see <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=3757+CR+99w%2C+dunnigan>). Parcel 1 is located approximately 500 feet south of the grain silos. No impacts from any listed hazardous materials sites are expected from implementation of the project.

- 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.

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

No Impact. The location of the Tentative Parcel Map and zoning on Parcel 1 to I-H would not affect any emergency response plan.

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

No Impact. The project site is not located in a designated Fire Hazard Severity Zone and, therefore, would not be at significant risk from wildland fires.

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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

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

No Impact. The Tentative Parcel Map and zoning of Parcel 1 to I-H does not propose any new development that would discharge any pollutants into the water system, nor result in any violations of existing requirements. Any subsequent industrial development on Parcel 1 would be subject to standard environmental health, regional water board, and/or applicable building requirements related to water quality and waste discharge, including the storage of hazardous materials, etc. No water quality standards or waste discharge requirements are expected to be violated.

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- 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)?**

No Impact. The project site is not currently served by any existing wells. Any new future well system(s) on Parcel 1 to serve industrial development would have to be reviewed by and meet all the requirements of the Yolo County Environmental Health Division. The project is not expected to significantly affect any nearby wells and would not deplete groundwater supplies or interfere with groundwater recharge.

- 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?**

No Impact. The project would not significantly modify drainage patterns or change absorption rates, or the rate and amount of surface runoff, due to approval of the tentative parcel map and zoning of Parcel 1 to I-H. No additional impacts to water quality are anticipated. Any future proposal to develop industrial-type uses on Parcel 1 would be required to address erosion, drainage, and runoff impacts.

- 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 not located within a 100-year flood plain as mapped by FEMA (Federal Emergency Management Agency). The project would not be expected to impede any flood flows or subject individuals on the project site to risk from flooding.

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

No Impact. The project site is not located in a dam inundation zone or near a water course. The project site is level, and is not located near any physical or geologic features that would produce a mudflow hazard.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a) Physically divide an established community?

No Impact. The proposed project is located in the unincorporated town of Dunnigan in Yolo County. The project would not divide an established community.

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?

No Impact. The proposed project would be consistent with the General Plan designation for the property, and would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

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

No Impact. The County does not have an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP), although a draft plan is now being prepared by the Yolo County Habitat/Natural Community Conservation Plan Joint Powers Agency (the Joint Powers Agency).

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

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.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- 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?**

No Impact. Yolo County has not adopted a noise ordinance which sets specific noise levels for different zoning districts or for different land uses in the unincorporated area. However, the State of California Department of Health Services developed recommended Community Noise Exposure standards, which are set forth in the State's General Plan Guidelines (2003). These standards are also included in the Yolo County 2030 Countywide General Plan and used to provide guidance for new development projects. The recommended standards provide acceptable ranges of decibel (dB) levels. The noise levels are in the context of Community Noise Equivalent Level (CNEL) measurements, which reflect an averaged noise level over a 24-hour or annual period.

The project site is adjacent to a railroad line and an existing grain silo operation, and is surrounded by other rural industrial and other uses, including roadway noise from County Road 99W. The noise guidelines define up to 75 dB CNEL for outdoor noise levels in industrial areas, such as the project site, as "normally acceptable." The noise generated by a limited amount of future industrial development on Parcel 1 would not exceed noise levels already present on the site along the rail line.

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- 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.

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 project does not involve any increase in population. Any future industrial development of the site is not expected to induce substantial population growth and will not displace housing.

XIV. PUBLIC SERVICES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>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:</p>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a) **Fire protection?;**
- b) **Police Protection?;**
- c) **Schools?;**
- d) **Parks?; and**
- e) **Other public facilities?**

No Impact. Approval of the Tentative Parcel Map and zoning of Parcel 1 to I-H would allow for the development of limited amount of heavy industrial uses on the newly created 3.3-acre parcel. This relatively small amount of new development would generate an insignificant additional demand for fire and police protection, schools, parks, or other public facilities such as libraries, hospitals, satellite County offices, etc. Impact fees collected for fire, school, and other county facilities would be required at building permit issuance.

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

DISCUSSION

- 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. The proposed Tentative Parcel Map and zoning of Parcel 1 to I-H would not increase the use of existing recreational facilities.

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

ENVIRONMENTAL SETTING

The roadway network within unincorporated Yolo County consists primarily of two lane roads that are designed to serve small farming communities and agriculture uses. The property is adjacent to, and currently served by, the intersection of County Road 99W and County Road 6, which are maintained county roads. The estimated current peak hour traffic volumes on County Road 99W and County Road 6 are 90-110 vehicles and 10 vehicles, which are equal to Level of Service B and A, respectively.

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?; and**
- 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?**

No Impact. The proposed parcel map and zoning of Parcel 1 to I-H, if approved, would allow for the development of a limited amount of heavy industrial use on the newly created 3.3-acre parcel. The property is adjacent to, and currently served by, the intersection of County Road 99W and County Road

6. Any future industrial development on Parcel 1 is not expected to substantially increase traffic or impact levels of service at nearby intersections given the relatively small size of the parcel. No significant changes in existing traffic are expected as a result of the project

- 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.

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

- e) **Result in inadequate emergency access?**

- f) **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

No Impact. There will be no increase in hazards due to a design feature or incompatible uses. The project would not result in inadequate emergency access. In addition, the project would not result in any features that would affect or alter existing public transit, bicycle, or pedestrian facilities nor interfere with the construction of any planned facilities.

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

DISCUSSION

- 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?;**
- 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?;**
- 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?**

No Impact. The proposed parcel map and zoning on Parcel 1 to I-H, if approved, would allow for the development of limited heavy industrial uses on Parcel 1. The project site is not located

immediately adjacent to any existing wastewater treatment provider and currently has no potential of connecting to any such facility.

New onsite septic and well systems would be required to serve future industrial development on Parcel 1, and would have to be reviewed by and meet all the requirements of the Yolo County Environmental Health Division and/or the Central Valley Regional Water Quality Control Board, as applicable. Industrial development on Parcel 1 is not expected to have a significant impact on wastewater requirements or water supplies.

Any solid waste resulting from future development on Parcel 1 as a result of the parcel map and zoning to I-H will not significantly impact disposal capacity at the County landfill.

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

No Impact. Based on the analysis provided in this Initial Study, the project would not degrade the quality of the environment or substantially reduce habitat or other biological resources. No important examples of major periods of California history or prehistory in California were identified.

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

No Impact. Based on the analysis provided in this Initial Study, the project would have no significant cumulative impacts.

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

No Impact. Based on the analysis provided in this Initial Study, there would be no impacts to human beings resulting from the proposed project.

References

- Project description and application materials provided by applicant
- Yolo County, 2009. *Yolo County 2030 Countywide General Plan*, adopted November, 2009 and *Yolo County 2030 Countywide General Plan Final EIR*, April 2009
- Yolo County Zoning Ordinance, *Title 8, Chapter 2 of the County Code*, 2014, as amended