

County of Yolo
Department of Community Services



AT&T Jefferson Cell Tower Project
Initial Study/Mitigated Negative Declaration

March 2022

Prepared by



1501 Sports Drive, Suite A, Sacramento, CA 95834

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INITIAL STUDY
MARCH 2022

A. BACKGROUND

1. Project Title: AT&T Jefferson Cell Tower Project
2. Lead Agency Name and Address: County of Yolo
Department of Community Services
292 West Beamer Street
Woodland, CA 95695
3. Contact Person and Phone Number: JD Trebec
Senior Planner
(530) 666-8036
4. Project Location: 38300 Jefferson Boulevard
Yolo County, CA 95612
Assessor Parcel Number (APN) 043-310-010
5. Project Sponsor's Name and Address: APC Towers III, LLC
8601 Six Forks Road, Suite 250
Raleigh, NC 27615
6. Existing General Plan Designation: Agriculture (AG)/
Agricultural District Overlay (ADO)
7. Existing Zoning Designation: Agricultural Intensive (A-N)/
Clarksburg Agricultural District Overlay (CADO)
8. Required County Approvals: Use Permit
9. Surrounding Land Uses and Setting:

The project site is located within a portion of a 5.61-acre parcel at 38300 Jefferson Boulevard southeast of Clarksburg in unincorporated Yolo County, California. The project site is identified by APN 043-310-010, and is currently developed with a farm residence, detached garage, well house, and barn. The site is generally surrounded by agricultural/crop land. A drainage canal is located along the site's western and southern boundaries, the Bogle Production Facility is situated to the west, and Jefferson Boulevard/State Route (SR) 84 is located to the east. The Yolo County General Plan designates the site as Agriculture (AG)/Agricultural District Overlay (ADO), and the site is zoned Agricultural Intensive (A-N)/Clarksburg Agricultural District Overlay (CADO).

10. Project Description Summary:

The AT&T Jefferson Cell Tower Project (proposed project) would involve construction of a 40-foot by 50-foot colocatable wireless communication facility to the northeast of the existing barn. The proposed facility would include a 140-foot-tall communication

tower/monopole with 12 antennas ranging in length from six feet to slightly more than 6.5 feet. In addition, the project would include development of a communications shelter, fiber distribution box, 30-kilowatt backup diesel generator, multi-meter/backhaul rack, and a walk-in cabinet on an elevated concrete pad. The facility would be enclosed by a chain-link security fence and include an expansion of the existing gravel driveway, in order to provide site access. The proposed project would require County approval of a Use Permit.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), a project notification letter was distributed on November 10, 2021 to the representatives of the Yocha Dehe Wintun Nation, Wilton Rancheria, United Auburn Indian Community of the Auburn Rancheria, Cortina Rancheria Band of Wintun Indians of California, Lone Band of Miwok Indians, and Torres Martinez Desert Cahuilla Indians. The Yocha Dehe Wintun Nation submitted a response on November 17, 2021, requesting formal consultation. Representatives from the County and Yocha Dehe Wintun Nation consulted on February 9, 2022. Based on the information subsequently provided, the Yocha Dehe Wintun Nation recommends the inclusion of cultural monitors during project development and ground disturbance and preconstruction cultural sensitivity training for all project personnel (see Mitigation Measures XVIII-1 through XVIII-3).

B. SOURCES

All the technical reports and modeling results used for the purposes of this analysis are available upon request and prior arrangement at the public counter at the Yolo County Department of Community Service, Planning Division, located at 292 West Beamer Street, Woodland, CA 95695. The following documents are referenced information sources utilized by this analysis:

1. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. Available at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2030sp_pp_final.pdf. Accessed November 2021.
2. California Building Standards Commission. *California Green Building Standards Code*. Available at: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen>. Accessed November 2021.
3. California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/app/>. Accessed December 2021.
4. California Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed November 2021.
5. California Department of Forestry and Fire Protection. *Yolo County: Fire Hazard Severity Zones In SRA*. Available at: https://osfm.fire.ca.gov/media/6563/fhszs_map57.jpg. Accessed November 2021.
6. California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details: Yolo County Central Landfill (57-AA-0001)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/689?siteID=4033>. Accessed November 2021.
7. California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: <https://dtsc.ca.gov/dtscs-cortese-list>. Accessed November 2021.

8. California Department of Transportation. *California State Scenic Highway System Map*. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed November 2021.
9. California Energy Commission. *2019 Building Energy Efficiency Standards: Frequently Asked Questions*. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed November 2021.
10. California Energy Commission. *California Energy Commission 2019 Building Energy Efficiency Standards What's New for Nonresidential*. Available at: <https://www.energy.ca.gov/media/3455>. Accessed November 2021.
11. California Geological Survey. *CGS Information Warehouse: Mineral Land Classification*. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/>. Accessed November 2021.
12. California Historical Resources Information System, Northwest Information Center. *Record Search Results for the Proposed Bogle Cell Tower Project, NWIC File No.: 21-0668*. November 5, 2021.
13. EBI Consulting. *Radio Frequency – Electromagnetic Energy (RF-EME) Compliance Report*. August 4, 2020.
14. Federal Aviation Administration. *Advisory Circular: Obstruction Marking and Lighting*. Available at: https://www.faa.gov/documentLibrary/media/Advisory_Circular/Advisory_Circular_70_7460_1M.pdf. Accessed November 2021.
15. Federal Emergency Management Agency. *Flood Insurance Rate Maps 06113C0740G, effective June 18, 2010*. Available at: <https://msc.fema.gov/portal/search?AddressQuery=-121.58432134879509%2C%2038.38045589069815#searchresultsanchor>. Accessed November 2021.
16. Native American Heritage Commission. *Bogle Cell Tower Project, Yolo County*. December 2, 2021.
17. State Water Resources Control Board. *GeoTracker*. Available at: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=yolo+county>. Accessed November 2021.
18. Synthesis Planning. *Biological Resources Assessment: CA017 Bogle (also AT&T CVL06447) Telecommunications Project, Yolo County, California*. April 2021 (Revised October 2021).
19. U.S. Department of Agriculture Natural Resources Conservation Service. *Web Soil Survey*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed December 2021.
20. Yolo County. *2030 Countywide General Plan Environmental Impact Report*. April 24, 2009.
21. Yolo County. *Environmental Impact Report Bogle Wind Turbine Project*. Available at: <https://www.yolocounty.org/government/general-government-departments/community-services/planning-division/current-projects>. Accessed November 2021.
22. Yolo County. *Yolo County Climate Action Plan: A Strategy for Smart Growth Implementation, Greenhouse Gas Reduction, and Adaptation of Global Climate Change*. Adopted March 15, 2011.
23. Yolo Habitat Conservancy. *Yolo Habitat Conservation Plan/Natural Community Conservation Plan*. April 2018.
24. Yolo Habitat Conservancy. *Yolo Habitat Conservation Plan/Natural Community Conservation Plan Final Environmental Impact Statement/Environmental Impact Report*. April 2018.
25. Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “less-than-significant with mitigation” as indicated by the checklist on the following pages.

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

D. DETERMINATION

On the basis of this initial study:

- 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 in the project have been made by or agreed to by the applicant. 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 a “potentially significant impact” or “potentially significant unless mitigated” on the environment, 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 all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

JD Trebec, Senior Planner

Printed Name

Date

County of Yolo

For

E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed. The mitigation measures prescribed for environmental effects described in this IS/MND will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the proposed project through project conditions of approval. The County will adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with approval of the project.

Yolo County adopted the 2030 Countywide General Plan¹ (General Plan) and certified the associated 2030 Countywide General Plan Environmental Impact Report² (General Plan EIR) on November 10, 2009. The General Plan EIR was prepared as a program-level EIR, pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.).

According to PRC Section 21083.3(b), if a development project is consistent with the general plan of a local agency and an EIR was certified with respect to that general plan, the analysis of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR, or which substantial new information shows will be more significant than described in the prior EIR. Therefore, this IS/MND is limited to the effects peculiar to the parcel and not addressed as significant in the County's General Plan EIR.

F. PROJECT DESCRIPTION

The following section includes a description of the proposed project location and surrounding land uses, as well as a discussion of the project components and necessary discretionary actions.

Project Location and Setting

The project site is located within a portion of a 5.61-acre parcel at 38300 Jefferson Boulevard southwest of Clarksburg in unincorporated Yolo County (County) (see Figure 1 and Figure 2). The site is currently developed with a farm residence occupied by a caretaker, detached garage, well house, and barn. A drainage canal is located along the site's western and southern boundaries. The Bogle Production Facility, Bogle Vineyards' wine-production site, is located to the west of the project site. Jefferson Boulevard/SR 84 is located approximately 264 feet to the east. Within the greater project vicinity, the project site is situated 5.73 miles to the west of the City of Elk Grove and 7.04 miles to the southwest of the City of Sacramento within an unincorporated area of the County used for agricultural production. The site is surrounded on all sides by parcels zoned A-N/CADO. A 115-acre parcel planted with alfalfa is located to the west of the wine-production site, 80 acres of which are under a Swainson's hawk conservation easement that is approximately 3,230 feet west of the project site.³ Another 80-acre parcel owned by Bogle Vineyards wraps around the winery facility and is planted with alfalfa and wine grapes. The County's General Plan designates the site as AG/ADO, and the site is zoned A-N/CADO.

¹ Yolo County. *2030 Countywide General Plan*. Adopted November 10, 2009.

² Yolo County. *2030 Countywide General Plan Final Environmental Impact Report*. Certified November 10, 2009.

³ Yolo County. *Environmental Impact Report Bogle Wind Turbine Project* [pgs. 2-1 and 2-4]. Available at: <https://www.yolocounty.org/government/general-government-departments/community-services/planning-division/current-projects>. Accessed November 2021.

Figure 1
Regional Vicinity Location

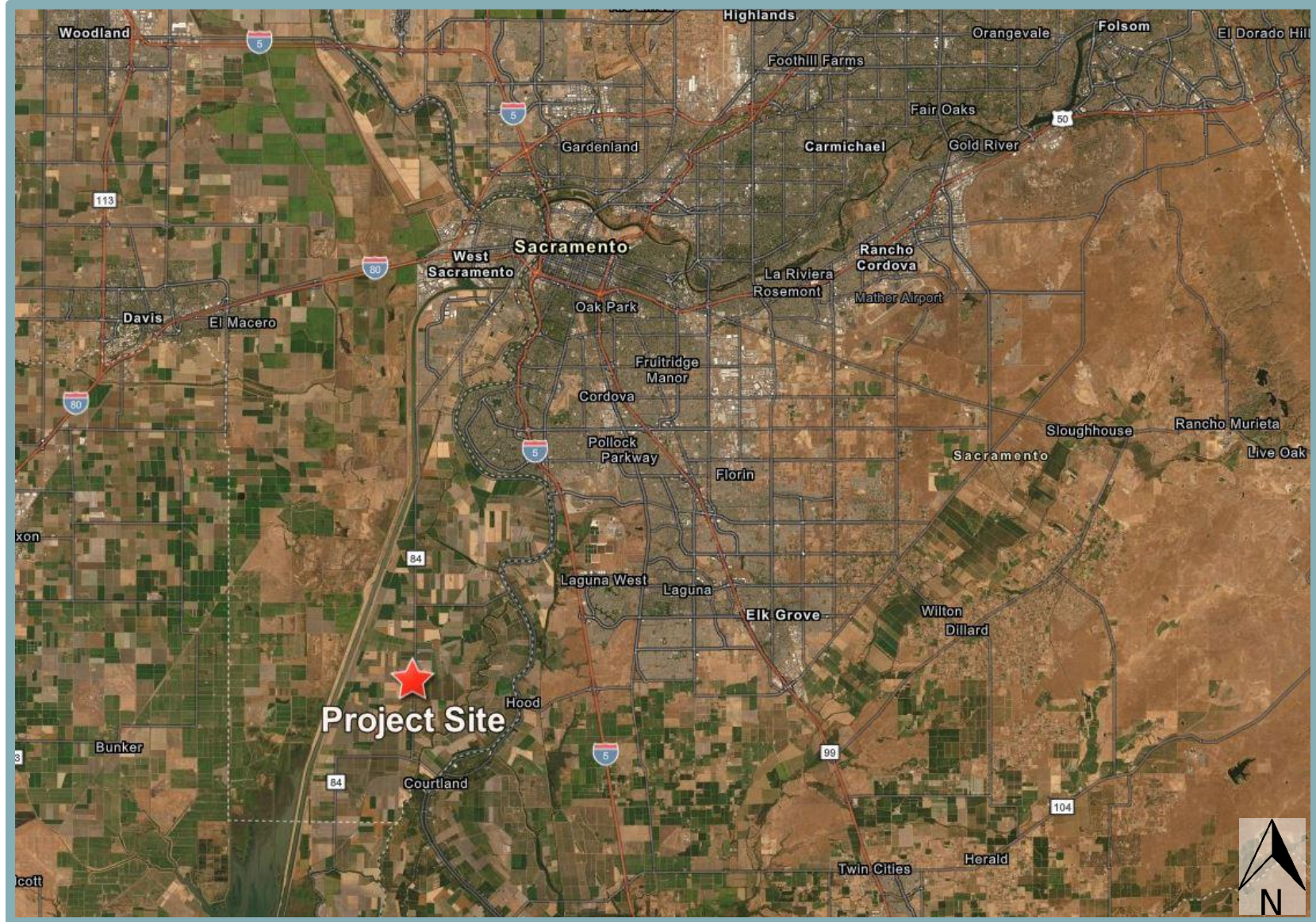


Figure 2
Project Site Map



Project Components

The proposed project would involve construction of a 40-foot by 50-foot (2,000 square feet [sf]) collocated wireless communication facility to the northeast of the project site's existing barn (see Figure 3), with the proposed telecommunications facility consisting of several components. Construction activities are anticipated to occur over the course of approximately 90 working days.

The primary component would be a 140-foot-tall communication tower/monopole with 12 mounted antennas (see Figure 4). The tower/monopole would be located generally within the central area of the project site. As shown in Figure 5, the 12 antennas would be comprised of nine Kathrein-800-10965K antennas, each with a height of slightly more than 6.5 feet, and three Quintel-QS6656-3 antennas, each with a height of six feet. The antennas would be mounted to the tower/monopole by way of three platforms, with each platform consisting of three Kathrein antennas and one Quintel antenna.

In addition, the proposed project would include development of the following components: a communications shelter, fiber distribution box, 30-kilowatt emergency backup diesel generator, multi-meter/backhaul rack, and a walk-in cabinet. The communications shelter would generally be located to the west of the tower/monopole and would measure 11.5 feet by 12 feet. The fiber distribution box would be installed generally in the southeast portion of the project site and would measure 14 sf. The multi-meter/backhaul rack would be located immediately to the south of the fiber distribution box. The walk-in cabinet would be located on an elevated concrete pad, immediately to the north of the tower/monopole. The backup diesel generator would be sited to the north of the walk-in cabinet and would only operate as part of periodic maintenance testing and/or in the event of an emergency power loss.

The proposed communication facility would be enclosed by a six-foot-tall, chain-link security fence. The project site would be covered with gravel on portions not used for equipment installation. The tower site and backup generator would be installed within pre-disturbed areas.

Finally, the proposed project would include the installation of 250 feet of underground fiber-optic cable line between the tower/monopole site and existing telecommunications infrastructure to the southeast of the project site. The disturbance corridor would be approximately 10 feet wide.

