



**YOLO COUNTY
COMMUNITY SERVICES DEPARTMENT**

**INITIAL STUDY / NEGATIVE DECLARATION
ZONE FILE # 2018-0004**

**FUEGO DEL SOL COMMERCIAL STABLES
MINOR USE PERMIT**

February 2018

Initial Environmental Study

1. **Project Title:** Zone File #2018-0004 (Fuego del Sol Commercial Stables)
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:**
Charlie Tschudin, Assistant Planner
(530) 666-8850
charlie.tschudin@yolocounty.org
4. **Project Location:** The project is located east of I-505 at 31660 County Road 27, Woodland, CA 96595 (APN 050-110-004). See Figure 1 (Vicinity Map).
5. **Project Sponsor's Name and Address:**
Alana Curtis
Fuego del Sol, LLC
31660 County Road 27
Woodland, CA 95695
6. **Land Owner's Name and Address:**
Alana Curtis
Fuego del Sol, LLC
31660 County Road 27
Woodland, CA 95695
7. **General Plan Designation(s):** Agriculture (AG)
8. **Zoning:** Agriculture Intensive (A-N)
9. **Description of the Project:** See attached "Project Description" on the following pages
10. **Surrounding Land Uses and Setting:**
to the west: agricultural uses
to the north: agricultural uses
to the south: agricultural uses
to the east: agricultural uses
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 approval of a: Use Permit to legitimize an existing large, commercial stable in the unincorporated area of Yolo County. The project site is located east of Interstate-505 and south of State Highway 16, on a 40-acre parcel and zoned agricultural intensive (A-N), that implements the Agricultural General Plan Land Use Designation. The project site is accessed from a gravel road off County Road 27, and is surrounded by agricultural uses on all adjacent parcels. There is a utility easement that runs across the south west portion of the parcel.

Fuego del Sol, LLC, is a horse boarding service where clients pay to house their horse at the facility and make use of the riding areas. As part of the full-service boarding plan, Fuego del Sol buys and provides standard feed and bedding in bulk for the animals. If clients want additional feed, blankets, tack, etc., they are responsible for providing it. Fuego del Sol operates between 8:00am and 6:00pm, and after hours by appointment. The site receives two (2) deliveries every six (6) weeks, typically between 8:00am and 12:00pm.

On site, clients are able to care for their animals and schedule trainings or lessons in the indoor and outdoor arenas on-site. Typically, there is anywhere between one and three clients on-site during business hours, this number can increase to four to six people on-site at one time during busy hours and weekends. Clients' desire to avoid crowds and unpleasant weather tends to naturally limit the number of clients present at any given time. There is not a rule in place that regulates the number of clients allowed to use the facilities at any one time. Trainers meet with clients, and teach lessons in equestrian sports and are paid directly by the clients. Trainers are informally associated with Fuego del Sol by trainings and lessons occurring at the same location. Fuego del Sol is not equipped to be considered a "show barn", but occasional on-site clinics occur. A clinic is where an outside trainer, with a specific equestrian training, comes with their special curriculum and meets with several clients and their animals at once.

There are two employees on site, they check on animal welfare, feed the horses twice daily, change the bedding in the horse stalls, and preen the riding arenas using a tractor. One of them employees is the manager, who lives on site, in the modular home.

Fuego del Sol is an existing business seeking to legitimize itself as a large, commercial stable by going through the discretionary review process to acquire a use permit. There are a number of existing structures on site. There is an 8,550 square foot 16-stall barn with an attached storage area, a 1,450 square foot manufactured home with a septic system, a 820 square foot 3-stall barn, and two equestrian arenas. The first arena is an outdoor, uncovered 35,000 square foot arena, and the second is 22,450 square foot covered arena, with six additional stalls. There is space between the buildings equipped with stalls for up to 25 equine animals. The gravel driveway leads to a gravel parking area (see Figure 3, Site Plan).

Fuego del Sol, LLC is the business located onsite, dedicated to horse boarding. The applicant and owner of Fuego del Sol, Alana Curtis, owns an equestrian training business called Sunfire Equestrian and is one of the businesses informally associated with the project site because lessons provided by Sunfire Equestrian occur on the Fuego del Sol site. There are other trainers, with their own equestrian training businesses, who provide lessons as well.

Per Sec. 8-2.306(i)(5), Specific Use Requirements or Performance Standards, of the Countywide Zoning Code a “large commercial stables” are those that board more than twenty equine animals and may include the retail or wholesales of tack, feed, and other equestrian products. Such sales shall be incidental to the operation of the stable. Shows, exhibitions, or other public/quasi events related to equine animals may be included as a part of the large commercial stable. A large commercial stable is permitted through the issuance of a minor use permit, which is subject to the discretionary review process.

