

**YOLO COUNTY
COMMUNITY SERVICES DEPARTMENT**

**INITIAL STUDY/ NEGATIVE DECLARATION
ZONE FILE # 2017-0015**

**ESPARTO GAS STATION
USE PERMIT, FINAL MAP, AND ABC PERMIT**

AUGUST 2017

Initial Environmental Study

1. **Project Title:** Zone File #2017-0015 (Esparto Gas Station)
2. **Lead Agency Name and Address:**
Yolo County Community Services Dept.
292 W. 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 is located at the northwest corner of State Route 16 (Yolo Avenue) and County Road 21A in Esparto (APN: 049-160-11). See Figure 1 (Vicinity Map)
5. **Project Sponsor's Name and Address:**
Dan Boatwright
Castle Companies
12885 Alcosta Blvd., Suite A
San Ramon, CA 94583
6. **Land Owner's Name and Address:**
(same)
7. **General Plan Designation(s):** Commercial Local (CL)
8. **Zoning:** Local Commercial (C-L)
9. **Description of the Project:** See attached "Project Description" on the following pages
10. **Surrounding Land Uses and Setting:**
to the west, north, and east: commercial uses
to the south: farmland and rural residences
11. **Other Project Assumptions:** The Initial Study assumes compliance with all applicable State, Federal, and local codes and regulations including, but not limited to, County of Yolo Improvement Standards, the California Building Code, the State Health and Safety Code, and the State Public Resources Code

Project Description

The project is a request for three approvals: a Use Permit to construct a gas station, car wash, and mini-mart; a final Parcel Map to complete the subdivision of the site into two lots; and an ABC Permit to allow the sale of beer and wine at the mini-mart. The project is located on a 1.6-acre parcel at the northwest corner of State Route 16 (Yolo Avenue) and County Road 21 in the unincorporated town of Esparto (APN: 049-160-11) (see Figure 1 - Vicinity Map).

The proposal is to construct a gas station consisting of five pumps, a car wash, and an adjacent 5,000 square foot building with a convenience store and fast-food restaurant (Figure 2 – Site Plan). The convenience store would measure 2,635 square feet in size and the fast-food restaurant would be 2,365 square feet.

A total of 23 full-size parking stalls and two ADA stalls would be provided. This amount of parking more than meets the parking requirements of the County Zoning Code.

The gas station would be constructed on a 0.99 acre parcel. A second parcel to the north consists of 0.66 acre and is planned for future office/retail development by the applicant. Total right-of-way dedication to Caltrans and Yolo County for roadway and sidewalk improvements for both parcels totals 0.26 acres.

The gas station portion of the project would be accessed by driveways off CR 21A and by a driveway off SR 16.

The applicant (Castle Companies) previously received Site Plan Review approval by Yolo County on September 15, 2008, to construct a gas station/mini-mart and two-story office building, uses that were allowed “by right” in the previous C-2 PD zone district (prior to when the County zoning was updated in 2014). That previous Site Plan Review approval expired after one year when the project did not begin construction.

Subsequent to the Site Plan Review approval, the applicant applied for and received approval on December 18, 2008 for a Vesting Tentative Parcel Map to divide approximately 1.9 acres into two parcels of 0.79 acre and 0.93 acre. The Vesting Tentative Parcel Map approval is still active and the applicant has been working with County staff to comply with the conditions of approval of the original map approval so that the Final Map may be submitted and accepted by the County.

The proposed Parcel Map (Figure 3 – Final Parcel Map) is in substantial compliance with the originally approved Tentative Parcel Map. The only difference is that the shared driveway is now proposed to be located entirely on the gas station parcel; previously, the driveway would have been located one-half on both parcels. The surveyed area of the gas station parcel has increased slightly from 0.93 acre to 0.99 acre, while the adjacent office/retail parcel has decreased from 0.79 to 0.66 acre, largely because the area to be dedicated for roadway and sidewalk improvements has increased since the original Tentative Parcel Map was approved in 2008.

Commercial improvement of the 1.6-acre site is required by the terms of a Development Agreement for the Orciuoli subdivision, approved by the Board of Supervisors in April, 2008.

The developer of the Orciuoli subdivision (Castle Companies) has not yet proceeded with a Final Map for the residential subdivision project.

The proposed gas station and final Parcel Map are consistent with the Local Commercial land use designation of the 2007 Esparto General Plan and 2009 Yolo Countywide General Plan, and with the Local Commercial (C-L) zoning that was adopted for the site in 2014. The current C-L zoning requires the issuance of a Minor Use Permit for a gas station, in contrast to the previous C-2 zoning, which allowed a gas station by right.

The project site will receive water and wastewater services from the Esparto Community Services District (ECSD). The site has already been annexed into the ECSD. Development of the site will be compatible with surrounding land uses (commercial to the west, north, and east; agriculture to the south).

