

**YOLO COUNTY  
COMMUNITY SERVICES DEPARTMENT**

**INITIAL STUDY / NEGATIVE DECLARATION**

**ZONE FILE # 2011-0042**

**RAMOS PARCEL MAP WAIVER**

**September 2017**



## Initial Environmental Study

1. **Project Title:** Zone File No. 2010-042, Ramos Parcel Map Waiver
2. **Lead Agency Name and Address:**  
 Yolo County Community Services Department  
 292 West Beamer Street  
 Woodland, CA 95695
3. **Contact Person, Phone Number, E-Mail:**  
 Eric Parfrey, Principal Planner  
 (530) 666-8043  
[eric.parfrey@yolocounty.org](mailto:eric.parfrey@yolocounty.org)
4. **Project Location:** The project site is located west of Jefferson Boulevard and north of Clarksburg Road, and immediately east of the Sacramento Deep Water Ship Channel, approximately four miles west of the town of Clarksburg (APN 044-100-045, -046, -047; 044-110-045, -046). See Figure 1 (Vicinity Map).
5. **Project Sponsor's Name and Address:**  
 David Triplett, Jr.  
 Butte Surveying  
 PO Box 330  
 Sutter, CA 95982
6. **Land Owner's Name and Address:**  
 Kent Ramos  
 PO Box 401  
 West Sacramento, CA 95691
7. **General Plan Designation(s):** Agriculture (AG)
8. **Zoning:** Agricultural Intensive (A-N)
9. **Description of the Project:** See attached "Project Description" on the following pages for details.
10. **Surrounding Land Uses and Setting:**

Relation to Project	Land Use	Zoning	General Plan Designation
Project Site	Agricultural (row crop)	Agricultural Intensive (A-N)	Agriculture
North	Agricultural (row crop and vineyards)	Agricultural Intensive (A-N)	Agriculture
South	Agricultural (row crop and vineyards)	Agricultural Intensive (A-N)	Agriculture
East	Agricultural (row crop and vineyards)	Agricultural Intensive (A-N)	Agriculture
West	Deep Water Ship Channel	N/A	N/A

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**11. Other public agencies whose approval is required:** Yolo County Building Division, Yolo County Environmental Health Division

**12. Other Project Assumptions:** The Initial Study assumes compliance with all applicable State, Federal, and local codes and regulations including, but not limited to, County of Yolo Improvement Standards, the California Building Code, the State Health and Safety Code, and the State Public Resources Code.

## Project Description

This Environmental Initial Study is prepared in accordance with the California Environmental Quality Act (CEQA). The term “project” is defined by CEQA as the whole of an action that has the potential, directly or ultimately, to result in a physical change to the environment (CEQA Guidelines Section 15378). This includes all phases of a project that are reasonably foreseeable, and all related projects that are directly linked to the project. The “project” which is the subject of this Initial Study involves a Tentative Parcel Map to divide five existing parcels into six new parcels.

### Tentative Parcel Map

The proposed project is located approximately four miles west of the town of Clarksburg near the Sacramento ship channel (Figure 1). The project is a request to approve a Tentative Parcel Map Waiver (TPM #5015) to rearrange lot lines between five existing parcels, and also includes the creation of one new 80-acre parcel (Figure 2).

The parcel lines of each existing parcel will be adjusted; however, three of the parcels (Parcel 1, Parcel 2, and Parcel 6) will remain 80 acres. Parcel 3 will decrease from 121.30 acres to 80 acres, and Parcel 5 will decrease from 134.79 acres to 95.8 acres in order to facilitate the creation of one new 80-acre parcel along the deep water ship channel. The creation of the 80-acre parcel along the deep water ship channel would allow it to be farmed and financed as one property, instead of as portions of the other five parcels involved in this Parcel Map waiver.

The subject properties are zoned Agricultural Intensive (A-N) and are designated as Agriculture in the Yolo County 2030 Countywide General Plan. Parcels 1, 2, 3, 5, and 6 contain irrigated level farmland, and are planted in seasonal row crops. The entire 80-acres of the proposed levee parcel (Parcel 4) has been planted in olives and receives water from an on-site agricultural well. The proposed parcels will retain the same zoning and land use designation, and will continue to be commercially farmed.

There are no permanent structures located on any of the proposed parcels. Under the existing A-N zoning, Parcels 1, 2, 3, 5 and 6 could accommodate up to two new homes with the issuance of a building permit, provided the new homes were clustered within 250 feet of each other.

