ESPARTO A1-PRE FAB LLC PROJECT (ZF2022-0058)

Initial Study / Mitigated Negative Declaration

November 2024

Prepared for:

Yolo County
Department of Community Services
Planning Division
292 West Beamer Street
Woodland, CA 95695

Prepared by:

RCH Group, Inc.
PO Box 516
Rancho Murieta, CA 95683
916.782.4427

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

1.	**Project Title:**	Esparto A1-Pre Fab LLC (ZF2022-0058)
2.	**Lead Agency Name and Address:**	Yolo County Department of Community Services Planning Division 292 West Beamer Street Woodland, CA 95695
3.	**Contact Person and Phone Number:**	Tracy Gonzalez, Associate Planner Tracy.Gonzalez@yolocounty.gov (530) 666-8803
4.	**Project Location:**	Assessor's Parcel Number (APN) 049-240-024-000 Northwest corner of the intersection of State Route 16 (Woodland Avenue) and Fremont Street.
5.	**Project Sponsor:**	A1-Pre Fab LLC Octavio Hernandez 1278 Camphor Drive Woodland, CA 95776
6.	**General Plan Designation:**	General Commercial (C-G) Yolo County General Plan Esparto Depot District (Esparto Community Plan)
7.	**Zoning:**	General Commercial (C-G)

8. Description of Project:

A1-Pre Fab, LLC (the Applicant) has applied for a Minor Use Permit to improve less than one acre of a 3.83-acre parcel within the community of Esparto (Yolo County APN 049-240-024-000) to operate a prefabrication business. The parcel is zoned General Commercial (C-G) and is designated General Commercial (C-G) in the 2030 Countywide General Plan. The Project site is in an area identified by the Town of Esparto Community Plan (2019) as the Esparto Depot District which is intended to remain the community and business center of Esparto. Heavier uses such as vehicle repair, light manufacturing, and warehousing and storage are conditionally permitted in the C-G zone with approval of a Minor Use Permit, per Section 8-2.602(b) of the Yolo County Code. The Project requires compliance with the California Environmental Quality Act (CEQA) because approval of the Minor Use Permit is a discretionary action by the County (the CEQA Lead Agency).

The "Project" would utilize an existing 2,020 square foot storage building onsite to offer custom cutting services and the assembly of pre-cut aluminum extrusions used to build frames for general contractors. Fabrication projects performed by the business would periodically include glass assembly as part of the scope of work. The project materials would arrive pre-cut to the customer's specifications, or in bulk stock length that would be cut onsite to customer specifications and would be assembled per their instructions. All work would be performed and completed inside the existing building. The facility would be for private use only and will not be open to the public. Service requests would be solicited via email or phone calls. A commercial coach modular office unit would be located adjacent to the existing building to conduct administrative work.

Site improvements would consist of improving the existing storage building for business operations, paving the parking lot and internal circulation areas, creating the onsite detention pond, and landscaping improvements.

It is anticipated that four to six employees would be the only personnel working at the facility. Facility hours of operation would be from 8:00 a.m. to 5:00 p.m. The facility would offer parking for personnel and the site would include onsite lighting to provide security and safety to comply with County requirements.

Figure 1 shows the Regional Location, **Figure 2** shows the Project Location, **Figure 3** shows the Site Plan, and **Figure 4** shows the Building Elevations.

Circulation and Parking

The Project would provide seven automobile parking spaces (including one ADA space). The Project would require zero to one truck deliveries/loadings per day and overall would generate a maximum of 20 one-way trips per day (see the Transportation Section of this Initial Study for more details).

Access to the Project site is currently provided via a private driveway owned by the Esparto Community Services District (ECSD) along the eastern side of the parcel, which is also used by the ECSD facility to the north and a produce packing facility to the east of the Project. The Project would be conditioned to secure access via a permanent and irrevocable easement granted by ECSD, unless ECSD dedicates the driveway to the County as a public street prior to the issuance of a building/grading permit to change the use and occupancy of the existing 2,020 SF storage building to light industrial uses. Additionally, if a permanent and irrevocable easement is not obtained, or the driveway is not dedicated to the County, then the Project would be conditioned to restrict future construction of permanent facilities within the 65-foot-wide area extending immediately north from Antelope Street to the northern end of the parcel to allow for future northern and southern access to the property, and to allow for the potential extension of Antelope Street to alleviate potential traffic impacts resulting from the proposed Project and from future development on the site.