FIGURE 1

Vicinity Map of Fuego del Sol, LLC

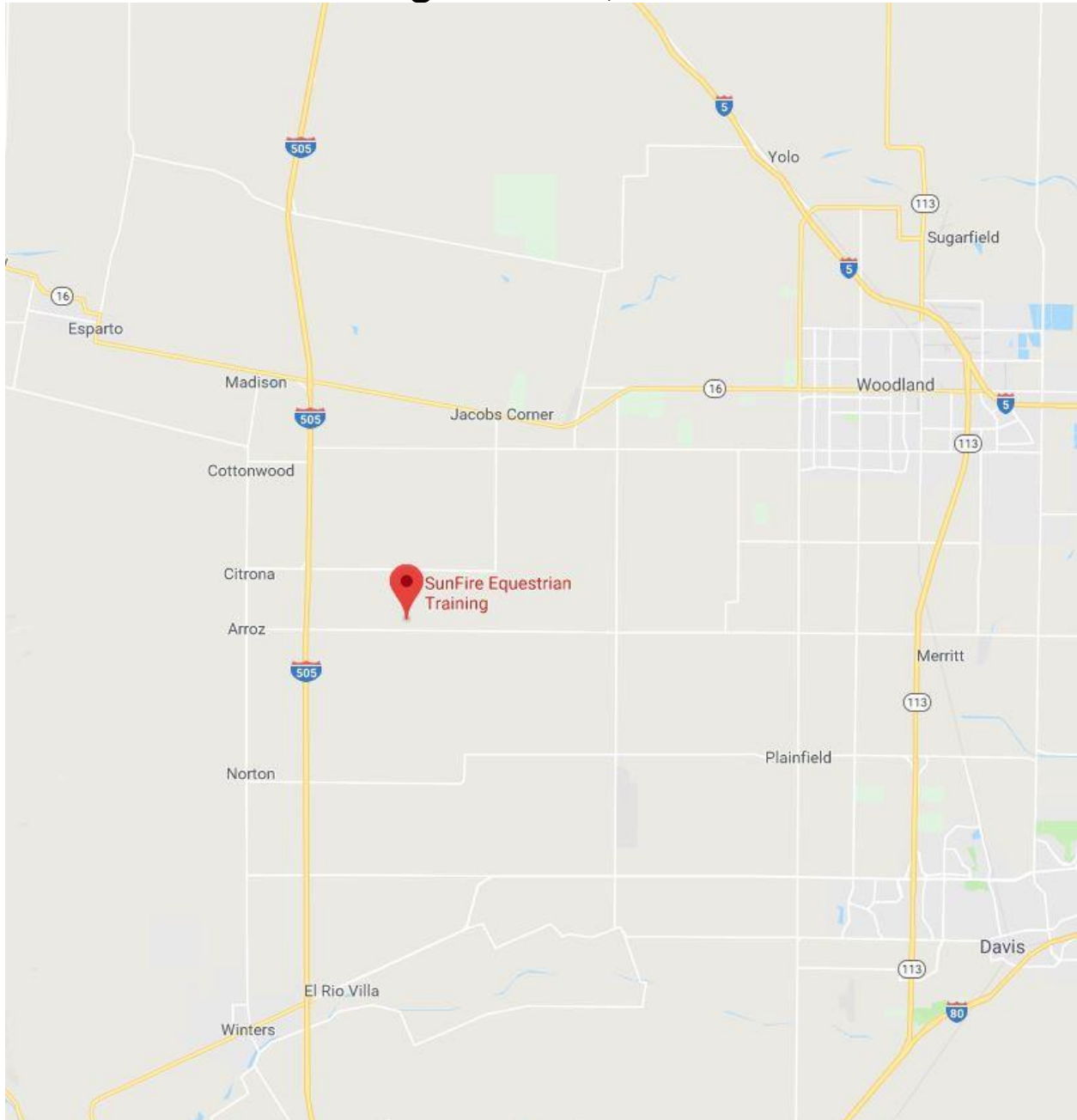
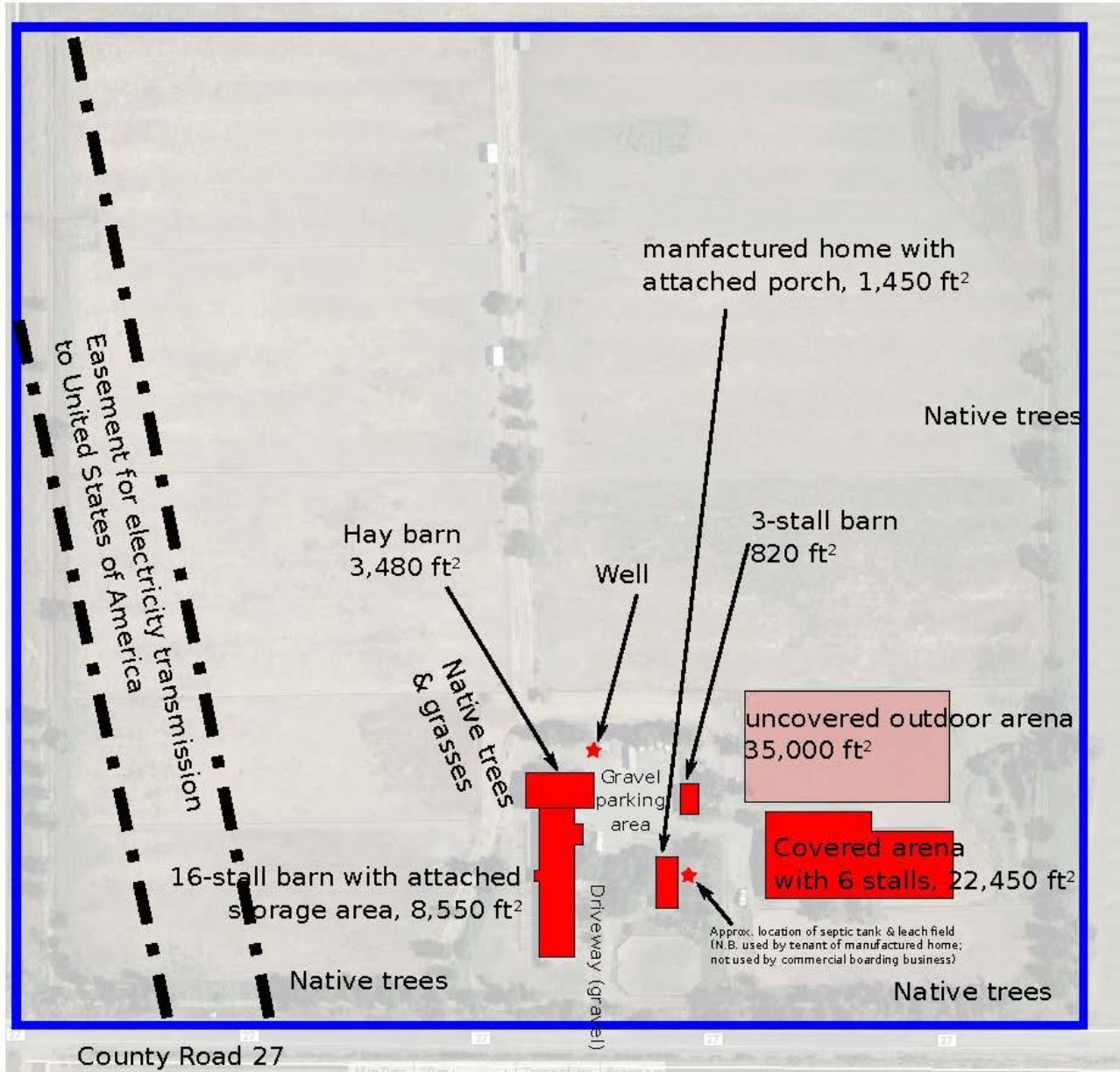