The proposed levee parcel (Parcel 4) contains temporary storage containers to house agricultural equipment for the olive orchard. The Sacramento Deep Water Ship Channel levee is regulated by and under the jurisdiction of the Central Valley Flood Protection Board. The owner has received an encroachment permit from the Central Valley Flood Protection Board for these storage containers. In accordance with Title 23, Section 113(b) of the California Code of Regulations, new

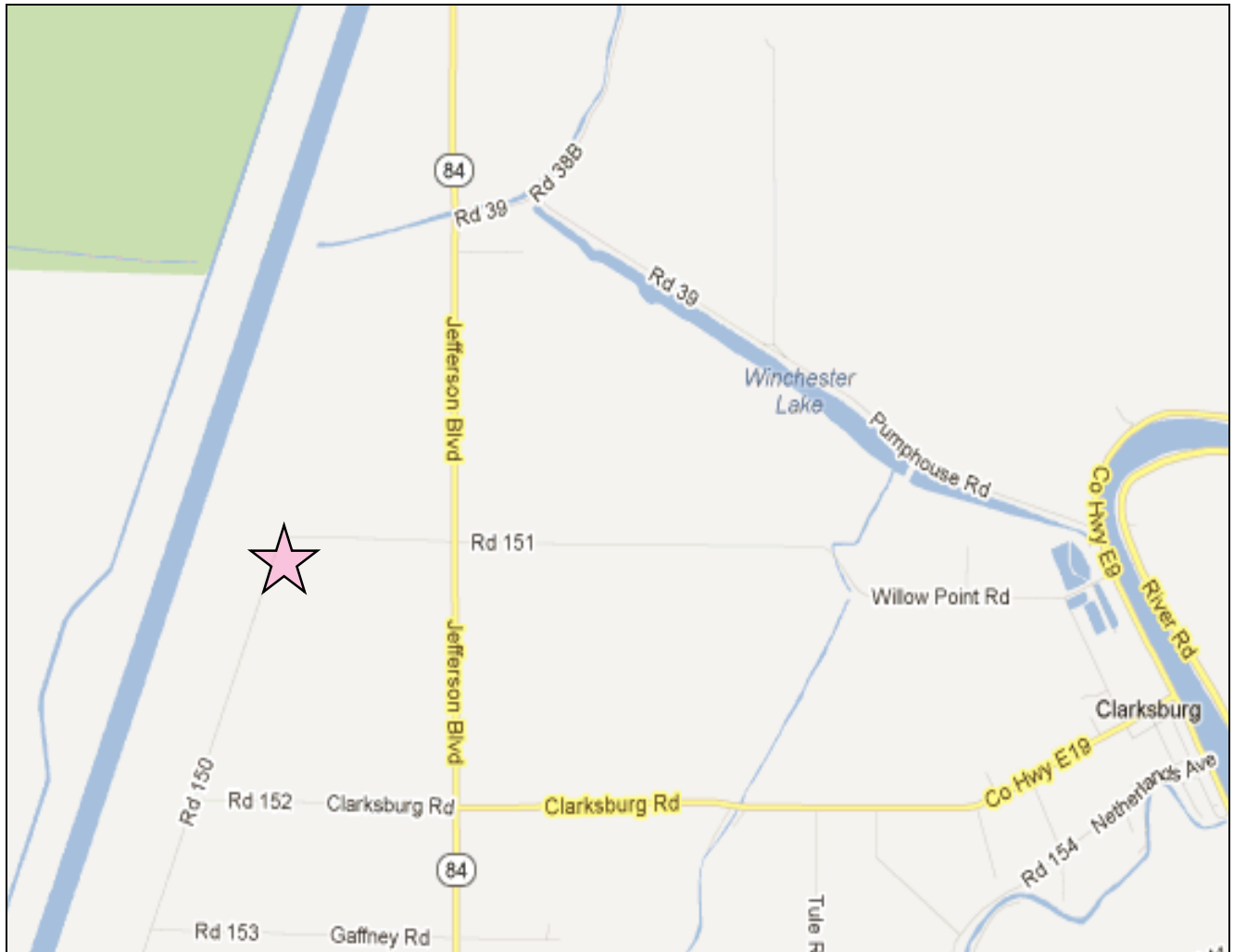
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dwellings, with the exception of dwellings for seasonal occupancy (non-flood season), are not permitted within an adopted plan of flood control, such as the Sacramento Deep Water Ship Channel levee. Therefore, no new homes or other structures would be allowed to be built on Parcel 4.