FIGURE 1
Vicinity Map of
Gas Station Parcel Map

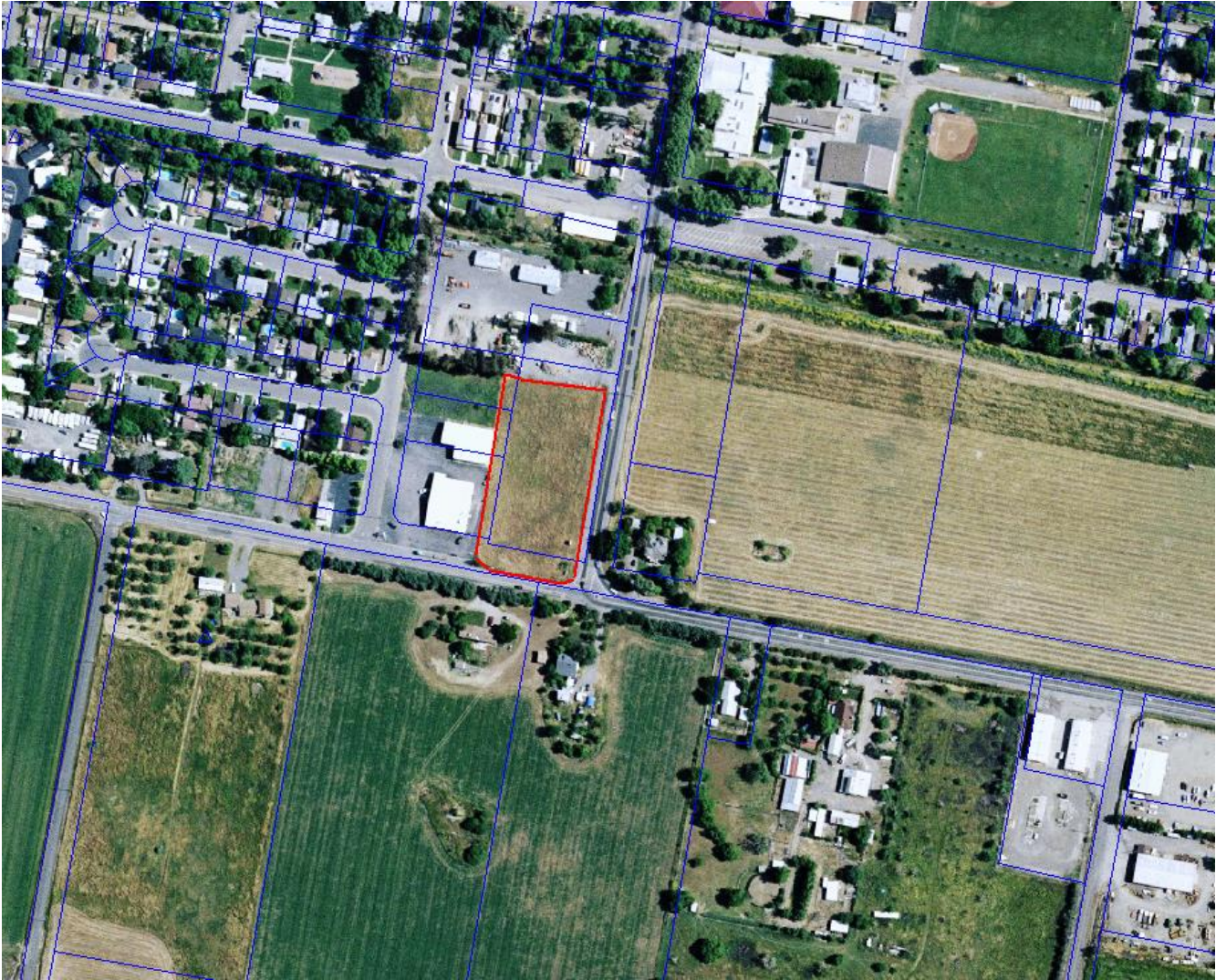
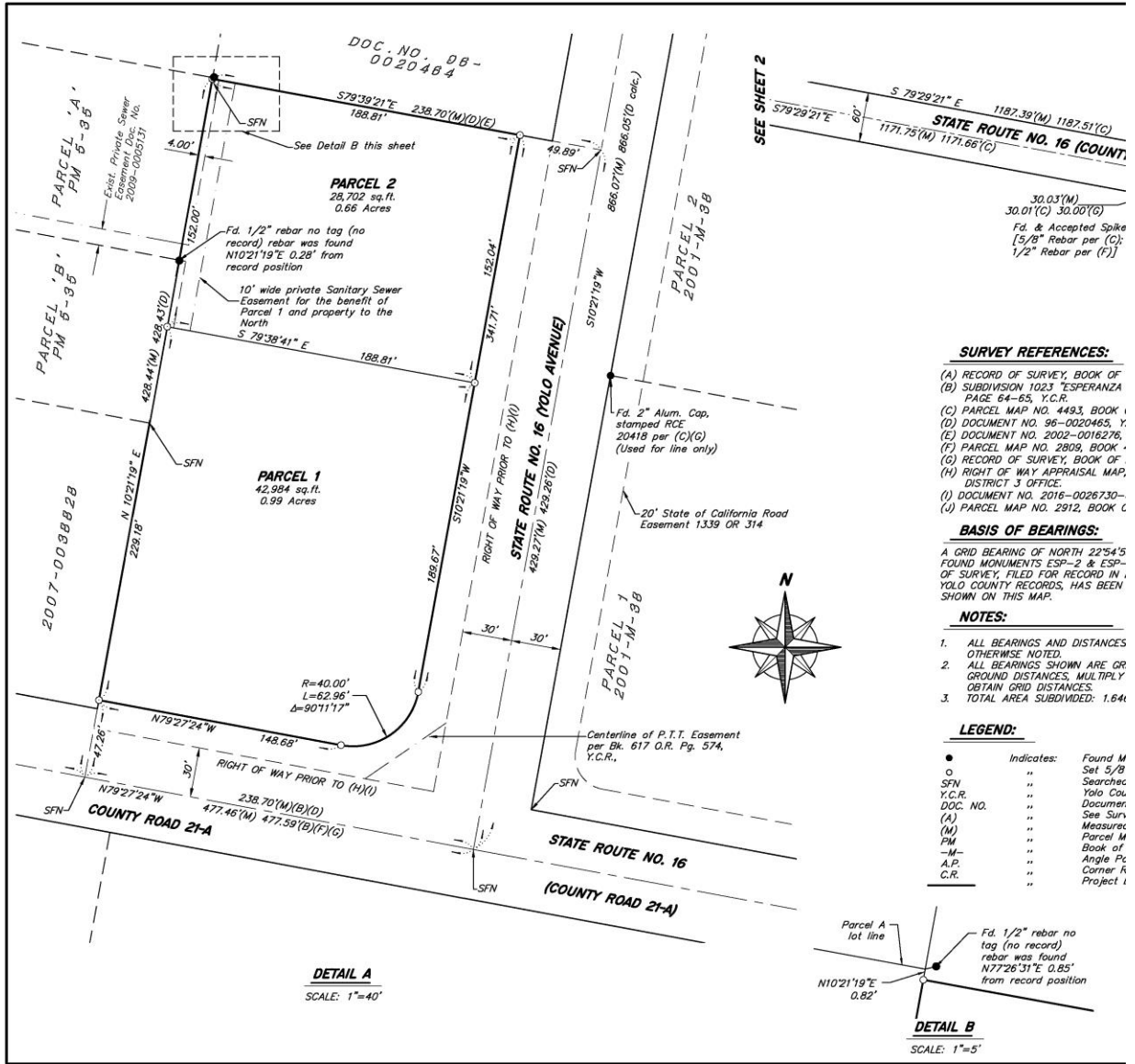