FIGURE 3
Fuego del Sol, LLC Site Plan



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

Charlie Tschudin
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 agricultural land, the equestrian facilities contribute to the rural character, and appropriate range and balance of land uses in the agricultural land use designations.

- 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. As this project is seeking to legitimize an existing business operation, project approval would not contribute a new source of substantial light or glare that would adversely affect views in the area. Before a building permit is issued to construct any proposed additional development, a lighting plan will be required from the applicant. 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. There are building permits on County file for the existing equestrian structures and manufactured home, and they would have needed be built to code with the applicable lighting plans submitted to mitigate adverse glare and light sources.

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 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

- 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?**

Less than significant impact. The project site is zoned Agricultural Intensive (A-N), which is the zone applied to preserve lands best suited for intensive agricultural uses typically dependent on higher quality soils, water availability, and relatively flat topography. The project site is not actively farming the land, but is preventing the encroachment of nonagricultural uses and is an activity that is compatible with agricultural uses.

- b) **Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?**
- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?; and**

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**
 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. Project approval would not conflict with existing zoning for agricultural use, equestrian facilities support the agricultural land use designation in the General Plan. The project parcel is not under Williamson Act contract. Project approval would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Approval of the Use Permit would not conflict with existing zoning or cause for rezoning, or change the existing environment due to its existence prior to submitting an application to legitimize itself through the discretionary review process.

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

DISCUSSION

Thresholds of Significance:

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

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

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

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

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

- Emissions of Criteria Air Pollutants (ROG, NO_x, and PM₁₀)—Construction impacts associated with 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 involves no construction or development, and only would legitimize existing operations in the unincorporated part of the County and 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.

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

No 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.

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, NOx, 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 the legitimization of an existing large commercial stable on an agriculturally 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 automobile-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 delivery activities, and clients, trainers, and employees driving to and from the project site.