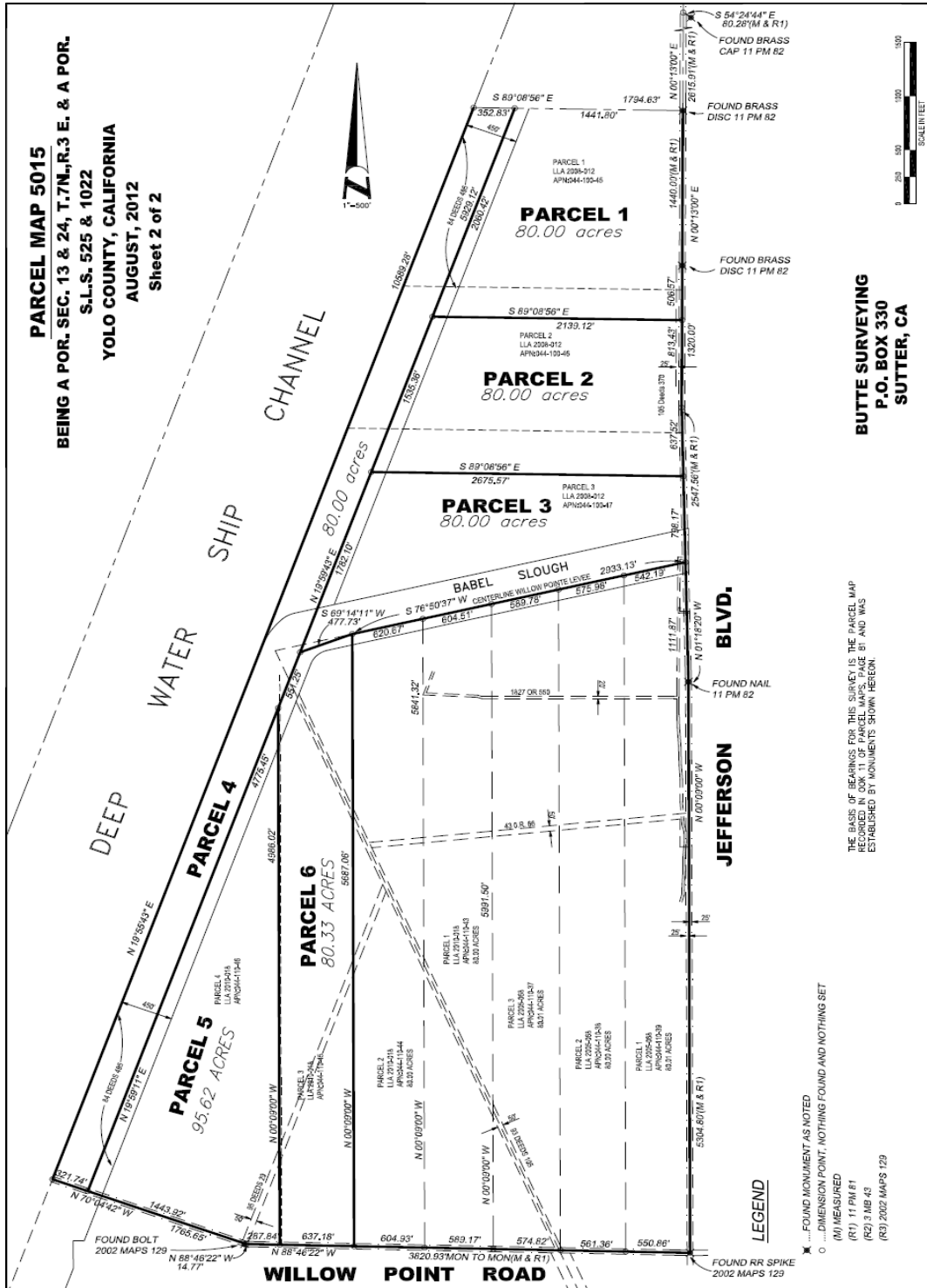
The subject properties are located south of the City of West Sacramento and west of the town of Clarksburg. Parcels 1, 2, and 3, maintain direct access from Jefferson Boulevard, and Parcels 4, 5, and 6 will maintain access from Willow Point Road. All of the proposed parcels are located within Flood Zone A as designated by the Federal Emergency Management Agency (FEMA) on June 18, 2010.