FIGURE 3 FINAL PARCEL MAP



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.

Planner’s Signature

Planner’s Printed Name

Date

Purpose of this Initial Study

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

Evaluation of Environmental Impacts

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

I.	AESTHETICS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input 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 checked="" type="checkbox"/>	<input 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 farmland and rural residences. There are no significant trees, rocks, historic structures or scenic highways in the vicinity. The project consists of a proposed gas station and associated convenience store and fast food restaurant located on approximately one acre along State Route 16, surrounded by urban uses on three sides in Esparto, an unincorporated community. The project would not have the potential to degrade the existing visual character or quality of the site and its surroundings.

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

Less than Significant Impact. The proposed gas station will create new sources of light in the area but the project will be subject to standard conditions of approval that require outdoor lighting of parking lots and fueling stations to be designed to minimize impacts to adjacent properties. Outdoor light fixtures shall be low-intensity, shielded and/or directed away from adjacent properties, the public right-of-way, and the night sky. Such measures will ensure that any new light sources will not affect daytime or nighttime 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?

No Impact. The 2.3-acre site consists of a highly disturbed field of ruderal vegetation (see photo in Figure 6, Section IV, Biological Resources). The property is identified by the State of California Farmland Mapping and Monitoring Program as “Urban and Built Up Land.” The property has not been used for growing agriculture crops in the recent past and the project is not required to mitigate for the loss of any productive agricultural land.

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

No Impact. The site is zoned for commercial uses and is not under a Williamson Act contract. Likewise, there are no adjacent parcels that are under contract. Rural residential and agricultural uses are located on several 10-acre ranchette parcels immediately south of the project site, across County Road 21A. These 10 acre parcels are zoned Agricultural Intensive (A-N), but none of the parcels are under 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 gas station would not conflict with existing zoning for, or cause rezoning of, or result in the loss or conversion of forest or timberland. There is very little forest in Yolo County.