Access

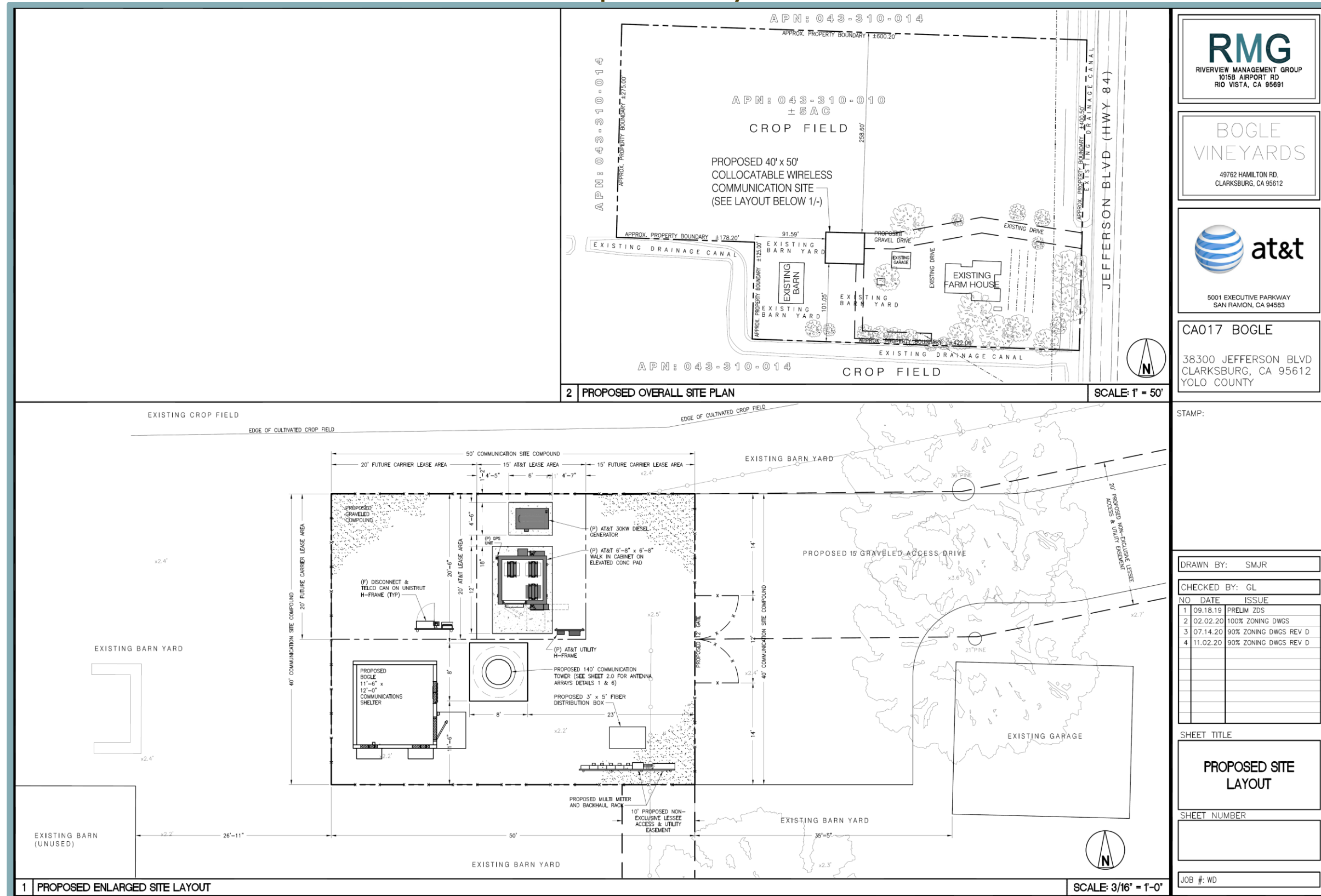
The proposed project would include an expansion of the existing gravel driveway in the eastern portion of the project site in order to provide site access. The gravel driveway would provide a connection to the communication facility from Jefferson Boulevard/SR 84, which is located approximately 264 feet to the east of the site. The proposed expansion would not include widening of the gravel driveway.

Use Permit

The proposed project would require County approval of a Use Permit. As detailed in Section 8-2.217 of the Yolo County Code of Ordinances, the purpose of a Use Permit is to allow the proper integration into the community of uses which may be suitable only in specific locations in a zone or only if such uses are designed or laid out on the site in a particular manner.

Per Table 8-2.304(d) in the County's Code of Ordinances, wireless communication facilities are allowed in the A-N zoning district with County approval of a Use Permit.

**Figure 3
Proposed Site Layout**



RMG
RIVERVIEW MANAGEMENT GROUP
1015B AIRPORT RD
RIO VISTA, CA 95691

BOGLE VINEYARDS
49762 HAMILTON RD.
CLARKSBURG, CA 95612

at&t
5001 EXECUTIVE PARKWAY
SAN RAMON, CA 94583

CA017 BOGLE
38300 JEFFERSON BLVD
CLARKSBURG, CA 95612
YOLO COUNTY

SCALE: 1" = 50'

STAMP:

DRAWN BY: SMJR

CHECKED BY: GL

NO	DATE	ISSUE
1	09.18.19	PRELIM ZDS
2	02.02.20	100% ZONING DWGS
3	07.14.20	90% ZONING DWGS REV D
4	11.02.20	90% ZONING DWGS REV D

SHEET TITLE
PROPOSED SITE LAYOUT

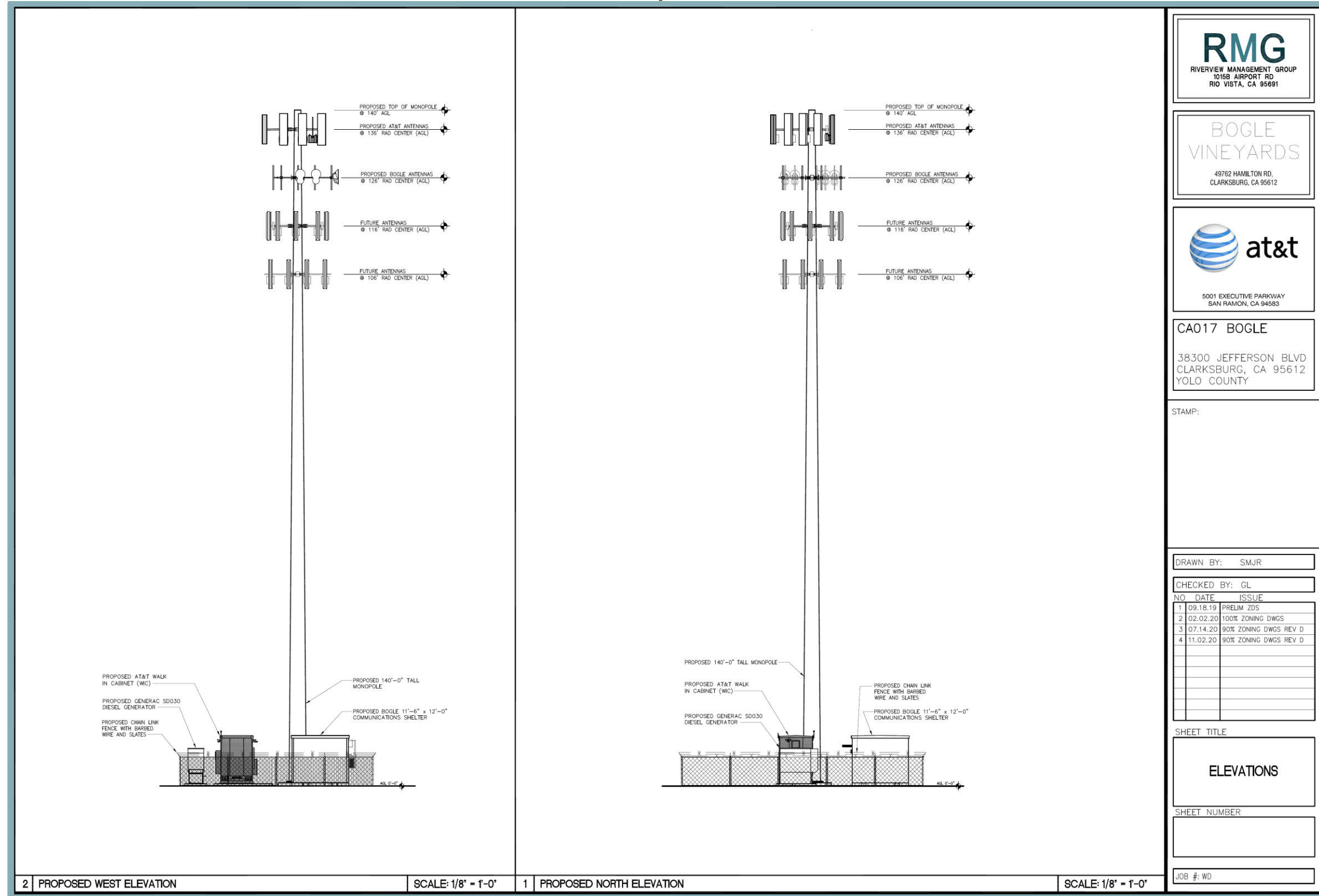
SHEET NUMBER

JOB #: WD

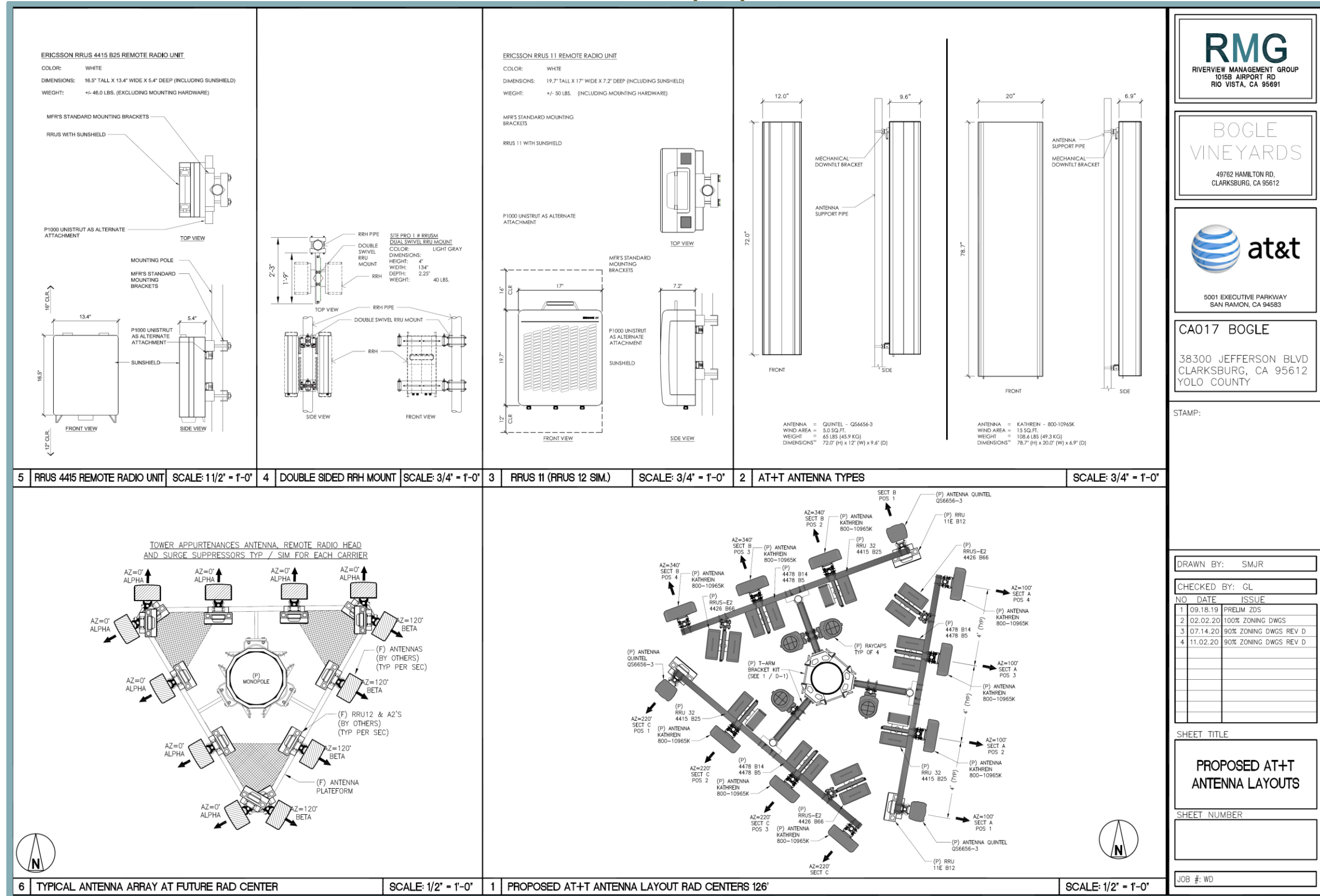
SCALE: 3/16" = 1'-0"

1 PROPOSED ENLARGED SITE LAYOUT

Figure 4
Tower/Monopole Elevations



**Figure 5
Antenna Array/Layout**



RMG
 RIVERVIEW MANAGEMENT GROUP
 1015B AIRPORT RD
 RIO VISTA, CA 95691

BOGLE VINEYARDS
 49762 HAMILTON RD.
 CLARKSBURG, CA 95612

at&t
 5001 EXECUTIVE PARKWAY
 SAN RAMON, CA 94583

CA017 BOGLE
 38300 JEFFERSON BLVD
 CLARKSBURG, CA 95612
 YOLO COUNTY

STAMP:

DRAWN BY: SMJR

CHECKED BY: GL

NO	DATE	ISSUE
1	09.18.19	PRELIM ZDS
2	02.02.20	100% ZONING DWGS
3	07.14.20	90% ZONING DWGS REV D
4	11.02.20	90% ZONING DWGS REV D

SHEET TITLE
PROPOSED AT+T ANTENNA LAYOUTS

SHEET NUMBER

JOB #: WD

Discretionary Actions

Implementation of the proposed project would require the following discretionary actions by the County:

- Adoption of the IS/MND;
- Approval of the Mitigation Monitoring and Reporting Program; and
- Approval of a Use Permit.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project’s impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. The project site, which is currently developed with a farm residence, detached garage, well house, and barn, does not include typical scenic vistas on-site.

With respect to off-site areas that could potentially qualify as a scenic vista, according to the County’s General Plan and General Plan EIR, the County has designated the following roadways as local scenic highways: (1) SR 16, Colusa County line to Capay; (2) SR 128, Winters to the Napa County line; (3) County Road (CR) 116 and CR 116B, Knights Landing to the eastern terminus of CR 16; (4) CR 16, CR 117, and Old River Road, CR 107 to West Sacramento; and (5) South River Road, West Sacramento limits to Sacramento County line. In addition, the County has designated the areas along the waterways of Cache and Putah creeks, the Yolo Bypass, and the Sacramento River as local scenic corridors. Of the aforementioned roadways and local scenic corridors, the nearest to the project site is the Sacramento River, which is located 3.2 miles to the east. Considering that development of the proposed project would be confined to the boundaries of the project site, the project would not change or remove a scenic vista or be visible from any of the aforementioned scenic vistas.

In addition, as shown in Table 8-2.304(d) in the County’s Code of Ordinances, wireless communication facilities are allowed in the A-N zoning district with County approval of a Use Permit. As part of obtaining County approval of a Use Permit, the proposed project would be required to be consistent with all applicable development standards set forth in Section 8-2.1102(e) of the County’s Code of Ordinances, which would include demonstrating the proposed structures would not significantly affect any designated public viewing area or scenic corridor.

Based on the above, the proposed project would not have a substantial adverse effect on a scenic vista. Therefore, the project would result in a **less-than-significant** impact.

- b. According to the California Department of Transportation's (Caltrans) California State Scenic Highway System Map, the nearest officially designated State Scenic Highway to the project site is SR 160, which is located 3.3 miles to the east of the site.⁴ The views of the project site from SR 160 are predominantly obscured by existing trees situated along both sides of the Sacramento River, which is adjacent to the western side of SR 160. Thus, the project site would not be visible from the nearest State scenic highway. Based on the above, the proposed project would not substantially damage scenic resources within a State scenic highway. Therefore, **no impact** would occur.
- c. The project site is located in the unincorporated portion of the County, and the site is surrounded on all sides by parcels zoned A-N/CADO that are used for agricultural production. Therefore, the project site is located within a non-urbanized area, and the applicable threshold is whether the proposed project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.

Public views of the project site are afforded from Jefferson Boulevard/SR 84, which is located approximately 264 feet to the east of the site. Changes to the existing public views towards the site due to development of the proposed project are discussed below. For the purposes of this analysis, public views consist of both views towards the site from northbound and southbound motorists and/or bicyclists traveling along Jefferson Boulevard/SR 84.

With respect to views from the farm residence, as well as the surrounding homes in the project vicinity, CEQA case law has established that only public views, not private views, are protected under CEQA. For example, in *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720 [3 Cal. Rptr.2d 488] the court determined that "we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general. As recognized by the court in *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: '[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general.'" Such a conclusion is consistent with the thresholds of significance established in Appendix G of the CEQA Guidelines. Therefore, it is appropriate to focus the aesthetic impact analysis on potential impacts to public views, rather than private views.

View From Northbound Jefferson Boulevard/SR 84

Figure 6 shows the existing public view from northbound Jefferson Boulevard/SR 84. Currently, the view consists of the roadway and an adjacent drainage canal in the immediate foreground. The midground features utility poles, overhead electricity distribution lines, road signs, and an agricultural field. As the midground transitions to the background, several existing trees to the south of the project site's barn are within the viewshed, largely obscuring the site. The background consists of trees, aboveground electricity infrastructure, and scattered rural residences, all of which are lightly discernible against the backdrop of the sky. Photo simulations were conducted to represent the public view of the project site from northbound Jefferson Boulevard/SR 84, with a rendering of the proposed project (see

⁴ California Department of Transportation. *California State Scenic Highway System Map*. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed November 2021.

Figure 7).

Figure 6
Existing Public View from Northbound Jefferson Boulevard/SR 84



Figure 7
Simulated Public View from Northbound Jefferson Boulevard/SR 84



As shown in the simulation, the proposed tower/monopole and mounted antenna platforms are clearly discernible to the north of the existing barn; however, all other project components, such as the communications shelter, backup diesel generator, and chain-link fence, would be shielded from the public view by the existing trees. Given the presence of the existing aboveground utility infrastructure within the viewshed's foreground and background, the addition of the tower/monopole would not significantly alter the character of the public view. Following project construction, the character and visual quality of the view substantially remains that of a rural landscape comprised of agricultural production.