The application is for a Tentative Parcel Map Waiver, which is similar to a Tentative Parcel Map, except that the final Parcel Map requirements are waived. This is permissible under Government Code Section 66428, which allows for local ordinances to waive the Parcel Map requirement if a specific procedure for doing so is in place (see Sections 8-1.303 and 304 of Title 8, Chapter 1, of the Yolo County Code). Once a Parcel Map waiver has been granted by the Planning Commission, a Certificate of Compliance is recorded to confirm the division of land. Although the Parcel Map requirements are waived, the County still has the authority to require project specific Conditions of Approval under Government Code Section 66428 and the Yolo County Code.

**FIGURE 1**  
**VICINITY MAP**



**FIGURE 2**  
**PARCEL MAP**



**FIGURE 3**

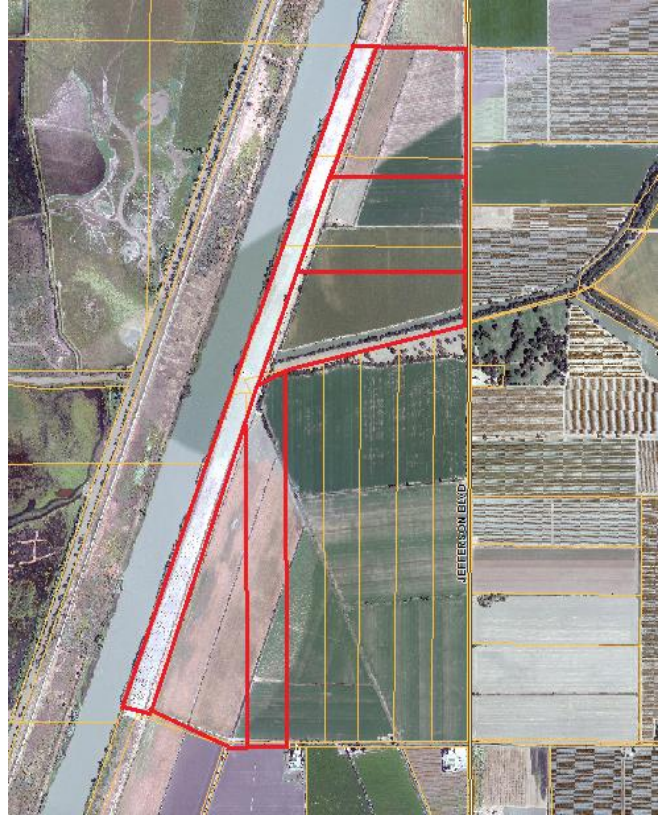
**Existing and Proposed**

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## Parcel Configurations (Aerial View)



**Existing Parcel Configuration**



**Proposed Parcel Configuration**

**NOTE: Parcel lines shown are approximate.**



**Environmental Factors Potentially Affected**

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

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

**Determination**

On the basis of this initial evaluation:

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

Planner’s Signature

Date

Planner’s Printed name

**Purpose of this Initial Study**

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

## Evaluation of Environmental Impacts

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

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

## Discussion of Impacts

a) *No Impact.* The project will not have an adverse effect on a scenic vista. The project site includes and is bordered by productive agricultural land and the Sacramento Deep Water Ship Channel. No development is proposed as part of this project.

b) *No Impact.* No construction is proposed that will affect any scenic resources or natural features. There are presently no highways within Yolo County that have been officially designated within the California Scenic Highway System. The 2030 Countywide General Plan designates several routes in Yolo County as local scenic roadways. The nearest section of a local scenic roadway is South River Road from Jefferson Boulevard in the City of West Sacramento to the Sacramento County line, approximately 3.5 miles east of the project site. As stated above, no development is proposed as part of this project.

c) *Less Than Significant Impact.* The proposal does not present a significant demonstrable negative aesthetic effect to the agricultural character of the area. No development is proposed in conjunction with the Parcel Map. The parcels will continue to be farmed in row crops and/or vineyards and orchards following approval of the Parcel Map waiver. In accordance with Title 23, Section 113(b) of the California Code of Regulations, new dwellings, with the exception of dwellings for seasonal occupancy (non-flood season), are not permitted within an adopted plan of flood control, such as the Sacramento Deep Water Ship Channel levee. Therefore, no new homes or other structures would be allowed to be built on Parcel 4. Any future development on the five developable parcels is considered rural development and is typical in the agricultural areas of the county and in the general vicinity of the project site.

d) *Less Than Significant Impact.* Construction is not proposed as part of this application. The future construction of homes or buildings on any of the five developable parcels could produce additional sources of light to the surrounding agricultural area. However, any future development of the parcels will require a lighting plan before building permits are issued. Any new lighting would be required to be low-intensity and shielded and/or directed away from adjacent properties, public right-of-way, and the night sky.