- 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?**

No impact. Construction of the gas station would not have an impact on any adjacent agricultural operations that could result in conversion of farmland to non-agricultural use. The property to be developed is located within the urban footprint and the designated Urban Growth Boundary of the town of Esparto, and has been included within the service area of the Esparto Community Services District, which provides public water and sewer service. Rural residential and agricultural uses are located immediately south of the project site, across County Road 21A, outside the Urban Growth Boundary. These small ranchette parcels are near existing development, and development of the parcel will not affect the level of agricultural productivity.

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

DISCUSSION

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:

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

Source: Handbook for Assessing and Mitigating Air Quality Impacts (YSAQMD, 2007)

- Emissions of Criteria Air Pollutants (ROG, NO_x, and PM₁₀)—Construction impacts associated with a proposed project would be considered significant if project-generated emissions would exceed YSAQMD-recommended significance thresholds, as identified in Table 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 California Ambient Air Quality Standards set by the California Air Resources Board (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. The project consists of a proposed gas station located adjacent to the State Route 16/County Road 21A intersection in Esparto. The site has been designated and zoned for commercial uses for at least 35 years. Construction of a new gas station would not substantially conflict with or obstruct implementation of the Yolo Solano Air Quality Management District Air Quality Attainment Plan (1992), the Sacramento Area Regional Ozone Attainment Plan (1994), or the goals and objective of the Yolo County 2030 Countywide General Plan. Development of the project site is infill growth as encouraged by the County General Plan and as recognized in the adopted regional air quality plans.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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}). In order to evaluate proposed projects, the YSAQMD has established the following thresholds of significance: (1) projects that contribute to carbon monoxide (CO) concentrations exceeding the State ambient air quality standards of 9 parts per million (ppm) averaged over 8 hours and 20 ppm for 1 hour; or (2) projects that generate criteria air pollutant emissions of ROG or NO_x in excess of 10 tons per year; or (3) exceed contributions of PM₁₀ in excess of 80 pounds per day.

The generation of ROG and NO_x emissions is primarily associated with gasoline and diesel engines. According to threshold estimates provided in the *Handbook for Assessing and Mitigating Air Quality Impacts* (YSAQMD, 2007), the following types of uses could exceed District thresholds for ROG, NO_x, and PM₁₀: “convenience market (with gas pumps)” measuring 16,500 square feet in size, or “fast food restaurant (with drive-through)” measuring 11,000 square feet in size. The proposed gas station, car wash, and the adjacent 5,000 square foot building with a small convenience store and fast-food restaurant would not exceed these thresholds of significance.

Vehicular traffic associated with the proposed gas station would emit CO into the air along roadway segments and near intersections. Areas of vehicle congestion can create pockets of high CO

concentrations, called “hot spots,” affecting local sensitive receptors (e.g., residents, school children, the elderly, and hospital patients). High CO concentrations are typically associated with roadways or intersections operating with extremely high traffic volumes. According to YSAQMD, streets and intersections operating at Los Service (LOS) E and F (congested conditions) have the “potential” to create a violation of the CO standard. As described in Section XVI, Transportation, of this Initial Study), State Route 16 and County Road 21A and the intersections serving the proposed project would continue to operate at LOS C or better under “existing plus project” conditions, following construction and operation of the project.

Generation of particulate matter (PM₁₀) is primarily caused by construction activities. As implemented by Yolo County for all discretionary approvals, standard conditions of approval would require that the project incorporate standard best management practices to reduce vehicle emissions and for dust control, as recommended by the YSAQMD and as included in Policy CO-6.6 of the 2030 Countywide General Plan.

As required by standard conditions of approval for all discretionary approvals, to reduce tailpipe emissions from vehicles and diesel-powered construction equipment, all applicable and feasible measures would be implemented, such as:

- Maximizing the use of diesel construction equipment that meet CARB’s 2010 or newer certification standard for off-road heavy-duty diesel engines;
- Using emission control devices at least as effective as the original factory-installed equipment;
- Substituting gasoline-powered for diesel-powered equipment when feasible;
- Ensuring that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation; and
- Using Tier 4 engines in all construction equipment, if available; if Tier 4 engines are not available, then Tier 3 engines shall be used.