As previously discussed, the proposed wireless communication facilities are allowed in the A-N zoning district with County approval of a Use Permit. Given that the proposed project is consistent with the site's land use designation, such development was generally considered for the project site as part of the analysis within the County's General Plan EIR. In addition, as part of obtaining County approval of a Use Permit, the proposed project would be required to demonstrate consistency with all applicable development standards set forth in Section 8-2.1102(e) of the County's Code of Ordinances, including the requirement that the proposed structures would not significantly affect any designated public viewing area or scenic corridor. Furthermore, the proposed project would be required to comply with all applicable General Plan policies, such as Policy CC-1.18, which requires communication transmission facilities to be avoided along scenic roadways and routes.

Finally, the speed limit on Jefferson Boulevard/SR 84 within the project vicinity is 55 miles per hour (mph). As such, public views from motorists traveling northward past the project site would be temporary, occurring only as vehicles briefly pass by the site.

Based on the above, public views of the project site from northbound Jefferson Boulevard/SR 84 would not be considered to be substantially degraded by the proposed project.

View From Southbound Jefferson Boulevard/SR 84

Figure 8 shows the existing public view from southbound Jefferson Boulevard/SR 84. Currently, the view consists of the roadway in the immediate foreground. The midground features utility poles, overhead electricity distribution lines, and an agricultural field. Before the midground transitions to the background, the view includes the project site's existing residence, detached garage, barn, and associated trees. As the midground transitions to the background, the view includes a structure and several trees associated with the Bogle Production Facility. The background consists of trees and aboveground electricity infrastructure, all of which are lightly discernible against the backdrop of the sky.

Photo simulations were prepared with a rendering of the developed proposed project (see Figure 9). As shown in the simulation, the proposed tower/monopole and mounted antenna platforms are clearly discernible to the north of the existing barn; however, other project components, such as the communications shelter and backup diesel generator, are shielded by the chain-link fence and existing trees to the north and south of the detached garage.

Given the presence of the existing aboveground utility infrastructure within the viewshed's foreground and background, the addition of the tower/monopole would not significantly alter the character of the public view.

Figure 8
Existing Public View from Southbound Jefferson Boulevard/SR 84



Figure 9
Simulated Public View from Southbound Jefferson Boulevard/SR 84



Following project implementation, the character and visual quality of the view substantially remains that of a rural landscape comprised of agricultural production. As previously discussed, buildout of the project site with the proposed use was generally considered as part of the analysis within the County's General Plan EIR. Additionally, as part of obtaining County approval for a Use Permit, the proposed project would be required to demonstrate consistency with all applicable development standards set forth in Section 8-2.1102(e) of the County's Code of Ordinances. The proposed project would be required to be consistent with all applicable General Plan policies. Finally, as previously mentioned, given the speed limit on Jefferson Boulevard/SR 84, public views from motorists traveling southward past the project site would be temporary, occurring only as vehicles briefly pass by the site.

Based on the above, public views of the project site from southbound Jefferson Boulevard/SR 84 would not be considered to be substantially degraded by the proposed project.

Conclusion

Based on the above, the proposed project would not be considered to substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with regulations governing scenic quality. Thus, a **less-than-significant** impact would occur.

- d. The project site is currently developed with a farm residence, detached garage, well house, and barn. Additionally, the Bogle Production Facility is located to the west of the project site. Therefore, the site and project vicinity contain existing sources of light and glare, such as porch and patio lights, landscape lighting, interior lighting visible through windows, architectural accent lighting, motion-activated security lighting, and glare from reflective surfaces such as windows.

Development of the proposed project could introduce new sources of light, as cell towers can include anti-collision safety features in order to prevent safety hazards with aircraft such as white strobing lights for use during the daytime hours and stable red lights during the nighttime hours. Typically, red lights operate on cell towers following sundown, as white strobe lights would be brighter than is necessary to prevent collisions. The standards relative to objects in the navigable airspace are set forth in Title 14 of the Code of Federal Regulations (CFR), Part 77. As noted in Title 14 CFR, Part 77.9, Construction or Alteration Requiring Notice, the Federal Aviation Administration (FAA) must be notified only for construction of structures in excess of 200 feet in height above ground level (AGL). As such, the proposed tower/monopole, which would be 140 feet AGL, would not be required to install anti-collision lighting. Nevertheless, the proposed project would be required to comply with all applicable standards for marking and lighting structures set forth by the FAA, including lighting for safety-related purposes.⁵ Compliance with the foregoing standards would ensure the proposed tower/monopole does not create a new source of substantial light which would adversely affect day or nighttime views. In addition, cell tower components typically do not include reflective materials. Thus, the proposed cell tower would not create a new source of substantial glare. All other structures associated with the proposed project would not include sources of light and/or glare, as such potential

⁵ Federal Aviation Administration. *Advisory Circular: Obstruction Marking and Lighting*. Available at: https://www.faa.gov/documentLibrary/media/Advisory_Circular/Advisory_Circular_70_7460_1M.pdf. Accessed November 2021.

sources would not be necessary for operation of the tower/monopole. Project operation would not generate light and glare from vehicle headlights, because the project would be unmanned.

Based on the above, the proposed project would not create a new source of substantial light which would adversely affect day or nighttime views in the project vicinity. Therefore, the project would result in a ***less-than-significant*** impact.

II. AGRICULTURE AND FORESTRY RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	✘
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a,e. According to the California Department of Conservation’s California Important Farmland Finder, the project site is designated entirely as “Prime Farmland.”⁶ However, it should be noted that the proposed project would be implemented only within areas that have already been disturbed as part of development of the site’s existing residence and associated structures. Such areas are not currently used for agricultural production. Therefore, project operation would not affect the current agricultural uses that are in effect in the immediate project vicinity, including the crop field immediately to the north of the project site. During project construction, storage areas for contractor equipment and materials would be within the existing disturbed areas, which would prevent impacts to off-site agricultural uses.

Based on the above, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Thus, a **less-than-significant** impact would occur.

b. The project site is zoned A-N/CADO and is not under a Williamson Act contract. As shown in Table 8-2.304(d) in the County’s Code of Ordinances, wireless communication facilities are allowed in the A-N zoning district with County approval of a Use Permit. As such, with County approval of a Use Permit, the proposed project would be consistent with the uses allowed in the A-N zoning district.

As discussed above, the proposed project would be implemented only within areas that have already been disturbed as part of development of the site’s existing residence and associated structures. Such areas are not currently used for agricultural production. Furthermore, as discussed in Section IV, Biological Resources, of this IS/MND, Mitigation Measure IV-3 requires the project to incorporate Best Management Practices (BMPs) to ensure potential impacts to off-site areas are reduced to a less-than-significant level.

⁶ California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/app/>. Accessed December 2021.

Based on the above, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and a ***less-than-significant*** impact would occur.

- c,d. The project site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). As such, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland, or result in the loss of forest land or conversion of forest land to non-forest use. Thus, the project would result in ***no impact***.

III. AIR QUALITY.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a,b. The project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the of the Yolo-Solano Air Quality Management District (YSAQMD). The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require that federal and State ambient air quality standards (AAQS) be established, respectively, for six common air pollutants, known as criteria pollutants. The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards.

The CAA requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, YSAQMD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies.

General conformity requirements of the SIP include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS. In addition, a project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the emissions inventories contained in the air quality plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on General Plans and zoning designations for the region.

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the PM_{2.5} Implementation/Maintenance Plan, and the 2012 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. Thus, by exceeding the YSAQMD’s mass emission thresholds for operational or construction

emissions of reactive organic gas (ROG), nitrogen oxide (NO_x), or PM₁₀, a project would be considered to conflict with or obstruct implementation of the YSAQMD's air quality planning efforts. The YSAQMD mass emission thresholds for operational and construction emissions are shown in Table 1 below.

Table 1 YSAQMD Thresholds of Significance		
Pollutant	Construction Thresholds	Operational Thresholds
ROG	10 tons/yr	10 tons/yr
NO _x	10 tons/yr	10 tons/yr
PM ₁₀	80 lbs/day	80 lbs/day
<i>Source: YSAQMD. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.</i>		

The YSAQMD provides screening criteria to assess a project's potential to exceed the applicable thresholds for ROG, NO_x, and PM₁₀ in Table 2 of the YSAQMD's *Handbook for Assessing and Mitigating Air Quality Impacts*. Table 2 provides the square footage at which various commercial projects could be assumed to exceed the YSAQMD's applicable thresholds. The smallest square footage listed is for a government office building measuring 75,000 sf. The proposed communication facility would be confined to 2,000 sf, which is well below the smallest square footage listed for commercial uses in the YSAQMD's screening criteria. Thus, due to the size of the proposed project, construction and operations of the proposed project are not anticipated to generate emissions in excess of the YSAQMD's thresholds of significance.

Furthermore, construction would be limited to minor ground disturbance to construct the proposed tower/monopole, associated aboveground structures, and underground infrastructure, as the project site is already graded and partially developed. In addition, construction activity associated with the proposed project is anticipated to occur over the course of approximately 90 working days. Given that such activities are considered minor and temporary, construction of the proposed project would not exceed the YSAQMD thresholds for construction emissions. Additionally, the proposed project would not directly result in any operational emissions beyond a negligible number of emissions associated with periodic testing of the project's backup diesel generator and vehicle emissions related to period maintenance. Therefore, the project operation would not exceed the YSAQMD thresholds for operational emissions.

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Because the proposed project would not result in emissions above the applicable thresholds of significance for ROG, NO_x, or PM₁₀, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS.

Because the proposed project would not result in construction-related or operational emissions of criteria air pollutants in excess of YSAQMD's thresholds of significance, conflicts with or obstruction of the implementation of the applicable regional air quality plans would not occur. In addition, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is

nonattainment under an applicable federal or State AAQS. Thus, a **less-than-significant** impact would result.

- c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics.

Within the context of the County's General Plan (specifically, Action CO-A107 in the Conservation and Open Space Element), the County considers the definition of sensitive receptors to pertain to "residentially designated land uses," rather than individual residences. As such, residential land uses and/or zoning districts would be considered sensitive receptors, and sensitive receptors would not include individual homes within zoning districts such as the project site's A-N/CADO zoning. Therefore, within the context of the County's General Plan, the on-site residence is not considered a sensitive receptor. The nearest existing sensitive receptor location for the purposes of this analysis would be in Clarksburg, over three miles from the project site.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and toxic air contaminant (TAC) emissions.

Localized Carbon Monoxide Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. The YSAQMD recommends the use of screening thresholds to assess a project's potential to create an impact through the creation of CO hotspots. A violation of the CO standard could occur if either of the following criteria is true of any street or intersection affected by the mitigated project:⁷

- The project would reduce peak-hour level of service (LOS) on one or more streets or at one or more intersections to an unacceptable LOS (typically LOS E or F); or
- The project would increase a traffic delay by 10 or more seconds on one or more streets or at one or more intersections in the project vicinity where a peak hour LOS of F currently exists.

If either or both of the above criteria are met by the mitigated project, YSAQMD recommends performing a full CO Protocol Analysis.

As discussed in Section XVII, Transportation, of this IS/MND, the proposed project is not anticipated to increase traffic to local roadways except during the construction period. Increases in vehicle traffic resulting from the proposed project would be minor and would only occur during the installation of the proposed monopole/tower, associated structures,

⁷ Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

and underground infrastructure. As such, based on the YSAQMD screening criteria, the proposed project would result in a less-than-significant impact related to localized CO emissions concentrations and would not expose sensitive receptors to substantial concentrations of localized CO.

TAC Emissions

Another category of environmental concern is TACs. The California Air Resources Board (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high-traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high-volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project does not include any operations that would be considered a substantial source of TACs. The project would include a backup diesel generator; however, the generator would only operate as part of periodic maintenance testing and/or in the event of an emergency power loss. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would be limited to approximately 90 days. All construction equipment and operation thereof would be regulated per the *In-Use Off-Road Diesel Vehicle Regulation*, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable YSAQMD rules and regulations, particularly associated with permitting of air pollutant sources.

Due to the temporary nature of construction, which would occur over the course of approximately 90 working days, the relatively short duration of potential exposure to associated emissions, and the substantial distance between the project site and the nearest sensitive receptor, sensitive receptors would not be exposed to concentrations of pollutants for an extended period of time. Therefore, construction of the proposed project would not expose the nearest sensitive receptors to substantial pollutant concentrations.

Conclusion

Based on the above, the proposed project would not expose any sensitive receptors to substantial concentrations of pollutants, including localized CO or TACs, during construction or operation. Therefore, the proposed project would result in a **less-than-significant** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

- d. Emissions of pollutants have the potential to adversely affect sensitive receptors within a development project's vicinity. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in questions 'a' through 'c' above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

According to the YSAQMD, common types of facilities that are known to produce odors include, but are not limited to, wastewater treatment facilities, chemical or fiberglass manufacturing, landfills, auto body shops, composting facilities, food processing facilities, refineries, dairies, and asphalt or rendering plants.⁸ While offensive odors rarely inflict physical harm, the YSAQMD notes that odors can still generate considerable distress among the public because of their unpleasant nature, which in turn, potentially leads to citizen complaints to local governments and the YSAQMD. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables, including: the nature of the odor source; the frequency of odor generation; the insensitivity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

Diesel fumes from construction equipment are often found to be objectionable; however, as discussed above, the nearest sensitive receptor to the project site is over three miles away. In addition, construction is temporary and construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours, and would only occur over portions of the improvement area at a time. In addition, all construction equipment and operation thereof would be regulated per the *In-Use Off-Road Diesel Vehicle Regulation*. Project construction would also be required to comply with all applicable YSAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions as well as any associated odors related to operation of construction equipment. Considering the distance to the nearest sensitive receptor, the short-term nature of construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, construction of the proposed project would not create objectionable odors affecting a substantial number of people.

As previously discussed above, the proposed project would not directly result in any operational emissions beyond a negligible number of emissions associated with periodic testing of the project's backup diesel generator. In addition, the project does not meet any of the facility types identified by CARB or the YSAQMD as odor-generating; thus, the project would not generate substantial operational odors. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people.

Dust

All projects within the YSAQMD are required to implement construction mitigation measures, such as a dust control program. The dust control program would ensure that water or dust palliatives would be applied to exposed surfaces and construction-related trucks would be covered at the end of the day. In addition, the YSAQMD requires that

⁸ Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

grading operations do not take place during periods of high winds; however, as previously mentioned, the site is already graded and would require only minimal grubbing prior to construction. The project would be required to comply with YSAQMD Rule 2.11, Particulate Matter Concentration, and Rule 2.19, Particulate Matter Process Emission Rate, as well as the BMPs noted in Policy CO-6.6 of the County's General Plan, which serve to reduce air pollutant emissions associated with the construction and operation of development projects.

Implementation of all applicable YSAQMD rules would ensure that construction of the proposed project would not result in substantial emissions of dust. Following project construction, vehicles would only operate within the project site as part of periodic maintenance checks and would be restricted to areas overlain with gravel. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors and dust) that would affect a substantial number of people, and a ***less-than-significant*** impact would result.

IV. BIOLOGICAL RESOURCES.

Would the project:

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

Discussion

- a. The project site, which has been previously graded, is currently developed with a farm residence, associated residential structures, and a gravel driveway. The following is a discussion on the potential for the proposed project to affect on-site special-status species protected under CEQA. Where applicable, the discussion also addresses the project’s compliance with applicable requirements set forth by the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP), which would reduce potential impacts to special-status species.

Biological Resources Assessment

A Biological Resources Assessment (BRA) was prepared by Synthesis Planning to assess the extent to which the proposed project would impact on-site special-status plant and wildlife species (attached as Appendix A to this IS/MND).⁹ An impact would include substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). In addition, raptors (birds of prey), migratory birds, and other avian species are protected under the Migratory Bird Treaty Act of 1918 (MBTA) and California Fish and Game Code (CFGC) Section 3503.5. With respect to special-status plant species, the California Native Plant Society’s (CNPS) Rare Plant

⁹ Synthesis Planning. *Biological Resources Assessment: CA017 Bogle (also AT&T CVL06447) Telecommunications Project, Yolo County, California*. April 2021 (Revised October 2021).

Ranking (CRPR) system includes rankings for plants, from 1 to 4. Plants with a CRPR Rank of 1 or 2 are considered special-status plants under CEQA.

The BRA's analysis included review of background literature to determine the potential presence of sensitive vegetation communities, aquatic communities, and special-status plant and wildlife species. Resources reviewed included the USFWS quadrangle species lists, USFWS list of special-status animals for Yolo County, the CDFW's California Natural Diversity Database records, the CDFW's *Special Animals List*, the CDFW's *State and Federally Listed Endangered and Threatened Animals of California*, the CNPS electronic inventory records, and the 1990 CDFW publication *California's Wildlife, Volumes I-III*. Additionally, the BRA incorporated findings from a field survey conducted of the project site and a 200-foot buffer area on April 8, 2021.