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

## Discussion of Impacts

a) *Less Than Significant Impact.* The proposed parcels contain a combination of Class II, III, and VII soils, according to the U.S. Soil Conservation Service *Soil Survey of Yolo County*. According to the Yolo County Important Farmland Map (2010) prepared by the Farmland Mapping and Monitoring Program of the California Department of Conservation, the parcels contain a combination of "Prime Farmland," "Unique Farmland," "Farmland of Local Importance," and "Other Land." The proposed project will not convert any of the parcels to a non-agricultural use. All parcels will remain in agricultural production. Up to two homes could be built on five of the six parcels.

b) *No Impact.* The five parcels on the flat land are currently farmed in row crops, and the proposed 80-acre parcel on top of the Deep Water Ship Channel levee is already planted in olives. The parcels will remain in

agricultural production (either row crop or orchard) and will continue to be zoned for agricultural use. None of the parcels involved in this application are under Williamson Act contract, and no development is proposed.

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

e) *No Impact*. The project is consistent with the General Plan and zoning designations and does not involve any other changes that could result in the conversion of farmland to non-agricultural uses. All parcels involved in the application are proposed to remain in agricultural production.

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

## Environmental Setting

The project site is within the Yolo-Solano Air Quality Management District (YSAQMD), and the Sacramento Valley Air Basin regulates air quality conditions within Yolo County. Yolo County is classified as a non-attainment area for several air pollutants, including ozone (O<sub>3</sub>) and particulate matter 10 microns or less in diameter (PM<sub>10</sub>) for both federal and state standards, and is classified as a moderate maintenance area for carbon monoxide (CO) by the state.

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

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

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thresholds for use in evaluating the significance of criteria air pollutant emissions from project-related mobile and area sources. These thresholds include:

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

## Discussion of Impacts

a) *No Impact.* There is no change in the land use designation for the project site, and no new development is proposed. The project would not substantially conflict with or obstruct implementation of the Yolo Solano Air Quality Management District Air Quality Attainment Plan (1992), the Sacramento Area Regional Ozone Attainment Plan (1994), or the goals and objectives of the county's general plan.

b) *Less Than Significant Impact.* The Yolo-Solano Region is a non-attainment area for state particulate matter (PM<sub>10</sub>) and ozone standards, and the Federal ozone standard. All parcels involved in the application are proposed to continue in agricultural production. Thresholds for project-related air pollutant emissions would not exceed significant levels as set forth in the 2007 YSAQMD Guidelines.

c) and d) *Less Than Significant Impact.* The project is a Parcel Map waiver, which generally would result in the future development of additional agricultural operations and/or new home sites. However, the Central Valley Flood Protection Board does not permit the construction of new homes or structures on the Sacramento Deep Water Ship Channel. The remaining parcels involved in this application (Parcels 1, 2, 3, 5, and 6) are already legally created parcels with standard development rights. The parcel lines of these five parcels will be only be adjusted.

The air pollutants generated by any future construction would be primarily dust and particulate matter during construction. Dust generated by construction activity would be required to be controlled through effective management practices, such as water spraying, and would therefore be a less than significant impact. Any future construction will be reviewed by the Planning and Building divisions to ensure compatibility with air quality standards. Any additional agricultural operations and/or the creation of new home sites would not exceed thresholds as indicated in the 2007 YSAQMD Guidelines. There are no sensitive receptors in the immediate vicinity. The property is generally surrounded by agricultural lands.

e) *No Impact.* The proposed Parcel Map waiver would not create objectionable odors.

IV. BIOLOGICAL RESOURCES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 of Impacts

a) and b) *No Impact*. The Parcel Map waiver would not affect any special status species, riparian habitat, or sensitive natural community because no development is proposed in conjunction with the Parcel Map. Existing agricultural activity will remain the same after approval of the Parcel Map waiver.