As required by standard conditions of approval for all discretionary approvals, to reduce construction fugitive dust emissions, the following dust control measures would be implemented:

- Water all active construction sites at least twice daily in dry conditions, with the frequency of watering based on the type of operation, soil, and wind exposure;
- Effectively stabilize dust emissions by using water or other approved substances on all disturbed areas, including storage piles, which are not being actively utilized for construction purposes;
- Prohibit all grading activities during periods of high wind (over 20 miles per hour);
- Limit onsite vehicle speeds on unpaved roads to 15 miles per hour;
- Cover all trucks hauling dirt, sand, or loose materials;
- Cover inactive storage piles;
- Post a publicly visible sign with the telephone number and person to contact regarding dust complaints; and
- Limit the area under construction at any one time

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. Development projects are considered cumulatively significant by the YSAQMD if: (1) the project requires a change in the existing land use designation (i.e., general plan amendment, rezone); and (2) projected emissions (ROG, NO_x, or PM₁₀ and PM_{2.5}) of the project are greater than the emissions anticipated for the site if developed under the existing land use designation.

The project is a gas station on a commercially zoned property that does not require a change in land use designation and rezoning. By implementing the above Conditions of Approval identified in (b),

potential for construction-related emissions for the proposed project would result in less than significant levels. Short-term air quality impacts would be generated by truck trips during construction activities.

Long-term mobile source emissions from the project would not exceed thresholds established by the Yolo-Solano Air Quality Management District Handbook (2007) and would not be cumulatively considerable for any non-attainment pollutant from the project.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. In 1998, the California Air Resources Board (CARB) designated diesel particulate matter, an element of diesel equipment exhaust, as a toxic air contaminant (TAC). TACs from exhaust emissions would be generated from three sources associated with the proposed project: (1) construction equipment used in the demolition of the existing gas station, as well as the construction of the proposed facility; and (2) diesel trucks making deliveries to the facility; and (3) diesel truck drivers who are customers of the facility. These emissions would disperse with distance from the project site, but could adversely impact occupants of any nearby residences. Health risks from TACs are a function of both concentration and duration of exposure.

YSAQMD does not have a threshold of significance for TACs from mobile sources, since YSAQMD has no permitting or other regulatory authority over mobile sources. Construction equipment and diesel truck emission standards are regulated by the U.S. EPA and CARB. In 2000, CARB developed a Diesel Risk Reduction Plan to reduce particulate matter emissions from diesel-fueled engines and vehicles. As a result, the risk from diesel particulate matter (DPM) will decrease over time as cleaner technology phases in.

The driving force behind the health risks from DPM is cancer risk, and cancer risks are related to long-term exposure. State regulations are expected to substantially reduce the health risks associated with living close to operating diesel fueled equipment.

The CARB has established recommendations for siting new sensitive land uses to address the potential exposure of sensitive populations to toxic air contaminants (TACs). These recommendations are implemented through Action CO-106 of the General Plan, which states:

Regulate the location and operation of land uses to avoid or mitigate harmful or nuisance levels of air emissions to the following sensitive receptors: residential uses, hospitals and nursing/convalescent homes, hotels and lodging, schools and day care centers and neighborhood parks. New development shall follow the recommendations for siting new sensitive land uses consistent with the CARB's recommendation as shown in Table IV.D-8.

Table IV.D-8 recommends that sensitive uses be located at least 500 feet from a freeway and at least 300 feet from a large gas station (defined as having a throughput of more than 3.6 million gallons per year). The proposed gas station project is a small five pump gas facility with a small convenience store which will sell much less than the threshold of 3.6 million gallons. The average convenience store in 2011 sold roughly 128,000 gallons of motor fuels per month, or approximately 4,000 gallons per day (National Association for Convenience & Fuel Retailing, 2017). This is equivalent to 1.5 million gallons per year.

The nearest sensitive land use that could be affected by DPM emissions is the Esparto High School, located on the east side of SR 16 (Yolo Avenue) approximately 500 feet to the northeast of the project site. The proposed project would be located well in excess of the minimum setbacks recommended by CARB (300 feet) to address the exposure of sensitive uses to potential TACs. Therefore, the health risks from exposure to DPM are considered a less-than-significant impact

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

Less Than Significant Impact. The proposed facility and associated uses are not anticipated to create objectionable odors. The proposed project would be constructed using diesel-powered heavy equipment. Similarly, diesel trucks will be the primary source of customers for the proposed projects. Diesel exhaust may generate odors, both while project construction is under way and during operation of the facility. The project also includes a drive-through, fast food restaurant which could generate odors associated with food preparation and disposal.

The proposed project is located at least 500 feet from the nearest sensitive land use (Esparto High School). The distance of the setback, as well as the rural nature of the proposed project site, would allow odors to quickly disperse. Food processing will be regulated and enforced by the County Environmental Health Division. For these reasons, this impact will be reduced to a less than significant level.

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 type="checkbox"/>	<input checked="" 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?**

No Impact. The 2.3-acre site consists of a highly disturbed field of ruderal vegetation (see photo in Figure 6). There are no trees or shrubs. The site is surrounded on three sides by urban uses. The site is within a documented area of Yolo County that is used for foraging by the Swainson's hawk (*buteo swainsonii*), a State-listed threatened raptor species. However, it has been previously determined as part of the review of the Tentative Parcel Map in 2008 that the site is not considered foraging habitat (Wong, 2008). This assessment of habitat potential has not changed in the intervening years, since the characteristics of the vegetation on site have not changed. The applicant is not required to mitigate for the loss of Swainson's hawk habitat through participation in the Yolo County Habitat Conservation Plan.