Altogether, the determination of whether the proposed project would result in adverse impacts to State special-status species was based on CEQA, the CDFW, and the CNPS guidelines for special-status plants and animals. Impacts to special-status species were identified if: (1) such species occurred in habitats similar to those of the project site and buffer areas, and (2) were known to occur within the general project vicinity. For special-status species covered under the Yolo HCP/NCCP, the BRA identified the applicable avoidance and minimization measures (AMMs) that would be required of the project in order to engage in the "incidental take" of such species. The results of the BRA's evaluation are discussed below.

Special-Status Plants

As previously discussed, the project site has been subjected to previous disturbance through development of the site's current structures, which include a farm residence, detached garage, well house, and barn. The BRA identified 14 special-status plant species that have potential to occur in the general project vicinity (see Table 1 of the BRA for additional detail). Of the total, the BRA determined that potential habitat is available within the 200-foot buffer area around the project site to accommodate the following 10 special-status plant species:

- Watershield (*Brasenia schreberi*, CRPR Rank 2B.3), found in freshwater marshes and swamps and has a blooming period of May through September;
- Bristly sedge (*Carex comosal*, CRPR Rank 2B.1), found in marshes, swamps, lake margins, and wet places and has a blooming period of May through September;
- Bolander's water-hemlock (*Cicuta maculata* var. *bolanderi*, CRPR Rank 2B.1), found in marshes and freshwater/brackish marshes and has a blooming period of July through September;
- Woolly rose-mallow (*Hibiscus lasiocarpus* var. *occidentalis*, CRPR Rank 1B.2), found in freshwater marshes and swamps and has a blooming period of June through September;
- Delta tule pea (*Lathyrus jepsonii* var. *jepsonii*, CRPR Rank 1B), found in freshwater and brackish marshes and has a blooming period of May through September;
- Mason's lilaeopsis (*Lilaeopsis masonii*, CRPR Rank 1B.1), found in freshwater and brackish marshes and has a blooming period of April through November;
- Delta mudwort (*Limosella australis*, CRPR Rank 2B.1), found in freshwater and brackish marshes as well as riparian scrub and has a blooming period of May through August;
- Sanford's arrowhead (*Sagittaria sanfordii*, CRPR Rank 1B.2), found in marshes

- and swamps and has a blooming period of May through October;
- Side-flowering skullcap (*Scutellaria lateriflora*, CRPR Rank 2B.2), found in meadows and seeps and has a blooming period of July through September; and
 - Saline clover (*Trifolium depauperatum* var. *hydrophilum*, CRPR Rank 1B.2), found in marshes, valley and foothill grassland on mesic and alkaline soils, and vernal pools and has a blooming period of April through June.

The BRA field survey did not identify any occurrences of the above species, and the plants have not been documented within the boundaries of or in proximity to the project site. However, potential habitat occurs for each of the species within the drainage ditch immediately south of the project's proposed utility route, and 100 feet to the west of the proposed tower site. Potential aquatic habitat is also available just north and south of the existing access road where it connects with Jefferson Boulevard/SR 84.

Based on the above, if the above plant species were to bloom within the proposed disturbance area prior to project implementation, the proposed project could have a substantial adverse effect, either directly or through habitat modification, on special-status plant species.

Special-Status Wildlife

The BRA identified 18 special-status plant species that have potential to occur in the general project vicinity (see Table 1 of the BRA for additional detail). Of the total, the BRA determined that potential habitat is available on or near the project site to accommodate the following six species: tricolored blackbird; Swainson's hawk; song sparrow; yellow-headed blackbird; Western pond turtle; and giant garter snake. The potential impacts associated with each identified species is discussed in further detail below. Where applicable, a species' designation as a Covered Species under the Yolo HCP/NCCP is cited and applicable Yolo HCP/NCCP Avoidance and Minimization Measures (AMMs) are discussed.

Tricolored Blackbird

Tricolored blackbird (*Agelaius tricolor*) is a State-listed threatened species and covered under the Yolo HCP/NCCP. The highly colonial species requires open water, protected nesting substrate, and foraging habitat with insect prey within a few kilometers of the colony.

The BRA field survey did not identify any occurrences of the tricolored blackbird, and the species has not been documented within the boundaries of or in proximity to the project site. The BRA found that the species is not likely to be found within the project site, and the wetland habitat in the buffer area is very small in quantity. Nevertheless, the BRA concluded that the species could be present feeding in the general project buffer area. Should the species be present in such areas during project construction, adverse effects to the tricolored blackbird could occur.

Because tricolored blackbird could be potentially impacted by the proposed project, the project would be required to comply with all applicable provisions set forth by the Yolo HCP/NCCP for the incidental take of the species. In addition to paying all applicable fees to the Yolo Habitat Conservancy as part of obtaining an incidental take permit, the project would be required to implement AMM21. AMM21 requires a preconstruction planning-level survey within 14 days prior to the commencement of construction activities by a

qualified biologist to identify and quantify (in acres) tricolored blackbird nesting and foraging habitat within 1,300 feet of the proposed area of disturbance. If an active tricolored blackbird colony is present or has been present within the last five years within the planning-level survey area, the project would be subject to additional requirements set forth by AMM21.

Based on the above, through compliance with all applicable requirements set forth by the Yolo HCP/NCCP for the incidental take of tricolored blackbird, including required compliance with AMM21, the project would result in a less-than-significant impact to the special-status species.

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is a State-listed threatened species and covered under the Yolo HCP/NCCP. The species inhabits grassland, shrubland, and agricultural areas where it has open areas to forage for its small prey and where roost sites are available. During the breeding season, the species requires nesting trees that usually either border agricultural fields, are in wetland borders, or are on abandoned farms. Swainson's hawk forages by soaring over open areas and by searching from perches.

While active nest sites were not observed during the field survey, an individual Swainson's hawk was observed flying over the northern buffer area of the project site. The species has also been documented approximately 0.59 miles south of the site. The BRA found that the species is not likely to be found within the project site. However, potential foraging and nesting habitat was observed in the immediate and general project buffer area. As such, the BRA concluded that Swainson's hawk could be potentially present. Should the species be present in such areas during project construction, adverse effects to Swainson's hawk could occur.

Because Swainson's hawk could be potentially impacted by the proposed project, the project would be required to comply with all applicable provisions set forth by the Yolo HCP/NCCP for the incidental take of the species, including payment of all applicable fees to the Yolo Habitat Conservancy for an incidental take permit. In addition, the project would be required to implement AMM16. AMM16 requires a preconstruction planning-level survey prior to the commencement of construction activities by a qualified biologist to identify nesting habitat for the species within 1,320 feet of the project footprint. If an active Swainson's hawk nest is present, the project would be subject to additional requirements set forth by AMM16.

Based on the above, through compliance with all applicable requirements set forth by the Yolo HCP/NCCP for the incidental take of Swainson's hawk, including required compliance with AMM16, the project would result in a less-than-significant impact to the special-status species.

Song Sparrow and Yellow-Headed Blackbird

Song sparrow (*Melospiza melodia*) and yellow-headed blackbird (*Xanthocephalus xanthocephalus*) are both California Species of Special Concern protected under the MBTA and CFGC. The species are not covered under the Yolo HCP/NCCP. Song sparrow is found in riparian and marsh habitat. Yellow-headed blackbird nests in freshwater emergent wetlands with dense vegetation and deep water, often along borders of lakes or ponds.

The BRA field survey did not identify any occurrences of the song sparrow or yellow-headed blackbird, and neither species have been documented within the boundaries of or in proximity to the project site. The BRA found that neither species is likely to be found within the project site, and the wetland habitat for each species in the buffer area is very small in quantity. Nevertheless, the BRA concluded that both species could be present feeding in the general project buffer area. Therefore, the BRA concluded that both song sparrow and yellow-headed blackbird could be potentially present. Thus, should the species be present in such areas during project construction, adverse effects to song sparrow and yellow-headed blackbird could occur.

Western Pond Turtle

Western pond turtle (*Emys marmorata*) is a California Species of Special Concern and covered under the Yolo HCP/NCCP. The species is a thoroughly aquatic turtle of ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. The species requires basking sites and suitable upland habitat (sandy banks or grassy open fields) for egg-laying.

The BRA field survey did not identify any occurrences of western pond turtle, and the species has not been documented within the boundaries of or in proximity to the project site. Potential upland aestivation habitat suitable for the species was not observed within the project site or buffer area. However, aquatic breeding and foraging habitat for western pond turtle was observed within a drainage ditch immediately south of the proposed utility route and 100 feet west of the proposed tower site. Potential aquatic habitat also was observed just north and south of the existing access road where it connects with Jefferson Boulevard/SR 84. Based on the availability of suitable breeding and foraging habitat near the project site, the BRA determined that western pond turtle could be potentially present. Should the species be present in such areas during project construction, adverse effects to western pond turtle could occur.

Because western pond turtle could be potentially impacted by the proposed project, the project would be required to comply with all applicable provisions set forth by the Yolo HCP/NCCP for the incidental take of the species, including payment of all applicable fees to the Yolo Habitat Conservancy for an incidental take permit. In addition, the project would be required to implement AMM14. AMM14 requires silt fencing and other sediment control devices to be placed around the project site prior to the commencement of construction activities to prevent western pond turtles from entering active work areas. In addition, due to the potential for the species to move through the project site, the AMM additionally includes provisions for construction personnel to, at a minimum, check the ground beneath all equipment and stored materials each morning prior to work activities during disturbing activities to prevent take of individuals.

Based on the above, through compliance with all applicable requirements set forth by the Yolo HCP/NCCP for the incidental take of western pond turtle, including required compliance with AMM14, the project would result in a less-than-significant impact to the special-status species.

Giant Garter Snake

Giant garter snake (*Thamnophis gigas*) is both a federally listed and State-listed threatened species and covered under the Yolo HCP/NCCP. Giant garter snake prefers

freshwater marsh and low-gradient streams. The species has also adapted to drainage ditches and irrigation canals.

The BRA field survey did not observe nesting habitat or burrows in the project site; however, potential nesting habitat and burrows are available in the general project buffer area. The closest documented sighting of giant garter snake to the site occurred approximately 5.09 miles southeast of the project site. The BRA found that potential aquatic breeding and foraging habitat for the species is available within the drainage ditch located immediately to the south of the proposed utility route and 100 feet to the west of the proposed tower site. Potential aquatic habitat also was observed just north and south of the existing access road, at the connection to Jefferson Boulevard/SR 84. Based on the availability of aquatic habitat, the BRA determined that giant garter snake could be potentially present. Should the species be present in such areas during project construction, adverse effects to giant garter snake could occur.

Because giant garter snake could be potentially impacted by the proposed project, the project would be required to comply with all applicable provisions set forth by the Yolo HCP/NCCP for the incidental take of the species, including payment of all applicable fees to the Yolo Habitat Conservancy for an incidental take permit. In addition, the project would be required to implement AMM15. AMM15 requires a preconstruction planning-level survey prior to the commencement of construction activities by a qualified biologist to identify the presence of suitable habitat for giant garter snake within the project site and 200-foot buffer area surveyed in the BRA. If suitable habitat for giant garter snake is present, the project would be subject to additional requirements set forth by AMM15.

Based on the above, through compliance with all applicable requirements set forth by the Yolo HCP/NCCP for the incidental take of giant garter snake, including required compliance with AMM15, the project would result in a less-than-significant impact to the special-status species.

Conclusion

Based on the above information, because special-status plants, tricolored blackbird, Swainson's hawk, migratory birds and raptors protected under the MBTA and CFGC, western pond turtle, and giant garter snake have potential to occur within the project buffer area, the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special-status species. Through obtaining an incidental take permit and compliance with all applicable AMMs set forth by the Yolo HCP/NCCP, potential impacts to tricolored blackbird, Swainson's hawk, western pond turtle, and giant garter snake would be reduced to less-than-significant levels. However, because special-status plants and other migratory birds and raptors protected under the MBTA and CFGC are not covered under the Yolo HCP/NCCP, without provisions to confirm the foregoing species are not within the proposed area of disturbance prior to project construction, the project could result in a **potentially significant** impact.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

Special-Status Plants

IV-1(a) *Prior to the issuance of grading or construction permits, a qualified biologist shall conduct focused plant surveys for watershield, bristly sedge, Bolander's water-hemlock, woolly rose-mallow, delta tule pea, Mason's lilaeopsis, delta mudwort, Sanford's arrowhead, side-flowering skullcap, and saline clover. The surveys shall be timed during the blooming season and shall cover all potentially suitable habitats on-site and within the 200-foot buffer area surveyed in the Biological Resources Assessment prepared for the proposed project. The results of the surveys shall be submitted to the Yolo County Community Services Department. If none of the species occur in the aforementioned area, further mitigation is not required.*

IV-1(b) *If the listed special-status plants are identified on-site or within the 200-foot buffer area during the focused plant surveys, the project applicant shall be responsible for ensuring construction activities avoid special-status plants through preparation of an Avoidance Plan Report detailing protection and avoidance criteria, measures, and the extent to which special-status plants were successfully avoided. The Avoidance Plan Report shall be subject to review and approval by the Yolo County Community Services Department.*

IV-1(c) *If avoidance is determined to be infeasible, the qualified biologist shall ensure seed collection for affected special-status plants is completed and plants are re-established at a minimum of a one-to-one ratio (number of newly established plants relative to the number of plants impacted) in a preserved, suitable habitat approved by the Yolo County Community Services Department.*

Re-established populations shall be monitored annually by the project applicant in accordance with an approved Habitat Mitigation and Monitoring Plan prepared in consultation with the Yolo County Community Services Department, with annual monitoring taking place for a minimum of five years. The Habitat Mitigation and Monitoring Plan shall include criteria, subject to approval by all applicable agencies, including the Yolo County Community Services Department, USFWS, and CDFW, detailing the survival ratio required of re-established populations and performance standards for further replanting for any re-established plant species that do not survive. Reports describing performance results shall be prepared and submitted for Year One, Three, and Five of the monitoring period.

Migratory Birds and Raptors (including Song Sparrow and Yellow-Headed Blackbird)

IV-2 *If ground-disturbing activities occur during the breeding season (generally February 1 through September 15), preconstruction surveys for active nests shall be conducted by a qualified biologist no more than 10 days prior to start of activities. Preconstruction nesting surveys shall be conducted for nesting migratory avian and raptor species in the project site and buffer area. Preconstruction biological surveys shall occur prior to the proposed project implementation, and during the appropriate survey periods for nesting activities for individual avian species. Surveys shall follow required*

CDFW and USFWS protocols, where applicable. A qualified biologist shall survey suitable habitat for the presence of the species. If a migratory avian or raptor species is observed and suspected to be nesting, a buffer area shall be established to avoid impacts to the active nest site. Identified nests shall be continuously surveyed for the first 24 hours prior to any construction-related activities to establish a behavioral baseline. If nesting avian species are not found, project activities may proceed and no further mitigation shall be required. The results of the surveys shall be submitted to the Yolo County Community Services Department.

If active nesting sites are found, the following exclusion buffers shall be established, and project activities shall not occur within the buffer zones until young birds have fledged and are not reliant upon the nest or parental care for survival:

- Minimum non-disturbance buffer of 250 feet around active nest of non-listed bird species and 250-foot non-disturbance buffer around migratory birds;*
- Minimum non-disturbance buffer of 500 feet around active nest of non-listed raptor species and 0.5-mile non-disturbance buffer around listed species and fully protected species (tricolored blackbird and Swainson's hawk) until breeding season has ended or until a qualified biologist has determined that the birds have fledged and are not reliant upon the nest or parental care for survival;*
- Once work commences, all nests shall be continuously monitored to detect any behavioral changes as a result of project activities. If behavioral changes are observed, the work causing that change shall cease and the appropriate regulatory agencies (i.e., CDFW, USFWS, etc.) shall be consulted for additional AMMs; and*
- A variance from the foregoing non-disturbance buffers may be implemented when compelling biological or ecological reason exists to do so, such as when the project area would be concealed from a nest site by topography. Any variance from the foregoing buffers shall be supported by a qualified wildlife biologist. CDFW and USFWS shall be notified in advance of implementation of a non-disturbance buffer variance.*

b,c. Wetlands are generally considered to be areas that are periodically or permanently inundated by surface or groundwater, and support vegetation adapted to life in saturated soil. Wetlands are recognized as important features on a regional and national level due to their high inherent value to fish and wildlife, use as storage areas for storm and flood waters, and water recharge, filtration, and purification functions. The U.S. Army Corps of Engineers (USACE), CDFW, and Regional Water Quality Control Board (RWQCB) have jurisdiction over modifications to stream channels, river banks, lakes, and other wetland features. The USACE's jurisdiction is established through the provisions of Section 404 of the Clean Water Act, which prohibits the discharge of dredged or fill material into waters of the U.S. without a permit, including certain wetlands and unvegetated "other waters of the U.S." The jurisdictional authority of the RWQCB is established pursuant to Section 401 of the Clean Water Act, which typically requires a water quality certification when an

individual or nationwide permit is issued by the USACE. The RWQCB also has jurisdiction over waters of the State under the Porter-Cologne Water Quality Control Act.