However, potential impacts to biological resources could occur if any home site development occurred in the future. The land is under cultivation and is considered foraging habitat for the Swainson's hawk. However, no development is proposed at this time.

The Swainson's hawk (*Buteo swainsoni*) is a medium-sized raptor associated with generally flat, open landscapes. In the Central Valley it nests in mature native and nonnative trees and forages in grassland and agricultural habitats. Although a state-threatened species, the Swainson's hawk is relatively common in Yolo County due to the availability of nest trees and the agricultural crop patterns that are compatible with Swainson's hawk foraging. Numerous nest sites have been documented in Yolo County (Estep 2008).

The A-N zoning of the parcels allows the construction by right (with a building permit only) of up to two homes on five of the six lots, provided they are clustered within 250 feet of each other. The exception is Parcel 4, since the Central Valley Flood Protection Board does not permit the construction of new homes on the Sacramento Deep Water Ship Channel.

c) and d) *No Impact*. The project would not have a substantial adverse effect on any wetlands, riparian habitat or any other sensitive natural community identified in local or regional plans, policies, or regulations. The proposed project is not located near a wetland, nor does the project propose any grading or construction. The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) and f) *No Impact*. The Parcel Map waiver would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan including the Draft County Habitat Conservation Plan. Any potential future development resulting from the Parcel Map would be required to comply with the provisions of the Draft County Habitat Conservation Plan.

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

## Discussion of Impacts

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

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



recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. These requirements have been attached as a Condition of Approval of the Parcel Map waiver.

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

## Discussion of Impacts

### a) Less Than Significant Impact:

1. The project site can be expected to experience moderate to strong ground shaking during future seismic events along active faults throughout Northern California or on smaller active faults located in the project vicinity. The project site is within several miles of the East Valley Fault. However, no development is proposed with the Parcel Map waiver. Any development occurring as a result of the Parcel Map will be required to comply with all applicable Uniform Building Code and County Improvement Standards and Specifications requirements in order to obtain permit approval from the Yolo County Community Services Department.

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

3. Geologic hazard impacts that are associated with expansive soils include long-term differential settlement and cracking of foundations, disruption and cracking of paved surfaces, underground utilities, canals, and pipelines. However, under the Yolo County Code, any future structure may be required to provide a geotechnical report for the building foundation in order to obtain a building permit from the Yolo County Community Services Department. The project site does not contain expansive soils.

4. The project area is not located in an area typically subject to landslides. In addition, no new construction is proposed as part of the application request.

b) c) d) *No Impact.* No new construction is proposed in conjunction with the Parcel Map. Any future construction would be required to comply with all applicable Uniform Building Code requirements.

e) *Less Than Significant Impact.* The project parcels are not currently served by a septic system, as there are no home sites or other buildings currently on any of the properties. Any new septic systems must meet the requirements and be approved by the Yolo County Environmental Health Division.

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). To date, specific thresholds of significance to evaluate impacts pertaining to GHG emissions have not been established by the Yolo Solano Air Quality Management District, the State, or the federal government. However, this absence of thresholds does not negate CEQA's mandate to evaluate all potentially significant impacts associated with the proposed project.

Yolo County has adopted General Plan policies and a Climate Action Plan (CAP) which address these issues. In order to demonstrate project-level compliance with CEQA relevant to GHG emissions and climate

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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 (CO<sub>2</sub>e) 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 CO<sub>2</sub>e in 2008 to 613,651 MT of CO<sub>2</sub>e by 2020. In addition, the County shall strive to further reduce total CO<sub>2</sub>e 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;
  - 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 of Impacts

a) *Less Than Significant Impact.* No development is proposed as part of this application. The project is a Parcel Map waiver, which could result in the future development of additional agricultural operations and/or new home sites. Four of the five parcels involved in this application (Parcels 1, 2, 3, 5, and 6) are already

legally created parcels with standard development rights allowing up to two homes. The parcel lines of these five parcels will be only be adjusted. As proposed, the project would not generate greenhouse gas emissions that will have a significant impact on the environment.

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

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

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

## Discussion of Impacts

a) b) c) *No Impact.* The Parcel Map waiver does not involve any hazardous materials or hazardous waste.

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

e) *No Impact.* The project site is located approximately 3.75 miles southwest of the Borges-Clarksburg Airport; however, it is not within the runway clearance zones established to protect the adjoining land uses in the vicinity from noise and safety hazards associated with aviation accidents. Additionally, the proposed Parcel Map waiver does not include any development.

f) *No Impact.* The project site is located approximately 1.75 miles north of a private airstrip; however, the proposed Parcel Map waiver does not include any development. The proposed parcels will continue to be used for agricultural production, which is a compatible use with nearby private airstrips.