FIGURE 5 PHOTO OF SITE



- 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?

No Impact. There is no riparian habitat or wetlands on the property.

- 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 interfere substantially with the movement of any native resident or wildlife species. There are no known migratory wildlife corridors, or native wildlife nursery sites within the site.

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

No Impact. The proposed gas station 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 trees on the 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 Habitat Conservancy program (formerly the Yolo Natural Heritage Program), is a Joint Powers Agency composed of the County, the cities, and other entities. It is in the process of completing a Habitat Conservation Plan (HCP) for Yolo County. The HCP will focus on protecting habitat of terrestrial (land, non-fish) species. In the interim, the program has implemented a mitigation program acceptable to the Department of Fish and Wildlife for a main species of concern, the Swainson’s hawk. The agreement requires that local agencies review all discretionary applications for potential impacts to the hawk or hawk habitat, and either pay a per-acre in-lieu fee or purchase a conservation easement (or mitigation credits) to mitigate for loss of habitat. As noted above, the project will not be required to mitigate for the loss of foraging habitat.

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

V.	CULTURAL RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?

No Impact. The project will not 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, however the site is not known to have any significant historical, archaeological, or paleontological resources as defined by the criteria with the CEQA Guidelines.

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
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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? | | | | |

VI. GEOLOGY AND SOILS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input 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, ground rupture that would expose people or structures at the site to substantial adverse effects is unlikely to result in any significant impacts.

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. There is a mapped potentially active fault near the site (the Dunnigan Hills Fault). This fault has been active in the last 10,000 years but has not been active in historic times. The only known active fault in the county (the Hunting Creek Fault) is located in the far northwestern portion of the county (Yolo County, 2009). Because 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.

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 flat. The project is located in an area with little potential for erosion; substantial soil erosion or loss of topsoil is unlikely to occur.

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 proposed truck stop would not subject people to landslides or liquefaction or other cyclic strength degradation during a seismic event.

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

Less than Significant Impact. The site is located in an area of “normal” expansive soils. All construction to implement the project will be required to be built in accordance with Uniform Building Code requirements. A geotechnical report, along with soil samples, will be required as part of the building permit process. Risks to life and property from project development on expansive soils would be considered less than significant.

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 proposed gas station with mini mart will be served by sewer connection to the Esparto Community Services District.

VII. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The issue of combating climate change and reducing greenhouse gas emissions (GHG) has been the subject of 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. The changes to the checklist, which were approved in 2010, are incorporated above in the two questions related to a project's GHG impacts. A third question has been added by Yolo County to consider potential impacts related to climate change's effect on individual projects, such as sea level rise and increased wildfire dangers.

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?

Less than Significant Impact. The project consists of a proposed Use Permit and final Parcel Map that would allow construction of a gas station along State Route 16 in Esparto. The project is a gas station on a commercially zoned property that does not require a change in land use designation and rezoning. As noted above in General Plan Action CO-A118, "impacts associated with GHG emissions from projects that are consistent with the General Plan, fall within the assumptions of the General Plan EIR, are 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."

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 project 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.

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

No Impact. As discussed below in the Hydrology and Water Quality section, the project site is located in Flood Zone X, outside a flood plain, as designated by the Federal Emergency Management Agency

(FEMA). The project would not expect to be directly affected by any climate change impacts such as flooding, wildfires, diminished water supply, or sea level rise.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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?**

Less than Significant Impact. The construction and operation of the gas station would include new auto and truck-related highway commercial uses that typically involve hazardous materials such as gasoline, lubricating oils, solvents, etc. All new proposed uses would be subject to Environmental

Health and State regulations which, among other requirements, would require Business Plans to be prepared for new business that store or handle hazardous materials.

As required by California Health and Safety Code Section 25505, the owner or operator of a facility must complete and submit a Hazardous Material Business Plan if the facility handles a hazardous material or mixture containing a hazardous material that has a quantity at any one time during the reporting year equal to or greater than 55 gallons (liquids), 500 pounds (solids), or 200 cubic feet for a compressed gas. Thus, the operator of the gas station would be required to prepare a Hazardous Material Business Plan containing the following detailed information:

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

In light of these various restrictions, any hazards to the public or environment related to the transportation, use, or disposal is less than significant, with minimal risk of release of hazardous materials into the environment.

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

Less than Significant Impact. The project site is located within one-quarter mile of an existing school (Esparto High School); however, the gas station will not emit any substantial hazardous materials. Benzene and other emissions associated with fuel dispensing will be largely captured by the gas pump nozzles, that are required and regulated by the Yolo-Solano Air Quality Management District.