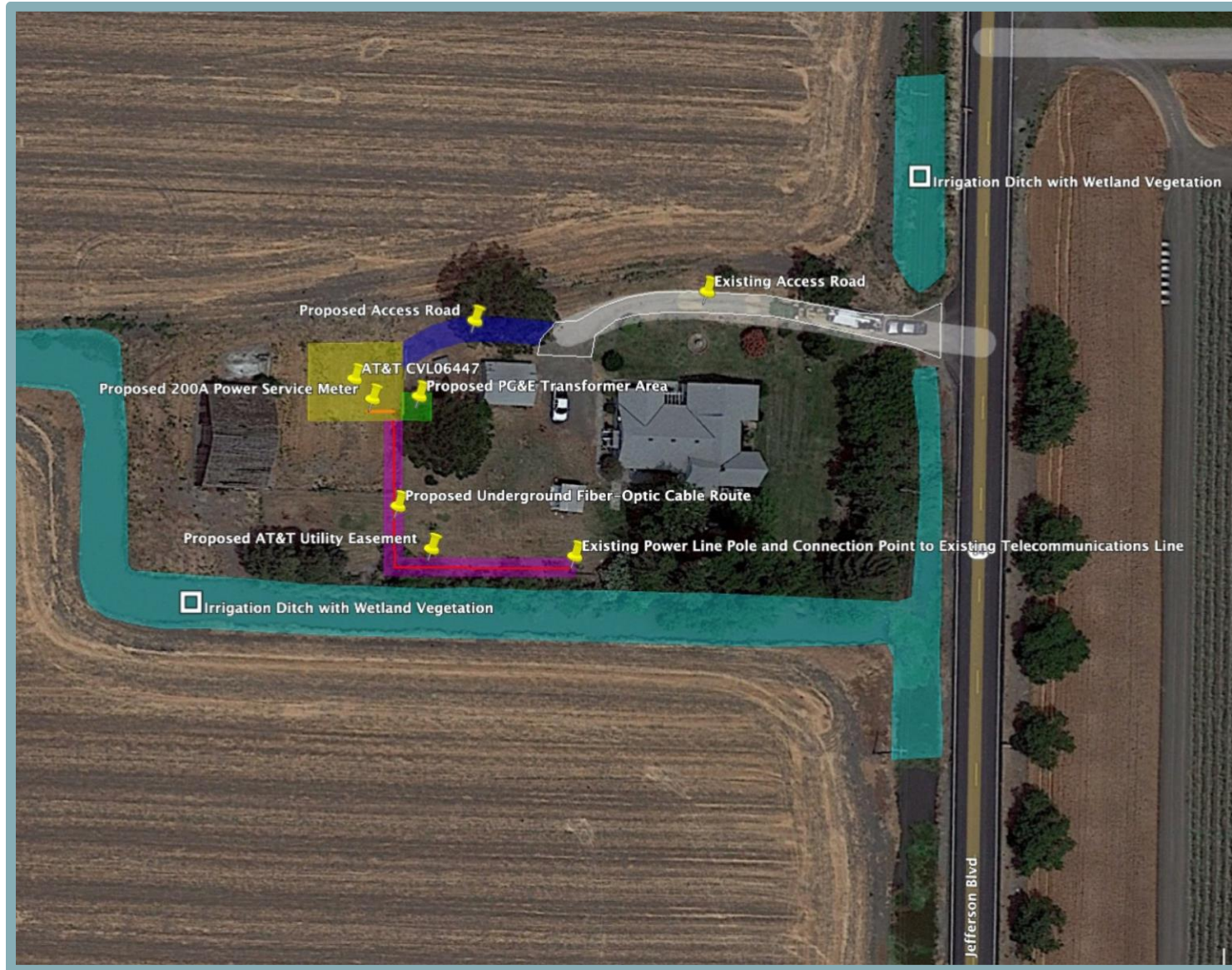
Riparian zones are the areas bordering rivers and other bodies of surface water. They include the floodplain as well as the riparian buffers adjacent to the floodplain. Riparian zones provide many environmental and recreational benefits to streams, groundwater, and downstream land areas. Groundwater is usually found at shallower depths in riparian zones than in the surrounding landscape. Riparian zones are visually defined by a greenbelt with a characteristic suite of plants that are adapted to and depend on the shallow water table.

According to the BRA, jurisdictional wetlands or other waters of the U.S. or of the State, including streams or other small drainages, riparian habitats, or other aquatic features regulated by federal or State laws, are not present on the project site. However, wetland habitat observed in the manmade drainage canal adjacent to the site constitutes a special-status natural community. Project operation would not result in impacts to the wetland habitat in the drainage canal, as the project structures would be confined to the boundaries of the project site (see Figure 10). Nevertheless, during project construction, ground-disturbing activities could potentially result in impacts to the adjacent wetland habitat without sufficient measures to ensure appropriate staging areas are established for project vehicles, equipment, and materials to prevent contamination of the wetland habitat from vehicle and equipment fuels, debris, and dust.

As discussed below, the project site is within the boundaries of the Yolo HCP/NCCP, which includes Covered Activities for all natural communities. Accordingly, the proposed project would be subject to all applicable AMMs as part of obtaining an incidental take permit, including AMM3 and AMM8. AMM3 requires that during project construction, the project contractor must ensure that workers confine land clearing to the minimum area necessary to facilitate construction activities where natural communities and habitat for Covered Species are present. As part of compliance, workers must restrict movement of heavy equipment to and from the project site to established roadways to minimize disturbance. AMM8 necessitates that construction staging and other temporary work areas for covered activities be located in areas that would ultimately be a part of the permanent project development footprint. If construction staging and other temporary work areas must be located outside of the permanent project footprint, AMM8 requires that they be located either in areas that do not support habitat for Covered Species or are easily restored to prior or improved ecological functions (e.g., grassland and agricultural land).

Based on the above, the proposed project would be required to comply with all applicable AMMs set forth by the Yolo HCP/NCCP, which would reduce the severity of potential project impacts. However, the Yolo HCP/NCCP does not set forth an AMM that requires specific BMPs to be incorporated during project construction that would prevent contamination of fuel and other construction materials into sensitive wetland habitat. Therefore, without the incorporation of industry standard BMPs during project construction, the proposed project could indirectly result in substantial adverse effects on a sensitive natural community in local or regional plans, policies, regulations or by the CDFW or USFWS or on a State- or federally protected wetland through direct removal, filling, hydrological interruption, or other means. Thus, the project could result in a **potentially significant** impact.

Figure 10
Off-site Wetland Habitat



Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

IV-3 *During project construction, the project contractor shall ensure the following Best Management Practices (BMPs) are implemented to prevent contamination of fuel and other construction materials into sensitive wetland habitat to the south of the proposed project site:*

- *The use or storage of petroleum-powered equipment shall be accomplished in a manner to prevent the potential release of petroleum materials into waters of the State and U.S.;*
- *Areas for fuel storage, refueling, and servicing of construction equipment shall be located in an upland location;*
- *Wash sites shall be located in upland locations to ensure wash water does not flow into adjacent wetlands;*
- *All construction equipment shall be in good working condition, showing no signs of fuel or oil leaks. All questionable motor oil, coolant, transmission fluid, and hydraulic fluid hoses, fittings and seals shall be replaced. The mechanical equipment shall be inspected on a daily basis to ensure no leaks. All leaks shall be repaired in the equipment staging area or other suitable location prior to resumption of construction activity;*
- *Oil absorbent and spill containment materials shall be located on-site when mechanical equipment is in operation within 100 feet of a waterway. If a spill occurs, no additional work shall occur until (1) the mechanical equipment is inspected by the contractor and the leak has been repaired; (2) the spill has been contained; and (3) CDFW and the Yolo County Community Services Department are contacted and have evaluated the impacts of the spill; and*
- *To avoid debris contamination into drainages and other sensitive wildlife habitats, silt fence or other sediment control devices shall be placed around construction sites to contain spoils from construction excavation activities;*

The foregoing standard construction measures shall be included in the notes on the project grading and improvement plans, which shall be subject to confirmation by the Yolo County Community Services Department.

- d. Movement corridors or landscape linkages are usually linear habitats that connect two or more habitat patches, providing assumed benefits to the species by reducing inbreeding depression and increasing the potential for recolonization of habitat patches. As previously discussed, the aboveground structures associated with the proposed project would be restricted to the boundaries of the project site, which has been previously disturbed through the development of the site's existing residence and associated structures. Due to the disturbed nature of the project site, the potential for use of the site as a wildlife corridor or native wildlife nursery site is limited. Additionally, in assessing the potential for the adjacent drainage canal to accommodate special-status fish species, the BRA concluded the drainage ditches do not provide adequate habitat for such species. Furthermore, the project site is located within an agricultural area of the County, and as

such, sufficient land in the greater vicinity of the site exists for continued wildlife movement in the area.

Based on the above, development of the proposed project would not substantially interfere with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, and a **less-than-significant** impact would occur.

- e. Yolo County does not have an established tree preservation ordinance or policy. Additionally, the proposed project would not include the removal of any on-site trees. Therefore, the proposed project would not result in any impacts to trees. Additionally, as detailed under question ‘f’ below, the proposed project would be required to comply with all applicable AMMs set forth by the Yolo HCP/NCCP. Based on the above, the proposed project would not conflict with any local policies or ordinances protecting biological resources. Thus, a **less-than-significant** impact would occur.

- f. The Yolo HCP/NCCP is a 50-year countywide conservation plan that became effective in January of 2019 and is intended to minimize regulatory hurdles by providing a means to coordinate and standardize mitigation and compensation requirements set forth by the federal and State Endangered Species Acts, CEQA, and other applicable laws and regulations related to biological and natural resources within the Yolo HCP/NCCP Plan Area.¹⁰ The Yolo HCP/NCCP analyzes a range of anticipated activities, including mining, development, and agricultural uses, on 12 special-status species and their respective habitats, and created an agreement between State and federal wildlife regulators and local jurisdictions (Yolo County; the cities of Davis, West Sacramento, Winters, and Woodland; and the University of California, Davis), to allow landowners and developers in the aforementioned jurisdictions to engage in the “incidental take” of specific species in return for conservation commitments. In addition to various special-status species, the Yolo HCP/NCCP provides coverage for riparian and other wetland sensitive natural community types.

As shown in Exhibit 5-2 of the Yolo HCP/NCCP Environmental Impact Statement/Environmental Impact Report, the project site is located on land cover designated as “Cultivated Land – Grain/Hay Crops” by the Yolo HCP/NCCP. Grain and hay crops include irrigated and dryland grain and hay production operations.¹¹ As noted in the HCP/NCCP, grain and hay crops (dryland grain crops) support common wildlife species, including the mourning dove, northern harrier, western meadowlark, Brewer’s blackbird, red-winged blackbird, coyote, California ground squirrel, and black-tailed jackrabbit. The land cover also provides important habitat for covered wildlife species such as the Swainson’s hawk, white-tailed kite, and tricolored blackbird. As part of compliance with the Yolo HCP/NCCP, the proposed project has submitted an application for an incidental take permit to address potential impacts to special-status species and habitat that could be impacted by the project and would be subject to all applicable AMMs set required as part of compliance with the permit. The AMMs that would apply for the purposes of mitigating potential project impacts to special-status species and wetland habitat are discussed under questions ‘a’ and ‘b.’ In addition, the proposed project would be subject to AMM4 and AMM6, which include general requirements for construction,

¹⁰ Yolo Habitat Conservancy. *Yolo Habitat Conservation Plan/Natural Community Conservation Plan*. April 2018.

¹¹ Yolo Habitat Conservancy. *Yolo Habitat Conservation Plan/Natural Community Conservation Plan Final Environmental Impact Statement/Environmental Impact Report* [pg. 5-5]. April 2018.

operations, and maintenance activities. AMM4 necessitates that workers cover open trenches and holes associated with covered activities that affect habitat for giant garter snake, western pond turtle, and California tiger salamander. AMM6 requires all construction personnel to participate in a worker environmental training program authorized by the Yolo Habitat Conservancy and administered by a qualified biologist. The project's required compliance with all applicable AMMs and other provisions of the Yolo HCP/NCCP would ensure that potential impacts to special-status species and protected habitats are reduced to less-than-significant levels.

Based on the above, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan, and the project would result in a ***less-than-significant*** impact.

V. CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

A Cultural Resources Study (CRS) was prepared for the proposed project by Tom Origer & Associates to determine to what extent historical and archaeological resources could be impacted by the proposed project (see Appendix B of this IS/MND).¹² The CRS included examination of the library and project files at Tom Origer & Associates to assess the potential of project activities encountering archaeological sites and built environment within the study area (which encompassed the project site). In addition, a review was completed of the archaeological site base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC) at Sonoma State University in Rohnert Park, California. Sources of information included, but were not limited to, the current listings of properties on the National Register of Historic Places, California Historical Landmarks, California Register of Historical Resources, and California Points of Historical Interest as listed in the California Office of Historic Preservation’s *Historic Property Directory* and the *Built Environment Resources Directory*. Archival research included an examination of 19th and 20th century maps and aerial photographs to gain insight into the nature and extent of historical development in the general project vicinity as well as within the study area. Ethnographic literature that describes appropriate Native American groups, county histories, and other primary and secondary sources were also reviewed. Additionally, a request was sent as part of the CRS to the Native American Heritage Commission (NAHC) seeking information from the Sacred Lands File and the names of Native American individuals and groups that would be appropriate to contact regarding the project. Lastly, a field survey of the study area was completed on January 6, 2022. Surface examination consisted of the surveyor walking in 15-meter transects, with a hoe used, as needed, to expose the ground surface. Ground visibility ranged from good to excellent, with vegetation being the primary hindrance. Based on the records review and site reconnaissance, the CRS determined the buildings within the study area do not meet applicable criteria to be listed on the California Register of Historical Resources. As such, the CRS found that the study area does not contain historical resources.

¹² Tom Origer & Associates. *Cultural Resources Study for Project CVL06447 – AT&T Cellular Tower, Located at 38300 Jefferson Boulevard, Clarksburg, Yolo County, California*. January 13, 2022.

Based on the above, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5. Therefore, the project would result in a ***less-than-significant*** impact.

- b,c. According to the CRS, the project site has not been previously subjected to a cultural resources study. Only one study has been conducted within 0.25 mile of the study area, which was of Jefferson Boulevard/SR 84. Reported ethnographic sites within one mile of the study area have not been reported.

While known resources do not exist within the project site, the CRS noted that potential exists for unidentified subsurface deposits to be encountered within the site. Based on landform age and analysis of the site's environmental setting, the CRS determined that the site has moderate potential to contain buried archaeological site indicators. The moderate rating is based on a model for predicting a location's sensitivity for buried archaeological sites, which was formulated as part of the technical report *San Francisco Bay-Delta Regional Context and Research Design for Native American Archaeological Resources, Caltrans District 4*. A location's sensitivity is scored on a scale of one to 10, with a moderate rating having a score of three to 5.5. The project site has a rating of 4.7. However, in addition to the surface reconnaissance, the CRS field survey included excavation of an auger hole within the proposed area of disturbance. Archaeological site indicators were not observed in the auger hole or in the course of the surface survey.

CEQA Guidelines Section 15064.5(f) requires the lead agency for a project to ensure that provisions are made for accidentally discovered resources. In addition, California Health and Safety Code Section 7050.5 and PRC Section 5097.98 require that any human remains discovered within the project site be treated with respect and dignity. Upon discovery of human remains, all work in an area must cease immediately within 50 feet of the find, with nothing disturbed and the area secured. The coroner's office of the county where the remains are located must be called, and the coroner has two working days to examine the remains. All parties that discover human remains in California are required to follow a well-defined process.

The proposed project would require ground disturbance including excavation for the tower's foundation, which would range from six to 25 feet in depth, and a trench for the underground utility lines that would be four feet deep. As discussed above, the project site was found to have a moderate potential for buried cultural resources and, as a result, unknown archaeological resources, including human remains, could exist in the project vicinity. Additionally, the Yocha Dehe Wintun Nation requested during the tribal consultation that the project include cultural monitors during project development and ground disturbance, as discussed further in Section XVIII, Tribal Cultural Resources, of this IS/MND.

Based on the above, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of archaeological and tribal cultural resource. Thus, a ***potentially significant*** impact to archaeological and tribal cultural resources could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a ***less-than-significant*** level.