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

h) *No Impact.* The project site is not located in a wildland area or fire severity zone and, therefore, would not expose urban development to the risk of wildland fires.

VIII.	HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
j. Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion of Impacts

a) *No Impact.* The Parcel Map waiver does not propose development that would violate any water quality standards or waste discharge requirements. Any future development would require compliance with local, state, and federal regulations.

b) *No Impact.* The proposed project would not affect any onsite well and would not deplete groundwater supplies or interfere with groundwater recharge. The subject parcels will remain in agricultural production. The parcels receive water from onsite agricultural wells. Any new well systems would have to be reviewed by and meet all the requirements of the Yolo County Environmental Health Division.

c) *No Impact.* The proposed project, which involves no development, would not substantially alter the existing drainage pattern of the project site or the surrounding area and would not, therefore, result in substantial erosion or siltation on- or off-site. Any future development would be analyzed for erosion and siltation issues under the building permit process.

d) *No Impact.* Approval of the Parcel Map waiver will allow for the creation of one new 80±acre parcel (Parcel 4) and will adjust lot lines between five other parcels. All resulting parcels will maintain acreage of at least 80±acres. Development is not proposed as part of this application. The Parcel Map waiver will not modify any drainage patterns nor substantially increase the amount of surface runoff. The property is currently undeveloped, i.e., without home sites, and is used for agricultural purposes only. Any future development will be required to address drainage and runoff issues.

i) *Less Than Significant Impact.* The project site is located immediately adjacent to the Sacramento Deep Water Ship Channel levee, which has the potential to expose individuals and/or future structures to risk from flooding. In accordance with Title 23, Section 113(b) of the California Code of Regulations, new dwellings, with the exception of dwellings for seasonal occupancy (non-flood season), are not permitted within an adopted plan of flood control, such as the Sacramento Deep Water Ship Channel levee. Therefore, no new homes or other structures would be allowed to be built on Parcel 4. Any future development on the remaining five developable parcels would be required to comply with local, state, and federal flood standards and requirements.

j) *Less Than Significant Impact.* The project area is located adjacent to the Sacramento Deep Water Ship Channel and is approximately 3.5 miles west of the Sacramento River. These water courses are unlikely to pose a seiche or tsunami hazard; however, any future development would be required to comply with local,

State, federal flood standards and requirements. The project site is relatively flat and is not located near any physical or geologic features that would produce a mudflow hazard.

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

## Discussion of Impacts

a) *No Impact.* The Parcel Map waiver would not physically divide an established community. The project is located within an agricultural area and is surrounded by agricultural uses.

b) *No Impact.* The resulting parcels will meet the requirements set forth in the Yolo County 2030 Countywide General Plan and Yolo County Zoning Code.

c) *No Impact.* The County does not have an adopted HCP or NCCP although there is a draft HCP/NCCP. The Parcel Map waiver would not conflict with any applicable habitat conservation plan or natural community conservation plan.

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

## Discussion of Impacts

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

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

## Discussion of Impacts

a) through d) *No Impact*. Approval of the Parcel Map waiver would not expose persons to or generate excessive noise levels. The project is located in a rural, low-traffic, low population area. The noise from potential future development or additional agricultural activity on the resulting parcels would not exceed noise levels already present on the site. The proposed parcels will remain in commercial agricultural production. The noise levels from the existing and proposed agricultural operations are found to be consistent with noise levels typically found in agricultural areas. No development is proposed as a part of this application.

e) and f) *No Impact*. The project site is located approximately 3.75 miles southwest of the Borges-Clarksburg Airport. There are not any known private airstrips within the vicinity of the project site. No development is proposed as part of this application, and therefore would not expose people residing or working in the project area to excessive noise levels.



<b>XII. POPULATION AND HOUSING.</b>		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 checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion of Impacts

a) *Less Than Significant Impact.* There are no home sites on any of the subject parcels, although two homes are currently allowed by-right on five of the parcels (Parcels 1, 2, 3, 5, and 6). In accordance with Title 23, Section 113(b) of the California Code of Regulations, new dwellings, with the exception of dwellings for seasonal occupancy (non-flood season), are not permitted within an adopted plan of flood control, such as the Sacramento Deep Water Ship Channel levee. Therefore, no new homes or other structures would be allowed to be built on Parcel 4. The potential for two new homes on each of the five existing legal parcels is not a significant increase in population.

b) and c) *No Impact.* No existing housing or people will be displaced by the proposed Parcel Map waiver.