- 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.

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

DISCUSSION

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

Less than Significant Impact. As noted above in Sec. VIII, Hazards, the construction and operation of the gas station would include new auto and truck-related highway commercial uses that typically involve hazardous materials such as gasoline, lubricating oils, solvents, etc. The potential for any spills or accidents to violate water quality standards would be reduced through the implementation of Environmental Health and State regulations which require Business Plans that include emergency response procedures and training in the event of a reportable release or threatened release of a hazardous material.

- 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 proposed gas station will rely on a public water system maintained by the Esparto Community Services District to provide domestic water from established wells. Construction of a new well would not be required.

- 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?**

Less than Significant Impact. The proposed gas station has been designed so that drainage will be collected in an on-site parking area pond which will then be metered into the existing storm drainage system collected along Yolo Avenue and conveyed to Lamb Valley Slough. All drainage plans will be subject to review and approval by the County Engineer, in accordance with the requirements of the Yolo County *Improvement Standards*. Any alteration to drainage or effects on water quality will be less than significant.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**
- h) **Place within a 100-year flood hazard area structures that would impede or redirect flood flows?**

No Impact. The project is located in Flood Zone X, outside a flood plain, as designated by the Federal Emergency Management Agency (FEMA).

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

No Impact. The project site is not located in a dam inundation zone.

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

No Impact. The project area is not located near a body of water that could potentially pose a seiche or tsunami hazard. The project site is level, and is not located near any physical or geologic features that would produce a mudflow hazard.

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 gas station is in an area that 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?

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 HCP is now being prepared by the Yolo County Conservancy, a joint powers agency.

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

DISCUSSION

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

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

No Impact. The project area is not located within any identified area of significant aggregate deposits, as classified by the State Department of Mines and Geology. Most aggregate resources in Yolo County are located along Cache Creek in the Esparto-Woodland area.

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

ENVIRONMENTAL SETTING

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

DISCUSSION

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

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?;
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?; *and*
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. The project site is located along the main street through the unincorporated community of Esparto (Yolo Avenue/State Route 16). The site is bordered to the west by a grocery store; to the north by a landscaping materials company and corporation yard (Caltrans); to the east by a vacant field and a single residence at the corner of SR 16 and CR 21A; and to the south by two rural residences.

The nearest sensitive land use that could be affected by noise generated by the proposed gas station is the Esparto High School, located on the east side of SR 16 (Yolo Avenue) approximately 500 feet to the northeast of the project site. The high school is separated from the gas station by SR 16, a two-lane arterial which has existing traffic levels of approximately 10,000 vehicles per day (Caltrans, 2015). Existing noise levels at 100 feet from the centerline of the road are 65.9 dBA L_{dn} (Yolo County, 2009). The noise generated by the gas station added to the ambient existing traffic noise, after it is attenuated over the 500-foot distance to the high school, would be less than significant.

Further, in accordance with General Plan Policy HS-7.4, the proposed gas station will be subject to conditions of approval that require the applicant to maintain exterior noise levels at 60dB CNEL at the property's boundary lines, to the greatest extent feasible, by applying best-available noise reduction measures.

- 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 proposed gas station is a highway commercial project and will not impact any housing or population.

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

DISCUSSION

- a) **Fire protection?**
- b) **Police Protection?**

Less than Significant Impact. Approval of the final Parcel Map and Use Permit for the proposed gas station does not involve any new housing and would have no impact on demand for schools, parks, or other public facilities such as libraries, hospitals, satellite County offices, etc. Development of the gas station could slightly increase demand of fire and police protection, which would be offset by payment of fees and increased sales and property tax revenues to County and fire services from the sales of products and services at the new gas station.

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

No impact. The project does not create any new housing or population, so would have no effect on schools, parks, and other public facilities.

		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 project would not require the construction of additional recreational facilities nor substantially 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"/>

XVI.	TRANSPORTATION/TRAFFIC.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 project is located on State Route 16, a two lane highway that extends from Woodland to Lake County. SR 16 serves as the main street through the Esparto downtown area, known locally as Yolo Avenue, and has existing traffic levels of approximately 10,000 vehicles per day (Caltrans, 2015).

Policy CI-3.1 of the 2030 Yolo Countywide General Plan Circulation Element sets level of service (LOS) standards that must be maintained for roadways in the Esparto area. Level of service is measured on an A to F rating scale, with LOS A indicating free flowing traffic and LOS F indicating extremely congested conditions (during peak periods).

Policy CI-3.1 states the following:

F. State Route 16 (County Road 85B to County Road 21A) – LOS E is acceptable.

G. State Route 16 (County Road 21A to Interstate 505) – LOS D is acceptable, assuming that this segment is widened to four lanes with intersection improvements appropriate for an arterial roadway. The County will secure a fair share towards these improvements from planned development. Caltrans and the Rumsey Band of Wintun Indians shall be encouraged to provide funding for the project.