V-1 *Prior to commencement of construction activities, the applicant shall retain an archaeologist to prepare a written monitoring plan that describes the role of the tribal monitors, archaeological monitors, and developer's representatives, timelines for advanced notification to Yocha Dehe Wintun Nation prior to grading, and the procedures to follow in the event archaeological/tribal remains are uncovered. The procedures shall comply with Yocha Dehe Wintun Nation's "Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation." Proof of compliance shall be provided to the Yolo County Department of Community Services.*

V-2 *During grading, excavating, and trenching of soils within a 300-foot (north-to-south direction) by 200-foot (east-to-west direction) portion of the southwest corner of the project site, a tribal monitor and archaeological monitor shall be present on-site.*

A tribal monitor and archeological monitor shall be present on-site during excavation/trenching for the tower foundation, underground utilities and other project components in all portions of the project site.

The foregoing measures shall be included in the project's written monitoring plan, required in Mitigation Measure V-1.

VI. ENERGY.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project’s potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2019 California Green Building Standards Code, otherwise known as the CALGreen Code (Title 24 CCR, Part 11) is a portion of the California Building Standards Code (Title 24 CCR), which became effective on January 1, 2020.¹³ The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property.

Building Energy Efficiency Standards

The 2019 Building Energy Efficiency Standards are a portion of the California Energy Code (Title 24 CCR, Part 6), which expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards. Energy reductions relative to previous Building Energy Efficiency Standards are achieved through various regulations.¹⁴ For nonresidential buildings, the most significant changes in compliance with the 2019 standards are in lighting design, alterations to a development’s envelope, mechanical systems, and covered processes.¹⁵

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to the use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, and hauling and material delivery truck trips. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for

¹³ California Building Standards Commission. *California Green Building Standards Code*. Available at: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen>. Accessed November 2021.

¹⁴ California Energy Commission. *2019 Building Energy Efficiency Standards: Frequently Asked Questions*. Available at: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed November 2021.

¹⁵ California Energy Commission. *California Energy Commission 2019 Building Energy Efficiency Standards What’s New for Nonresidential*. Available at: <https://www.energy.ca.gov/media/3455>. Accessed November 2021.

temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

All construction equipment and operation thereof would be regulated in accordance with the CARB's *In-Use Off-Road Diesel Vehicle Regulation*. The *In-Use Off-Road Diesel Vehicle Regulation* is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. As such, compliance with local, State, and federal regulations would reduce short-term energy demand during the project's construction to the extent feasible and project construction would not result in a wasteful or inefficient use of energy.

Additionally, construction activities associated with the proposed project would be temporary and occur over the course of approximately 90 working days. Because the project has already been graded and site disturbance would be restricted to minimal grubbing, implementation of the various project components would require only minor construction activities and, thus, would generate only minor demand for electricity associated with such.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

State and local authorities regulate energy use and consumption through various means and programs. Regulations at the State level are intended to reduce energy use and greenhouse gas (GHG) emissions. The proposed project would comply with such regulations, which include, among others, AB 1493 – Light-duty Vehicle Standards and Title 24 CCR, Part 6 – Energy Efficiency Standards.

Following implementation of the proposed project, PG&E would provide electricity to the project site. Apart from electricity consumed as part of the daily operation of the proposed tower/monopole, the only other energy required by the project would be for the backup diesel generator, which would run only in emergency situations and/or during brief maintenance tests occurring periodically. Operations of a backup generator in emergency situations would not be considered unnecessary and/or wasteful. Electricity supplied by PG&E would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent by 2030. Thus, a portion of the energy consumed during project operations would originate from renewable sources.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with

or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	✗	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

ai-aii. While the project site does lie within a seismically active region and numerous faults in the area are considered active, the project site is not within a currently established California Earthquake Hazard Zone for surface fault rupture hazards.¹⁶ In addition, the project site does not include active faults with the potential for surface fault rupture directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low.

Additionally, the proposed structures would be properly engineered in accordance with all applicable provisions of the California Building Standards Code (CBSC) (Title 24 CCR), which includes engineering standards appropriate for the seismic area in which the project site is located. Proper engineering of the proposed project would ensure that seismic-related effects would not cause adverse impacts. Based on the above information, the proposed project would not directly or indirectly cause substantial adverse effects involving rupture of a known earthquake fault or strong seismic ground shaking, and a **less-than-significant** impact would occur.

aiii,aiv, The proposed project’s potential effects related to liquefaction, landslides, lateral c. spreading, and subsidence are discussed in detail below.

¹⁶ California Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed November 2021.

Liquefaction

Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained sands. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. However, liquefaction has occurred in soils other than clean sand.

According to the U.S. Department of Agriculture Web Soil Survey, the project site is underlain with Sacramento clay, which carries a shrink-swell numerical value of 1.00, indicating the soil is the most limited in avoiding liquefaction impacts for the foregoing type of development.¹⁷ However, the proposed project would not involve the construction of habitable structures, and as a result, would not present any risk to humans. In addition, the project site is not located within an established California Geological Survey (CGS) Liquefaction Zone.¹⁸ Furthermore, the proposed project would be engineered in accordance with all applicable provisions of the CBSC. General Plan Policy HS-1.2 requires that all development and construction proposals be reviewed by the County to ensure conformance to applicable building standards. The County's General Plan EIR assessed the potential for development facilitated by buildout of the General Plan to result in impacts related to seismic-related liquefaction and determined that with compliance with all applicable regulations set forth by the State and policies and actions set forth in the County's General Plan, potential impacts related to new development would be reduced to a less-than-significant level. The proposed project is allowed under the project site's General Plan land use designation and zoning, subject to approval of a Use Permit. As the proposed project would be subject to all applicable provisions of the CBSC and would be required to comply with all applicable policies and actions established by the General Plan, the proposed project would not result in impacts beyond those identified in the General Plan EIR.

Subsidence

Subsidence is the settlement of soils of very low density, generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years. Given that the proposed project would comply with all applicable provisions of the CBSC, the potential for subsidence to pose a risk to the proposed development is relatively low.

Landslides

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site is generally flat, having already been graded. Thus, the proposed project would not be subject to landslide risks.

¹⁷ U.S. Department of Agriculture Natural Resources Conservation Service. *Web Soil Survey*. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed December 2021.

¹⁸ California Department of Conservation. *Earthquake Zones of Required Investigation*. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed November 2021.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site, which is generally flat, is not located near any open faces that would be considered susceptible to lateral spreading. Therefore, the potential for lateral spreading to pose a risk to the proposed development is relatively low.

Conclusion

Based on the above, the relatively flat topography of the project site, the lack of habitable structures, and compliance with the CBSC would ensure that the proposed project would not be susceptible to on-site liquefaction, landslides, lateral spreading, or subsidence. Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or landslides, and would not 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. Thus, a **less-than-significant** impact would occur.

- b. Erosion refers to the removal of soil from exposed bedrock surfaces by wind or water. Although naturally occurring, erosion is often accelerated by human activities that disturb soil and vegetation.

The topography of the project site is generally level, and upon development of the site with structures, the amount of exposed soil that may be lost due to wind or stormwater runoff would be minimized, as the site would be overlain with gravel in areas that do not include equipment installation. In addition, the site has already been graded and site disturbance would involve only a minimal amount of grubbing. Furthermore, as discussed in Section IV, Biological Resources, of this IS/MND, the proposed project would be subject to the provisions of Mitigation Measure IV-3, which requires the project contractor to incorporate BMPs to prevent the transfer of construction materials into sensitive wetland habitat to the south of the project site. Such BMPs include placing silt fence or other sediment control devices around construction sites to contain spoils from construction activities.

Based on the above, the limited amount of site disturbance included as part of the proposed project and the required BMPs to which the project would be subject would ensure the project does not result in substantial soil erosion or loss of topsoil. Therefore, a **less-than-significant** impact would occur.

- d. Expansive soils change in volume with changes in moisture and can shrink or swell, causing heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations.

The proposed project would be required to comply with all applicable CBSC standards to ensure the structural integrity of the proposed structures. In addition, General Plan Policy HS-1.2 requires that all development and construction proposals be reviewed by the County to ensure conformance to applicable building standards. The County's General Plan EIR assessed the potential for development facilitated by buildout of the General Plan to result in impacts related to geohazards, including expansive soils, and determined that with compliance with all applicable regulations set forth by the State and policies and

actions set forth in the County's General Plan, potential impacts related to new development would be reduced to a less-than-significant level. The proposed project is consistent with the project site's General Plan land use designation and zoning. As the proposed project would be subject to all applicable provisions of the CBSC and would be required to comply with all applicable policies and actions established by the General Plan, the proposed project would not result in impacts beyond those identified in the General Plan EIR.

Based on the above, through compliance with the CBSC and the General Plan, the proposed project would not be located on expansive soils and create substantial direct or indirect risks to life or property. Therefore, the project would result in a **less-than-significant** impact.

- e. The proposed project does not include or require sewer collection, as the project does not include habitable structures. As such, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, **no impact** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

- f. Paleontological resources are the fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. According to the County's General Plan EIR, paleontological resources are known to occur in the General Plan planning area, and the geological formations that underlie the County are, in general, paleontologically sensitive. As such, while the proposed project's site-disturbing activities would be confined to minimal grubbing as well as trenching associated with installation of underground utilities, the project site is within an area of paleontological sensitivity and could potentially impact unknown resources.

The General Plan EIR evaluated the potential for development facilitated by buildout of the General Plan to result in impacts to unique paleontological resources or sites and concluded that through compliance with applicable State regulations and policies and actions set forth by the General Plan, potential impacts would be reduced to a less-than-significant level. PRC Sections 5097 to 5097.6 prohibit the unauthorized disturbance or removal of paleontological resources. In addition, General Plan Actions CO-A61 and CO-A62 establish identification, evaluation, and mitigation requirements, as well as accidental discovery procedures. Action CO-A66 prohibits the unauthorized collection of cultural resources, which within the context of the General Plan includes paleontological specimens. Furthermore, as discussed in Section V, Cultural Resources, of this IS/MND, the CRS prepared for the proposed project included a field survey, which involved a surface reconnaissance of the project site and excavation of an auger hole within the proposed area of disturbance. According to the CRS, archaeological site indicators were not observed in the auger hole or in the course of the surface reconnaissance.

The proposed project is consistent with the project site's General Plan land use and zoning designations and would be required to adhere to the applicable provisions set forth in PRC Sections 5097 to 5097.6. However, without requirements to ensure the proposed project is consistent with all applicable General Plan policies and actions, construction of the project could inadvertently destroy a unique paleontological resource or site during ground-disturbing activities, should such a resource or site be located within the disturbance area.

Based on the above, the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, the project could result in a **potentially significant** impact.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

- VII-1 *During project construction activities, should paleontological resources be discovered, work shall be halted in the area within 75 feet of the find. The applicant shall notify the County Administrator, or a designee chosen by the Administrator, and the Yolo County Department of Community Services and retain a qualified paleontologist to inspect the discovery. The find must be recorded by a qualified archaeologist or paleontologist using relevant professional protocols and a report fully recording the find submitted to the County Administrator or designee chosen by the Administrator and the Yolo County Department of Community Services. The report shall include recommendations for appropriate removal and preservation of the artifact. If deemed appropriate in the report, the resource(s) shall then be salvaged and deposited at an appropriate venue, where the discovery would be properly curated and preserved for the benefit of current and future generations. The language of this mitigation measure shall be included on any grading plans approved by the Department of Community Services for the proposed project, where ground disturbance would be required.*

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
a,b. GHG emissions contribute to global climate change and are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, cumulative global GHG emissions that contribute to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.				

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, and utilities (electricity and natural gas). The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO₂e/yr).

A number of regulations currently exist related to GHG emissions, predominantly AB 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020. Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050. SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030. In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions. Action CO-A117 of the County's General Plan requires the implementation of cost-effective and innovative GHG emissions reduction technologies in building components and design. To fulfill General Plan Action CO-A117, Yolo County prepared a Climate Action Plan (CAP) in 2011. The CAP contains 15 primary measures to help the County's unincorporated areas achieve GHG reductions and successfully adapt to climate change.¹⁹ To ensure implementation of the measures, the CAP provides specific action steps, performance targets, responsible parties, timeframes, and estimates of emission reduction potential; however, the measures do not specifically apply to the proposed project, as wireless communication facilities sized in similar scale to the project are not typically cumulatively considerable contributors of GHG emissions.

¹⁹ Yolo County. *Yolo County Climate Action Plan: A Strategy for Smart Growth Implementation, Greenhouse Gas Reduction, and Adaptation of Global Climate Change*. Adopted March 15, 2011.

The primary source of GHG emissions for the project would be mobile source emissions during construction. Construction-related GHG emissions are a one-time release, and therefore, do not typically result in a significant contribution to global climate change. Construction activities associated with implementation of the proposed project would occur over approximately 90 work days and would include construction of the tower/monopole foundation, development of the associated structures, installation of underground utilities, and minor vegetation removal. As a result, because the use of heavy equipment would be limited and the overall construction period would be short in comparison to other development projects in the County, the emissions of construction-related GHG would be less than significant.

During operations, the only GHG emissions associated with the proposed project would be emissions associated with electricity generation necessary to power the proposed tower/monopole and small air-conditioner (a/c) units housed within the communication cabinet, as well as a negligible number of emissions associated with the project's backup diesel generator, which would operate during periodic maintenance testing and/or in the event of an emergency power loss. The electricity generated by PG&E would comply with the State RPS and, thus, would be carbon neutral by the year 2045. In addition, the proposed communication facility would not result in a change to regional VMT, as the project would not generate a significant number of new daily trips as part of project operation. Furthermore, because the proposed project is an allowable use under the site's General Plan land use designation, buildout of the project would be generally consistent with the assumptions used in the CAP. Consequently, operation and maintenance of the proposed project would not result in significant emissions of GHGs.

Based on the above, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Thus, a ***less-than-significant*** impact would occur.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. Projects that involve the routine transport, use, or disposal of hazardous materials are typically industrial in nature. As such, the proposed project’s tower/monopole and associated structures would not involve the routine transport, use, disposal, or generation of substantial amounts of hazardous materials during project operation. It should be noted that according to applicant-provided information, small amounts of battery acid would be housed in spill-proof batteries within the proposed communication cabinet. However, the batteries would be installed and operated in accordance with the manufacturer’s instructions.

The use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to be in compliance with local, State, and federal regulations during project construction and operation. Construction activities associated with implementation of the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. The project contractor is required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b),²⁰ the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project,

²⁰ Subdivision (a) does not apply to a person engaged in the transportation of a hazardous material on a highway that is subject to, and in compliance with, the requirements of Sections 2453 and 23112.5 of the Vehicle Code.

the Yolo County Environmental Health Division [YCEHD]) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the contractors are required to notify the YCEHD in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures.

During project operation, the proposed wireless communications system would emit radio frequency electromagnetic energy (RF-EME) in the project vicinity. For RF-EME sources such as the proposed antennas, the Federal Communications Commission (FCC) has developed Maximum Permissible Exposure (MPE) Limits for general public exposures and occupational exposures. The MPE limits for RF-EME emissions are designed to provide a substantial margin of safety. The limits apply for continuous exposures and are intended to provide a prudent margin of safety for all persons, regardless of age, gender, size, or health. Importantly, Section 332, subdivision (c)(7)(B)(iv), of the Telecommunications Act provides:

No State or local government or instrumentality thereof may regulate the placement, construction, and modification of personal wireless services facilities on the basis of the environmental effects of radio frequency emissions to the extent that such facilities comply with the Commission's regulations concerning such emissions.

As presented above, federal telecommunications jurisprudence has established that municipalities cannot regulate in the area of RF-EME emissions in any way.

The proposed project would not be manned during operations. As such, the project would not result in occupational exposures to RF-EME emissions. With respect to the general public, personal communication facilities (PCF) used by AT&T operate within a frequency range of 700 to 1,900 megahertz (MHz). PCFs typically consist of: (1) electronic transceivers (the radios or cabinets) connected to wired telephone lines; and (2) antennas that send the wireless signals created by the transceivers to be received by individual subscriber units (PCF telephones). Transceivers are typically connected to antennas by way of coaxial cables. Because of the short wavelength of PCF services, the antennas require line-of-site paths for good propagation and are typically installed aboveground.²¹ Antennas are constructed to concentrate energy towards the horizon, with as little energy as possible scattered towards the ground or sky. Such a design, combined with the low-power PCFs, generally eliminates the possibility for exposure to approach MPE levels allowed under the FCC, with the exception of areas directly in front of the antennas. Given that the antennas would be installed at the top of the proposed 140-foot tower/monopole, the general public would not be exposed to MPE levels of RF-EME emissions.

Based on the above, the proposed project would be required to comply with all applicable provisions of the California Health and Safety Code, Title 23 of the CCR, and the FCC. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous materials. Therefore, a ***less-than-significant*** impact would occur.

²¹ EBI Consulting. *Radio Frequency – Electromagnetic Energy (RF-EME) Compliance Report*. August 4, 2020.

- b. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

The project site has been disturbed and is currently developed with a farm residence, detached garage, well house, and barn. In addition, the site has already been graded, and ground disturbance associated with the proposed project would involve a minimal amount of grubbing. As discussed under question 'a,' during project construction, the project contractor would be required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials, including California Health and Safety Code Section 25510(a), which would ensure that any release or threatened release of a hazardous material is reported immediately to the YCEHD, the unified program agency, in accordance with all applicable State regulations. The YCEHD would then monitor the conditions and recommend appropriate remediation measures. In addition, the use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is also responsible for developing and enforcing workplace safety regulations. Based on the above, the proposed project would not create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions during project construction.