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

## Discussion of Impacts

a) through e) *No Impact*. There are no home sites on any of the subject parcels, although two homes are currently allowed by-right on five of the parcels (Parcels 1, 2, 3, 5, and 6). In accordance with Title 23, Section 113(b) of the California Code of Regulations, new dwellings, with the exception of dwellings for seasonal occupancy (non-flood season), are not permitted within an adopted plan of flood control, such as the Sacramento Deep Water Ship Channel levee. Therefore, no new homes or other structures would be allowed to be built on Parcel 4. The potential for two new homes on each of the five existing legal parcels is not a significant impact on county public services.

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

## Discussion of Impacts

a) and b) *No Impact*. The proposed project would not require the construction of additional recreational facilities nor substantially increase the use of existing recreational facilities. No development is proposed as part of this application.

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
<b>XV.</b>	<b>TRANSPORTATION/TRAFFIC.</b>				
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 because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion of Impacts

a) and b) *No Impact.* The proposed parcels are served by Jefferson Boulevard and/or Willow Point Road. The potential of two new homes on the five existing parcels would not substantially increase traffic or impact levels of service. Homesite development on Parcel 4 is not permitted. Any new driveway approaches along Willow Point will require a County encroachment permit with Public Works, and any approaches along Jefferson Boulevard would require encroachment permits from Caltrans.

c) *No Impact.* The project will not have an impact on air traffic patterns.

d) *No Impact.* The Parcel Map does not contain elements that would increase traffic hazards.

e) *No Impact.* The project will not have an effect on emergency access. All parcels would have adequate road and emergency access. Parcels 1, 2, and 3 would maintain direct access from Jefferson Boulevard. Any future development requiring new driveway access on Parcels 1, 2, and 3 would require encroachment permits from Caltrans. Parcels 4, 5, and 6, would maintain access from Willow Point Road. This portion of Willow Point road is not a County-maintained road. Any future development on these parcels would require compliance with project specific conditions from the County Public Works Division and local fire district.

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
<b>XVI.</b>	<b>UTILITIES AND SERVICE SYSTEMS.</b>				
	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"/>

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

## Discussion of Impacts

a) *No Impact.* Development is not proposed as part of this application. Any new septic system would have to be reviewed by and meet all the requirements of the Yolo County Environmental Health Department. Construction of homesites on the five existing parcels would not exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board.

b) *No Impact.* The project will not require the construction of new water or wastewater treatment facilities or expansion of facilities. Construction is not proposed as part of this application. The property is currently without home sites. Any future development will be analyzed by the appropriate agencies prior to issuance of building permits.

c) *No Impact.* The project will not require the construction or expansion of stormwater drainage facilities. Any future development will be analyzed by the appropriate agencies prior to the issuance of building permits.

d) *No Impact.* The property is currently served by private agricultural wells. No new entitlements are anticipated to accommodate the project. Any new well systems would have to be reviewed by and meet all the requirements of Yolo County Environmental Health.

e) *No Impact.* The project site is not located near any existing wastewater treatment provider and has no potential of connecting to any such facility.

f) *No Impact.* The site is served by the county landfill. Any solid waste resulting from future development as a result of the Parcel Map will not significantly impact disposal capacity at the county landfill.

g) *No Impact.* No development is proposed as part of this Parcel Map waiver. Any future development will be required to comply with all relevant statutes related to solid waste.

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

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

## REFERENCES

- Application materials
- 2030 Yolo Countywide General Plan, 2009, as amended
- Estep, Jim, 2008. Estep, J.A. 2008. The Distribution, Abundance, and Habitat Associations of the Swainson’s Hawk (*Buteo swainsoni*) in Yolo County. Prepared by Estep Environmental Consulting for Technology Associates International Corporation and the Yolo County Habitat/Natural Community Conservation Plan JPA.
- Yolo County Zoning Ordinance, Title 8 of the County Code, 2014, as amended
- Yolo Solano Air Quality Management District, *Handbook for Assessing and Mitigating Air Quality Impacts*, 2007
- Staff experience and knowledge