The most recent traffic study that measured existing level of service conditions at intersections in Esparto is the Final Traffic Impact Study for the Cache Creek Hotel Expansion Project (Kimley Horn, 2016). The study analyzes the traffic impacts of adding 399 hotel rooms, a new restaurant, and a new ballroom to the existing Cache Creek Casino. The study indicates that all intersections in the Esparto area along SR 16 listed below are currently operating at acceptable levels during peak periods and, with the addition of the casino improvements, the same intersections will continue to operate at acceptable levels, at either level of service A, B, or C.

- SR-16/ County Road 85B
- SR-16/ Woodland Avenue
- SR-16/ Capay Street
- SR-16/ Madison Street
- SR-16/ Plainfield Street
- SR-16/ County Road 21A
- County Road 85B/ County Road 21A
- Country Villa Estates/ County Road 21A
- Fremont Street/ County Road 21A
- SR-16/ County Road 89

LOS D or better is established as the criteria for satisfactory operation at intersections along SR-16, with the exception of four intersections in downtown Esparto that are permitted to operate at LOS E: SR-16/Woodland Avenue; SR-16/Capay Street; SR-16/Madison Street; and SR-16/Plainfield Street.

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**

Less than Significant Impact. The proposed gas station, car wash, convenience store and fast food restaurant are estimated to generate a total of 3,206 average daily trips. Of this total, 1,240 trips would be “pass-by” trips associated with motorists who are passing on State Route 16 and other roads and are diverted to the gas station or other use on the site (Table 2). These are existing vehicle trips in a community. The total number of “driveway” trips minus the “pass-by” trips yields the “cumulative” trips, which represent new vehicle trips added to the community.

It should be noted that these trip generation estimates used in Table 2 are published by the City of San Diego, and are higher than the trip generation rates measured by the Institute of Transportation Engineers (ITE), a standard reference. For example, the ITE trip generation rate for a fast food restaurant with drive-through window is 496 daily trips per 1,000 square feet of space, while the San Diego estimate is 700 trips per 1,000 square feet.

**TABLE 2
PROJECT TRIP GENERATION**

Use on Project Site	Daily Trips			PM Peak Hour Cumulative Trips		
	Total Driveway Trips	Pass-by Trips	Cumulative Total	Inbound	Outbound	Total
Gas station (10 fueling) plus self-service car wash plus food mart	1,550	1,240	310	14	14	28
Fast food restaurant with drive-through window	1,656	663	993	40	39	79
Total Trips	3,206	1,903	1,303	54	53	107

Source: City of San Diego Trip Generation Manual, 2003

Thus, the project could add up to approximately 107 new trips during the evening peak hour. The addition of this number of trips would not cause the operation at any nearby intersections to degrade to unacceptable conditions, i.e., worse than either LOS D or E.

- 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. Yolo County does not have a congestion management program.

- 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)?**

No Impact. The project as designed would not substantially increase hazards at any nearby intersections. Adequate turning lanes would be provided at the two driveways to the project site.

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

No Impact. The project would not 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. The project would not conflict with programs regarding public transit, bicycle, or pedestrian facilities. Adequate right-of-way is being dedicated along Yolo Avenue to provide for these 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?**

No Impact. Approval of the gas station project would not have a significant impact on any wastewater or water treatment requirements or existing facilities. The project is within the Esparto Community Services District boundaries and will be connected to public sewer and water.

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

No Impact. The proposed project would not have a significant impact on wastewater requirements, water supplies, or landfill capacity. The project will be connected to public services through Esparto Community Services District and adequate capacity is available at the Central County Landfill in Davis to accept solid waste generated by the project.

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. As discussed in Section IV, Biological Resources, of this Initial Study, development of the proposed project would not impact wetland habitat, or any other special status plants or animals. No important examples of major periods of California history or prehistory in California have been identified on or near the site.

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 application materials provided by applicant.

Kimley Horn, 2016. Final Traffic Impact Study for the Cache Creek Hotel Expansion Project, November.

Wong, 2008. Phone call with Maria Wong, Habitat JPA Manager, November 26.

Yolo County, 2008. Approval documents for the Castle gas station/office Site Plan Review, ZF2008-002.

Yolo County, 2008. Approval documents for the Castle Tentative Parcel Map, ZF2008-035.

Yolo County, 2008. *Yolo County Improvement Standards*, as amended.

Yolo County, 2009. *Yolo County 2030 Countywide General Plan*, adopted November, 2009, as amended, and *Yolo County 2030 Countywide General Plan Final EIR*, April 2009

Yolo County, 2014. *Zoning Ordinance, Title 8, Chapter 2 of the County Code*, 2014, as amended.

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