Following construction activities, the proposed communication facility would be unmanned and would not involve the storage of any hazardous materials. The proposed project would also operate in accordance with all applicable regulations established by the FAA, FCC, and the County. As such, project operation would not create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions.

It should be noted that two sites listed on the State Water Resource Control Board's (SWRCB) GeoTracker website are located within the project vicinity, immediately south of Hamilton Road.²² However, both sites – the Lucas Property at 38600 Jefferson Boulevard and the Campbell Residence at 52333 Netherlands Road – are designated as “Completed – Case Closed” and would, therefore, not result in significant hazards to the public or environment as a result of the proposed project. In addition, a third site, the Hamatani Property at 49960 Central Avenue, is located in the vicinity to the north of the project site, to the west of Jefferson Boulevard/SR 84. However, the site is also designated as “Completed – Case Closed.”

Based on the above, the proposed project would not create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Therefore, the project would result in a **less-than-significant** impact.

- c. The nearest existing school to the site, Delta High School, is located 3.7 miles to the northeast in the City of Elk Grove. Thus, the project site is not located within one-quarter mile of an existing or proposed school.

²² State Water Resources Control Board. *GeoTracker*. Available at: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=yolo+county>. Accessed November 2021.

Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and **no impact** would occur.

- d. The project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.²³ Therefore, the project would not create a significant hazard to the public or the environment, and **no impact** would occur.
- e. The nearest public-use airport is Franklin Field Airport, which is located 9.5 miles to the southeast of the project site. Therefore, the project site is not located within an airport land use plan.

Based on the above, the project site is not located within an airport land use plan or within two miles of a public airport or public-use airport. Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area, and **no impact** would occur.

- f. The Yolo County Office of Emergency Services (OES) is the emergency management agency for the County. As part of OES' emergency preparedness resources, the County is divided into various Evacuation Zones, each of which includes a primary evacuation route. The project site is located in Zone 87, and Jefferson Boulevard/SR 84, Clarksburg Road, and Netherlands Road are the primary evacuation routes.

Implementation of the proposed project would not result in any modifications to Jefferson Boulevard/SR 84. During project construction, the project's required compliance with AMM3, discussed in Section IV, Biological Resources, of this IS/MND, would ensure that construction staging areas for vehicles and equipment are located in areas that would ultimately be a part of the permanent project footprint. As such, construction vehicles and equipment would not affect vehicles traveling along Jefferson Boulevard/SR 84. During project operation, the project would be unmanned. Therefore, operation of the proposed project would similarly not affect Jefferson Boulevard/SR 84, Clarksburg Road, and/or Netherlands Road. Furthermore, the project site is located in a rural area of the County, which primarily consists of agricultural production. As such, the proposed project would not be located in a heavily populated area of the County that could be affected, even in a limited capacity, by the proposed project.

Based on the above, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Thus, the project would result in a **less-than-significant** impact.

- g. Issues related to wildfire hazards are discussed in Section XX, Wildfire, of this IS/MND. As noted therein, according to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resource Assessment Program, the project site is located within a Local Responsibility Area (LRA) – Unincorporated.²⁴ Within the LRA, the project site is not located within a Very High or High Fire Hazard Severity Zone (FHSZ). Furthermore, the project would be consistent with what was anticipated for the site in the County's General

²³ California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: <https://dtsc.ca.gov/dtscs-cortese-list>. Accessed November 2021.

²⁴ California Department of Forestry and Fire Protection. *Yolo County: Fire Hazard Severity Zones In SRA*. Available at: https://osfm.fire.ca.gov/media/6563/fhszs_map57.jpg. Accessed November 2021.

Plan, and the General Plan EIR concludes that compliance with applicable federal, State, and local laws and regulations would ensure impacts related to wildland fire hazards would be less than significant.

Based on the above, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and a ***less-than-significant*** impact would occur.

X. HYDROLOGY AND WATER QUALITY.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
iii. 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; or	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a. The proposed project would not include substantial ground-disturbing activities, as the project site has already been graded and stie disturbance would be limited to minimal grubbing. The SWRCB regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. However, because the proposed project would disturb less than one acre of land, the proposed construction activities would not be subject to applicable SWRCB regulations. Additionally, the proposed project would not result in new water discharges during project operation, as drainage infrastructure associated with the site’s existing residence already exists on-site. Furthermore, the ground disturbance associated with the proposed project would be minimal and would occur over a short period of time (approximately 90 working days), and the contractor would be required to comply with the BMPs set forth in Mitigation Measure IV-3 of this IS/MND (see Section IV, Biological Resources). Therefore, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Based on the above, the proposed project would not substantially degrade surface water quality or conflict with any applicable water quality control or management plans. Thus, a **less-than-significant** impact would occur.

b,e. The project site is located within the Yolo Subbasin, which is a portion of the larger Sacramento Valley groundwater basin. According to the County’s General Plan EIR, groundwater storage for all of the County is estimated to be 14,038,000 acre-feet and is

located between 20 and 420 feet below the surface. To ensure that Yolo Subbasin levels are managed sustainably, the Yolo Subbasin Groundwater Agency (YSGA) prepared the Yolo Groundwater Sustainability Plan (GSP). The YSGA Board of Directors will hold a special meeting to vote on formally adopting the GSP on January 24, 2022.

New impervious surfaces created by the proposed project would be limited to a relatively small, 64-sf foundation associated with the tower/monopole site, as well as an elevated concrete pad measuring a maximum area of 132 sf, upon which the walk-in cabinet would be situated. The majority of the site would be overlain with gravel to facilitate percolation without runoff.

Based on the above, the proposed project would not substantially decrease groundwater supplies, interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, a **less-than-significant** impact would occur.

- ci-ciii. The proposed project's newly created impervious surfaces would be limited to the 64-sf foundation associated with the tower/monopole site and an elevated concrete pad upon which the walk-in cabinet would be situated, which would measure a maximum of 132 sf. The majority of the site would be overlain with gravel to facilitate percolation and water service would not be required as part of project operation. Because the project would not include water service, new runoff would not be created during project operation from activities typically associated with exterior water use, such as irrigation for landscaped areas.

With respect to potential erosion or siltation project impacts during construction activities, although a drainage canal is located along the western and southern boundaries of the project site, the canal would not be affected, given the requirements to which the project would be subject. The proposed project would be required to incorporate BMPs as set forth in Mitigation Measure IV-3 of this IS/MND (see Section IV, Biological Resources), which include incorporation of a silt fence or other sediment control devices to avoid debris contamination into drainages and other sensitive wildlife habitats as well as staging construction wash sites in upland locations to ensure was water does not flow into adjacent wetlands. Consequently, the proposed project would not substantially increase stormwater runoff relative to existing conditions.

Based on the above, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion, siltation, or flooding on- or off-site, 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. Thus, a **less-than-significant** impact would occur.

- civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06113C0740G, the project site is located within Zone A, Special Flood Hazard Area.²⁵ FEMA defines Zone A as an area that is located within the 100-year

²⁵ Federal Emergency Management Agency. *Flood Insurance Rate Maps 06113C0740G, effective June 18, 2010.* Available at: <https://msc.fema.gov/portal/search?AddressQuery=-121.58432134879509%2C%2038.38045589069815#searchresultsanchor>. Accessed November 2021.

floodplain. However, Zone A also indicates that FEMA has not determined the water-surface elevation (i.e., base flood elevation) for the project area.

The proposed project would consist of very few aboveground structures and would be restricted to a 2,000-sf footprint. Following project implementation, the majority of the project site would be overlain with gravel to facilitate percolation without runoff. In addition, the site is located within an unincorporated area of the County dominated by agricultural production. As such, the site is generally surrounded on all sides by agricultural uses and would not substantially alter the general landscape of the immediate or greater project vicinity. During a flood event, water could flow past the proposed structures and potential flood flows would not be impeded or substantially redirected.

In addition, the proposed structures would be required to be elevated at least one foot above the base flood elevation or floodproofed, together with attendant utility facilities, such that the structures would be watertight with walls substantially impermeable to the passage of water, as required by Section 8-4.501 of the County's Code of Ordinances. Through such conformance, which would be subject to certification by a registered civil engineer or architect, the project would not result in flooding impacts.

Based on the above, the proposed project would not impede or redirect flood flows, and a **less-than-significant** impact would occur.

- d. As discussed above, according to FEMA, the project site is located within Zone A, defined by FEMA as an area that is located within the 100-year floodplain. However, compliance with Section 8-4.501 of the County's Code of Ordinances would ensure that the project would not result in impacts related to flooding.

The project site is located more than 43 miles from the Pacific Ocean and tsunamis typically affect coastlines and areas up to one-quarter mile inland. Therefore, due to the project site's distance from the coast, potential impacts related to a tsunami are not applicable. Additionally, the project site is not susceptible to impacts resulting from a seiche because of the site's distance from any enclosed bodies of water.

Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and a **less-than-significant** impact would occur.

XI. LAND USE AND PLANNING.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community or isolate an existing land use.

The project site is currently developed with an existing residence and associated structures; however, development of the proposed project would not remove the existing residence, nor displace any existing residents. Implementation of the proposed project would be consistent with the General Plan land use designation for the site. In addition, the project would be implemented within an unincorporated area of the County dominated by agricultural production with rural residences sparsely located within the greater project vicinity. Therefore, the proposed project would not substantially alter the character of the surrounding region and would not isolate an existing land use.

Based on the above, the project would not physically divide an established community, and a **less-than-significant** impact would occur.

- b. The proposed project would be generally consistent with County’s Code of Ordinances standards and General Plan policies and actions, as well as other applicable policies and regulations adopted for the purpose of avoiding or mitigating environmental effects. For example, with implementation of Mitigation Measures IV-1(a) through IV-3, the project would not conflict with any applicable policies, regulations, or ordinances related to the protection of biological resources. As discussed under Section XIII, Noise, of this IS/MND, all potential project noise impacts would be less than significant.

Based on the above, the proposed project would not cause a substantial adverse environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and a **less-than-significant** impact would result.

XII. MINERAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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"/>	✘
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"/>	✘

Discussion

a,b. According to the CGS Mineral Land Classification, the project site is not located in an area that has been designated as a mineral resource zone (MRZ) on the basis of geologic factors indicating the presence of mineral deposits.²⁶ In addition, the Conservation and Open Space Element of the County’s General Plan identifies MRZs within the County. According to Figure CO-5 of the Conservation and Open Space Element, the project site is not located within a MRZ.

Based on the above, the proposed project would not 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 or in the loss of availability of a locally important mineral resource recovery site. Thus, the project would result in ***no impact***.

²⁶ California Geological Survey. *CGS Information Warehouse: Mineral Land Classification*. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/>. Accessed November 2021.

XIII. NOISE.

Would the project result in:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or 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"/>	✘

Discussion

- a. The following sections present information regarding sensitive noise receptors in proximity to the project site, the existing noise environment, and the potential for the proposed project to result in impacts during project construction and operation.

The following term is referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this section will be A-weighted unless otherwise noted; and
- Day-Night Average Sound Level (DNL or L_{dn})/Community Noise Equivalent Level (CNEL): The average sound level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.

Existing Noise Environment and Sensitive Noise Receptors

The existing noise environment at the project site is primarily defined by vehicle noise from traffic along Jefferson Boulevard/SR 84 to the east and operational noise associated with the Bogle Production Facility to the west.

Some land uses are considered more sensitive to noise than others, and thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. In the project vicinity, the nearest individual existing noise sensitive land use is the farm residence located approximately 83 feet to the east of the project footprint.

However, it should be noted that within the context of the County’s General Plan, the County considers the definition of noise sensitive receptors to pertain to “residentially designated land uses,” rather than individual residences. As such, residential land uses and/or zoning districts would be considered sensitive receptors, and sensitive receptors would not include individual homes adjacent to agricultural land uses or within zoning districts such as the project site’s A-N/CADO zoning. Therefore, within the context of the County’s General Plan, the on-site residence is not considered a sensitive receptor. The

nearest existing sensitive land use would be Delta High School, approximately 3.7 miles to the northeast of the project site.

Standards of Significance

The County does not have a noise ordinance. Per the Noise Compatibility Guidelines shown in Figure HS-7 of the General Plan, the normally acceptable maximum community noise exposure for schools is 70 dB L_{dn} or CNEL. As such, for the purposes of this analysis, a significant impact would occur if noise generated during project construction or operation would exceed 70 dB at the Delta High School's nearest property line to the project site.

Goal HS-7 in the Health and Safety Element of the County's General Plan establishes a goal of achieving noise compatibility to protect people from the harmful effects of excessive noise. Accordingly, General Plan Action HS-A62 compels the County to regulate the location and operation of land uses to avoid or mitigate harmful or nuisance levels of noise to the following sensitive receptors: residential uses, hospitals and nursing/convalescent homes, hotels and lodging, and appropriate habitat areas. In addition, General Plan Action HS-A63 requires the County to review proposed development projects for compatibility with surrounding and planned uses in accordance with the Noise Compatibility Guidelines.

Project Construction Noise

During the construction of the proposed project, heavy equipment would be used for grubbing and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as backhoes, generators, and pneumatic tools, would be used on-site. Table 2 shows maximum noise levels associated with typical construction equipment.

Equipment Description	Maximum Noise Level at 50 Feet (dB)
Air Compressor	78
Backhoe	78
Excavator	81
Generator	81
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

Based on the equipment noise levels in the table, noise levels associated typical construction would generate maximum noise levels up to 85 dB at a distance of 50 feet. However, noise levels from a source decrease due to standard spherical spreading loss at a rate of six dB per every doubling of distance from the noise source. As discussed above, the project site contains an existing individual residence; however, within the context of the General Plan, the on-site residence is not considered a sensitive receptor. The nearest existing sensitive land use, as defined within the context of the County's General Plan, is located approximately 3.7 miles to the northeast from where construction activities would occur. Thus, the proposed project would not result in construction-related

noise in excess of the 70 dB threshold established for school sites by the Noise Compatibility Guidelines.

Project Operational Noise

As previously discussed, during operation, the proposed project would be unmanned. As such, the project would not result in noise from daily employee vehicle trips. The communication cabinet would have small a/c units that would generate noise during periods of inclement weather. However, such noise levels would be minimal and would not be discernible at the nearest existing sensitive land use located 3.7 miles away. Similarly, noise generated as part of routine maintenance checks of the of project's backup diesel generator would also not be discernible at the nearest property line of Delta High School.

Furthermore, as required by General Plan Action HS-A63, the County would review the proposed project to ensure the project is compatible with surrounding and planned uses in the project vicinity in accordance with the Noise Compatibility Guidelines. Therefore, project operation would not result in noise in excess of the 70 dB threshold established for school sites by the Noise Compatibility Guidelines.

Conclusion

Based on the above, the proposed project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County's General Plan. Therefore, the project would result in a **less-than-significant** impact.

- b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 3, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures or annoyance from transient and continuous vibration. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV, and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors. In addition, Table 4 shows the typical vibration levels produced by construction equipment at various distances.

The proposed project would only cause elevated vibration levels during construction, as the project would not involve any uses or operations that would generate substantial groundborne vibration. During project construction, heavy equipment would be used for excavation and building construction, which would generate localized vibration in the

immediate vicinity of construction activities. The nearest existing structure to the project site is the single-family residence located 83 feet to the east.

Table 3			
Effects of Vibration on People and Buildings			
PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage
Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.			

Table 4		
Vibration Levels for Various Construction Equipment		
Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.		

As shown in Table 4, vibration levels generated by common construction equipment at a distance of 50 feet from the source would be at most, 0.029 in/sec PPV. Therefore, given the 83-foot distance between the single-family residence and the proposed area of disturbance, vibration levels generated from on-site project construction activities at the residence would be well below Caltrans’ 0.20 in/sec PPV threshold for damage to residential structures. In addition, construction activities would not result in vibration levels in excess of Caltrans’ 0.10 in/sec PPV threshold for annoyance to sensitive receptors.

Based on the above, project operation would not include uses that would involve elevated vibration levels, and project construction would not generate excessive groundborne vibration or groundborne noise levels at the nearest existing sensitive receptors. Therefore, the project would result in **less-than-significant** impact.

- c. The project site is not located within an airport land use plan or in the vicinity of a private air strip. The nearest public-use airport is Franklin Field Airport, which is located 9.5 miles to the southeast of the project site.

Based on the above, the project site is not located within an airport land use plan or within two miles of a public airport or public-use airport. Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area, and ***no impact*** would occur.

XIV. POPULATION AND HOUSING.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a,b. The proposed project would include the construction of a wireless communication facility in a non-urbanized area of the County; however, the project would not include the extension of major infrastructure associated with water, sanitary sewer, storm drainage, or energy services. Given the nature of the proposed project, the project would not create a large number of jobs or result in an influx of new residents to the project area. In addition, the project would not include the construction of new housing or the demolition of existing residences.