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) tractors used to spread manure over riding arenas and on-site feels; 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.

The project site is located in an agricultural area, and not in the immediate area of any sensitive receptor. Emissions related to project approval would be those that are associated with normal agricultural activities, personal automobiles, and delivery and trailer trucks.

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

No Impact. The project site is a 40-acre parcel, zoned Agricultural Intensive (A-N), that is surrounded by agricultural uses. The only odors would be those related to equine animals, the manure they produce, and farm equipment that is used on site. These odors are generally associated with agriculture, and the nearest agricultural residence is more than 700 feet from the project site property line on the east side.

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 40-acre site consists of 33,270 square feet of building coverage, and 35,000 square feet devoted to an uncovered outdoor riding arena, the remaining acreage is grassland. There are native trees surrounding the project site on the south west, the south, and east side property lines, as well as a small number of trees that straddle a gravel road that bisects the parcel. Because the parcel's habitat potential will not change, the applicant is not required to mitigate for the loss of Swainson's hawk (*buteo swainsonii*) 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 large commercial stable 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, although project approval is not associated with any development as this is a legitimization of an existing facility.

- 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 large commercial stables 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 “moderate” 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 manufactured home located on the project site is connected to a septic tank, and served by a well. Clients make use of on site port-o-potties.

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 legitimizing an existing large commercial stable on an agriculturally zoned (A-N) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

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

No Impact. The facility does not handle any hazardous materials. There is an onsite diesel tank, but it is no involved in routine transport.

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?**

No Impact. The facility does not handle hazardous materials.

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

No Impact. The project site is not located within one-quarter mile of an existing school and will not emit any substantial hazardous materials.

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

No Impact. The project is not located on a site that has been included on a list of hazardous materials sites.

- 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX.	HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

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

No Impact. Project approval would not violate any water quality standards, water is used on site to mitigate dust on gravel areas, and the onsite equestrian riding arenas.

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 existing facilities rely on a well to supply onsite water, ongoing activities have not hindered nearby.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? *and*

f) Otherwise substantially degrade water quality?

No Impact. The legitimization of the existing commercial horse boarding facilities would not alter any existing drainage patterns, it would exceed the Yolo County Flood and Water Conservation District drainage ditch capacity. There are drainage ditches on the west and south sides that accept runoff from the project site.

- 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?; and**
- 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 large commercial stable is in an area that would not divide an established community. It is located in an agricultural area, and is a use that supports the General Plan Agricultural land use designation.

- 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.

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

DISCUSSION

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?; and**
- b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

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

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XII.	NOISE.				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XII.	NOISE.				
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 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?

Less Than Significant Impact. While the project site receives deliveries, or does routine maintenance of facilities that utilize farm equipment, it is possible that ambient noise levels would increase. Other ambient decibel count increases that are associated with the project would occur during peak business hours, when clients and trainers are coming and arriving, and the facility is most heavily trafficked.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Groundborne noise levels and vibrations associated with project approval would be the same as those listed above. Farm equipment and vehicle traffic, noises typically associated with agricultural activities, would be the source of any groundborne noise level or vibration increases.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?; and
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. Project approval would not result in a temporary or permanent increase in ambient noise levels in the project vicinity. The project is an existing horse boarding facility seeking to legitimize its operations through a use permit. The existing operation’s contribution to ambient noise levels are

those associated with agricultural uses and would not be a detriment to the neighboring agriculture residence.

- 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 large commercial horse boarding facility will not induce population growth, cause for new housing units, or necessitate replacement housing be constructed elsewhere. Project approval would legitimize an existing operational use.

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

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

DISCUSSION

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

No Impact. Project approval would not result in increased strain on public services.

		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.

XVI. TRANSPORTATION/TRAFFIC.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The project is located on County Road 27, a two lane roadway that extends east from the Winters Canal to where it crosses County Road 103, and then ends as it turns south and becomes County Road 104. County Road 27 is considered a minor two-lane County Road/Highway that primarily carries local traffic.

Policy CI-3.1 of the 2030 Yolo Countywide General Plan Circulation Element sets level of service (LOS) standards that must be maintained along County Road 27. 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:

P. Country Road 27 (County Road 98 to State Route 113) – LOS D is acceptable.

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**

No Impact. The existing large commercial stable is not expected to generate any amount of trips that would strain traffic circulation along County Road 27.

- 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.

- 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.

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"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVII.	UTILITIES AND SERVICE SYSTEMS.				
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 use permit to legitimize the large commercial stables project would not have a significant impact on any wastewater or water treatment requirements or existing facilities.

- 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. Adequate capacity is available at the Central County Landfill in Davis to accept solid waste generated by the project. There is septic tank and leach fields that serve the manufactured home.

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. 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. 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.

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*.