Based on the above, the proposed project would not induce substantial unplanned population growth in the project area, either directly or indirectly, or displace substantial numbers of existing people or housing. Therefore, the project would result in a ***less-than-significant*** impact.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

a-e. The project site is currently serviced by the following providers: (1) fire protection by the Clarksburg Fire Protection District; (2) police protection by the Yolo County Sheriff’s Office; (3) schools by the River Delta School Joint Unified District; (4) parks by the Yolo County Parks and Natural Resources Department; and (5) other public facilities by the Yolo County Library system.

The relevant CEQA threshold is whether the proposed project would precipitate the need for new or physically altered facilities to meet response times or other performance objectives, the construction of which could cause environmental impacts. The proposed project would not increase the need for public services, as it would involve the construction of a wireless communication facility, which would not be manned during operation. The project would not involve the extension of major infrastructure associated with water, sanitary sewer, storm drainage, or energy services. Therefore, the project would not generate population growth, either directly or indirectly.

Based on the above, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, and **no impact** would occur.

XVI. RECREATION.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project 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"/>	✘
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a,b. The proposed project would not increase the use of existing recreational facilities, as the project would involve the construction of a wireless communication facility, which would not be manned during operation. The project would not involve the extension of major infrastructure associated with water, sanitary sewer, storm drainage, or energy services. Therefore, the project would not generate population growth, either directly or indirectly.

Based on the above, the proposed project would not increase the use of existing recreational facilities or include or require recreational facilities, the construction of which could have an adverse effect on the environment. Therefore, ***no impact*** would occur.

XVII. TRANSPORTATION.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric 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"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a-d. The proposed project would include development of a wireless communication facility, with aboveground structures sited within a 2,000-sf project footprint, approximately 264 feet to the west of Jefferson Boulevard/SR 84.

During construction, the project would generate a minor amount of traffic on local roadways associated with construction worker commutes and the transport of materials for the proposed facility. Such construction would be limited and temporary in nature. The project would not involve the construction of new roadways or extension of existing roadways. It should be noted that the project would include improvements to the on-site gravel driveway; however, such improvements would not substantially affect roadways in the project vicinity, as the modifications to the driveway would be restricted to the project site. In addition, the project would not include development that would alter or increase demand for transit, bicycle, or pedestrian facilities.

While the proposed project would temporarily result in an increase in VMT during the construction period, operation and maintenance of the proposed facility would not affect local or regional VMT, as the only trips generated by project operation would involve periodic commutes for maintenance testing of the proposed structures. Such trips would result in a negligible increase in VMT.

Furthermore, because the proposed project would not alter the existing circulation network, the project would not substantially increase hazards due to a geometric design feature or incompatible uses or result in inadequate emergency access. During project construction, the project’s required compliance with AMM3 would ensure that construction staging areas for vehicles and equipment are located in areas that would ultimately be a part of the permanent project footprint. As such, construction vehicles and equipment would not affect vehicles traveling along Jefferson Boulevard/SR 84.

Based on the above information, the proposed project would not: (1) conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities; (2) conflict or be inconsistent with CEQA Guidelines Section 15064.3(b); (3) substantially increase hazards due to a geometric design feature or incompatible uses; or (4) result in inadequate emergency access. Therefore, the project would result in a **less-than-significant** impact.

XVIII. TRIBAL CULTURAL RESOURCES.

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

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	✘	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	✘	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the project site does not contain any recorded historic buildings or structures on any lists of historic resources. Similarly, the site does not contain any recorded archaeological resources. In addition, a request was sent by Raney Planning & Management, Inc. to the NAHC seeking information from the Sacred Lands File regarding the project site, which returned results indicating the site does not contain any known tribal cultural resources.²⁷

In compliance with AB 52 (PRC Section 21080.3.1), a project notification letter was distributed by the County to tribes who have requested to be notified of projects requiring analysis under CEQA. The letters were distributed on November 10, 2021 to representatives of the Yocha Dehe Wintun, Wilton Rancheria, United Auburn Indian Community of the Auburn Rancheria, Cortina Rancheria Band of Wintun Indians of California, Lone Band of Miwok Indians, and Torres Martinez Desert Cahuilla Indians. The Yocha Dehe Wintun Nation submitted a response on November 17, 2021, requesting formal consultation. Representatives from the County and Yocha Dehe Wintun Nation consulted on February 9, 2022. Based on the information subsequently provided, the Yocha Dehe Wintun Nation requested the inclusion of cultural monitors during project development and ground disturbance and preconstruction cultural sensitivity training for all project personnel. The requests have been included in this IS/MND as mitigation measures.

Based on the above, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource. Thus, a **potentially significant** impact to tribal cultural resources could occur.

²⁷ Native American Heritage Commission. *Bogle Cell Tower Project, Yolo County*. December 2, 2021.

Mitigation Measure(s)

Implementation of the following mitigation measure, along with Mitigation Measures V-1 and V-2 from Section V, Cultural Resources, would reduce the above potential impact to a *less-than-significant* level.

- XVIII-1 *Prior to commencement of construction activities, the applicant shall arrange for a member of Yocha Dehe Wintun Nation to conduct Cultural Sensitivity Training to the construction crew. Generally, the training would consist of a presentation to the construction crew about types of resources and evidence thereof, role of the Tribe, what to do if resources are uncovered, etc. To schedule Cultural Sensitivity Training prior to commencement of construction, the applicant shall contact the Cultural Resources Department Administrative Staff, Yocha Dehe Wintun Nation, Office (530) 796-3400, Email: THPO@yochadehe-nsn.gov. Proof of compliance with this measure shall be provided to the Yolo County Department of Community Services.*

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which 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"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a-e. The proposed project would not require water or sanitary sewer services during project operation, and as such, would not include connection to such services. The majority of the project site would be overlain with gravel to facilitate percolation during project operation. Therefore, the project would not require connection to storm drainage infrastructure. The project would connect to existing PG&E infrastructure to the southeast of the project footprint and would include the installation of 250 feet of underground fiber-optic cable line between the tower/monopole site and existing telecommunications infrastructure to the southeast of the project site. Energy use associated with operation of the proposed project would be typical of wireless communication facilities, requiring a projected maximum of 50 kilowatt-hours (kWh) of electricity per day. Because electricity supplied by PG&E would comply with the State's RPS, a portion of the energy consumed during project operations would originate from renewable sources and, therefore, sufficient electricity supply would be available to serve the proposed project.

The majority of solid waste generated in the County is transported to the Yolo County Central Landfill.²⁸ According to the California Department of Resources Recycling and Recover (CalRecycle), the landfill has remaining capacity of 33,800,218 cubic yards and a cease operation date of February 21, 2124.²⁹ However, considering that the proposed communication facility would be unmanned, project operation would not result in the generation of solid waste. During construction activities, the project would be required to comply with the CALGreen Code, which requires diversion of at least 65 percent of construction waste from landfills. Thus, sufficient capacity would exist to accommodate

²⁸ Yolo County. 2030 Countywide General Plan [pg. PF-34]. Adopted November 10, 2009.

²⁹ California Department of Resources Recycling and Recovery. SWIS Facility/Site Activity Details: Yolo County Central Landfill (57-AA-0001). Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/689?siteID=4033>. Accessed November 2021.

the solid waste generated by the proposed project, and the project would be in compliance with federal, State, and local management and reduction statutes and regulations related to solid waste.

Based on the above, the proposed project would not: (1) require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects; (2) require water supplies; (3) require wastewater treatment services; (4) generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or (5) conflict with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, the project would result in a ***less-than-significant*** impact.

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a-d. According to CAL FIRE’s Fire and Resource Assessment Program, the project site is located within a LRA – Unincorporated. Within the LRA, the project site is not located within a Very High or High FHSZ.³⁰ Furthermore, the project would be consistent with what was anticipated for the site in the City’s General Plan, and the General Plan EIR concludes that compliance with applicable federal, State, and local laws and regulations would ensure impacts related to wildland fire hazards would be less than significant. During project operation, the project would be unmanned. Finally, as discussed in Section VII, Geology and Soils, and Section X, Hydrology and Water Quality, of this IS/MND, development of the proposed project would not expose people or structures to significant risks related to flooding or landslides.

Based on the above, the proposed project would not: (1) substantially impair an adopted emergency response plan or emergency evacuation plan; (2) exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, due to slope, prevailing winds, and other factors; (3) require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or (4) expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, a **less-than-significant** impact would occur.

³⁰ California Department of Forestry and Fire Protection. *Yolo County: Fire Hazard Severity Zones In SRA*. Available at: https://osfm.fire.ca.gov/media/6563/fhszs_map57.jpg. Accessed November 2021.

XXI. 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 substantially 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"/>
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"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a. As described in this IS/MND, while implementation of the proposed project could have the potential to adversely impact the environment by reducing available habitat for tricolored blackbird, Swainson’s hawk, migratory birds and raptors, western pond turtle, and giant garter snake, implementation of Mitigation Measures IV-1(a) through IV-3 and the project’s required compliance with all applicable AMMs set forth by the Yolo HCP/NCCP would ensure that impacts to special-status species would be reduced to less than significant. Likewise, the proposed project has a moderate potential to eliminate unknown important prehistoric and cultural resources. Mitigation Measures V-1, V-2, and XVIII-1 would ensure that impacts to important prehistoric and cultural resources would be less than significant. The proposed project would implement and comply with applicable General Plan policies and County Code of Ordinances standards, as discussed throughout this IS/MND. With implementation of the mitigation measures required by this IS/MND, compliance with General Plan policies, Code of Ordinances standards, and application of standard BMPs during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, a **less-than-significant** impact would occur.

- b. The proposed project in conjunction with other development within Yolo County could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, Code of Ordinances standards, and other applicable local and State regulations. In addition, the project would be consistent with the site’s existing land use designation. Accordingly, buildout of the site with the proposed use was generally considered in the cumulative analysis of buildout of the General Plan planning area within the General Plan

EIR. Thus, the proposed project would not contribute any new or additional impacts not previously analyzed in the General Plan EIR. Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the County, and the project's incremental contribution to cumulative impacts would be **less than significant**.

- c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, and mitigation measures included herein. The foregoing provisions have been established to ensure substantial adverse effects from proposed development projects, including those impacting human health, are prevented and/or reduced to a less-than-significant level. In addition, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials and noise. Therefore, the proposed project's impact would be **less than significant**.

AT&T Jefferson Cell Tower Project Mitigation Monitoring Program

– April 2022

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid significant environmental impacts of a project. The Mitigation Monitoring Program ensures that mitigation measures imposed by the County are completed at the appropriate time in the development process.

The mitigation measures identified in the Initial Study/Mitigated Negative Declaration for the AT&T Jefferson Cell Tower Project are listed below along with the party responsible for implementation of the mitigation measure, the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign off that the mitigation measure has been implemented.

**MITIGATION MONITORING PROGRAM
AT&T Jefferson Cell Tower Project**

Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>and during the appropriate survey periods for nesting activities for individual avian species. Surveys shall follow required CDFW and USFWS protocols, where applicable. A qualified biologist shall survey suitable habitat for the presence of the species. If a migratory avian or raptor species is observed and suspected to be nesting, a buffer area shall be established to avoid impacts to the active nest site. Identified nests shall be continuously surveyed for the first 24 hours prior to any construction-related activities to establish a behavioral baseline. If nesting avian species are not found, project activities may proceed and no further mitigation shall be required. The results of the surveys shall be submitted to the Yolo County Community Services Department.</i></p> <p><i>If active nesting sites are found, the following exclusion buffers shall be established, and project activities shall not occur within the buffer zones until young birds have fledged and are not reliant upon the nest or parental care for survival:</i></p> <ul style="list-style-type: none"> <i>• Minimum non-disturbance buffer of 250 feet around active nest of non-listed bird species and 250-foot non-disturbance buffer around migratory birds;</i> <i>• Minimum non-disturbance buffer of 500 feet around active nest of non-listed raptor species and 0.5-mile non-disturbance buffer around listed species and fully protected species (tricolored blackbird and Swainson's hawk) until breeding season has ended or until a qualified biologist has determined that the birds</i> 		(February 1 through September 15).	

**MITIGATION MONITORING PROGRAM
AT&T Jefferson Cell Tower Project**

Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>have fledged and are not reliant upon the nest or parental care for survival;</i></p> <ul style="list-style-type: none"> • <i>Once work commences, all nests shall be continuously monitored to detect any behavioral changes as a result of project activities. If behavioral changes are observed, the work causing that change shall cease and the appropriate regulatory agencies (i.e., CDFW, USFWS, etc.) shall be consulted for additional AMMs; and</i> • <i>A variance from the foregoing non-disturbance buffers may be implemented when compelling biological or ecological reason exists to do so, such as when the project area would be concealed from a nest site by topography. Any variance from the foregoing buffers shall be supported by a qualified wildlife biologist. CDFW and USFWS shall be notified in advance of implementation of a non-disturbance buffer variance.</i> 			
IV(b,c).	<p>Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service; or</p> <p>Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<p>IV-3 <i>During project construction, the project contractor shall ensure the following Best Management Practices (BMPs) are implemented to prevent contamination of fuel and other construction materials into sensitive wetland habitat to the south of the proposed project site:</i></p> <ul style="list-style-type: none"> • <i>The use or storage of petroleum-powered equipment shall be accomplished in a manner to prevent the potential release of petroleum materials into waters of the State and U.S.;</i> • <i>Areas for fuel storage, refueling, and servicing of construction equipment shall be located in an upland location;</i> 	Yolo County Community Services Department	During project construction.	

**MITIGATION MONITORING PROGRAM
AT&T Jefferson Cell Tower Project**

Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<ul style="list-style-type: none"> • <i>Wash sites shall be located in upland locations to ensure wash water does not flow into adjacent wetlands;</i> • <i>All construction equipment shall be in good working condition, showing no signs of fuel or oil leaks. All questionable motor oil, coolant, transmission fluid, and hydraulic fluid hoses, fittings and seals shall be replaced. The mechanical equipment shall be inspected on a daily basis to ensure no leaks. All leaks shall be repaired in the equipment staging area or other suitable location prior to resumption of construction activity;</i> • <i>Oil absorbent and spill containment materials shall be located on-site when mechanical equipment is in operation within 100 feet of a waterway. If a spill occurs, no additional work shall occur until (1) the mechanical equipment is inspected by the contractor and the leak has been repaired; (2) the spill has been contained; and (3) CDFW and the Yolo County Community Services Department are contacted and have evaluated the impacts of the spill; and</i> • <i>To avoid debris contamination into drainages and other sensitive wildlife habitats, silt fence or other sediment control devices shall be placed around construction sites to contain spoils from construction excavation activities;</i> <p><i>The foregoing standard construction measures shall be included in the notes on the project grading and improvement plans, which shall be</i></p>			

**MITIGATION MONITORING PROGRAM
AT&T Jefferson Cell Tower Project**

Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
Geology and Soils					
VII(f).	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<i>VII-1 During project construction activities, should paleontological resources be discovered, work shall be halted in the area within 75 feet of the find. The applicant shall notify the County Administrator, or a designee chosen by the Administrator, and the Yolo County Department of Community Services and retain a qualified paleontologist to inspect the discovery. The find must be recorded by a qualified archaeologist or paleontologist using relevant professional protocols and a report fully recording the find submitted to the County Administrator or designee chosen by the Administrator and the Yolo County Department of Community Services. The report shall include recommendations for appropriate removal and preservation of the artifact. If deemed appropriate in the report, the resource(s) shall then be salvaged and deposited at an appropriate venue, where the discovery would be properly curated and preserved for the benefit of current and future generations. The language of this mitigation measure shall be included on any grading plans approved by the Department of Community Services for the proposed project, where ground disturbance would be required.</i>	Yolo County Department of Community Services Yolo County Administrator (or a designee chosen by the Yolo County Administrator)	During project construction activities, if paleontological resources are discovered.	
Tribal Cultural Resources					
XVIII(a,b).	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a	<i>XVIII-1 Prior to commencement of construction activities, the applicant shall arrange for a member of Yocha Dehe Wintun Nation to conduct Cultural Sensitivity Training to the construction crew. Generally, the training would consist of a presentation to the construction crew about types of resources and evidence thereof, role of the Tribe, what to do if resources</i>	Yolo County Department of Community Services	Prior to commencement of construction activities.	

**MITIGATION MONITORING PROGRAM
AT&T Jefferson Cell Tower Project**

Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	<p>California Native American Tribe, and that is:</p> <p>Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or</p> <p>A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p><i>are uncovered, etc. To schedule Cultural Sensitivity Training prior to commencement of construction, the applicant shall contact the Cultural Resources Department Administrative Staff, Yocha Dehe Wintun Nation, Office (530) 796-3400, Email: THPO@yochadehe-nsn.gov. Proof of compliance with this measure shall be provided to the Yolo County Department of Community Services.</i></p>			