Source: RCH Group; Google Earth Pro, 2024

Figure 1
Regional Location

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Source: RCH Group; McCandless & Associates Architects, Inc.; Google Earth Pro, 2024

Figure 2
Project Location

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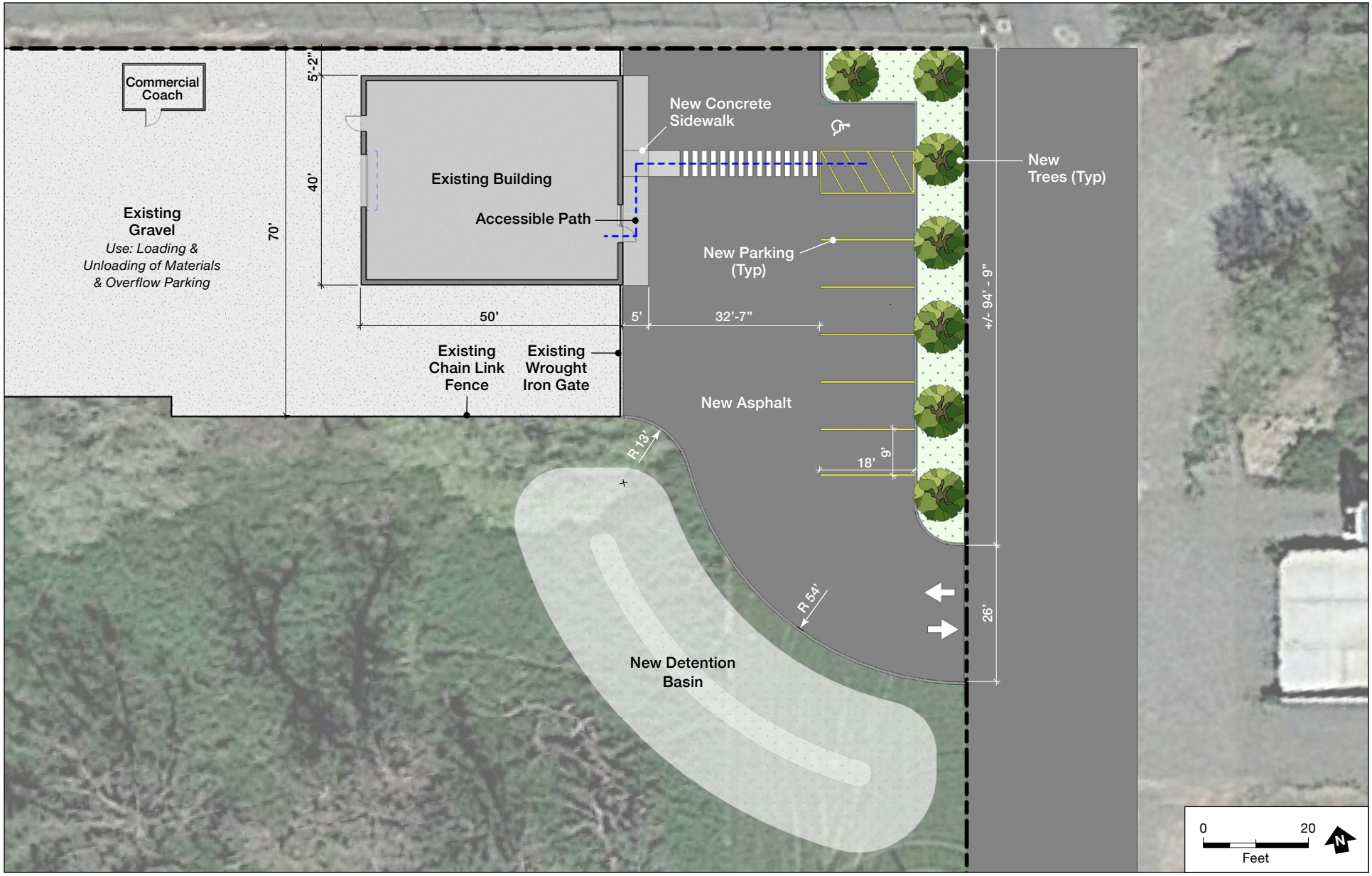

Source: RCH Group; McCandless & Associates Architects, Inc., 2024

Figure 3
Site Plan

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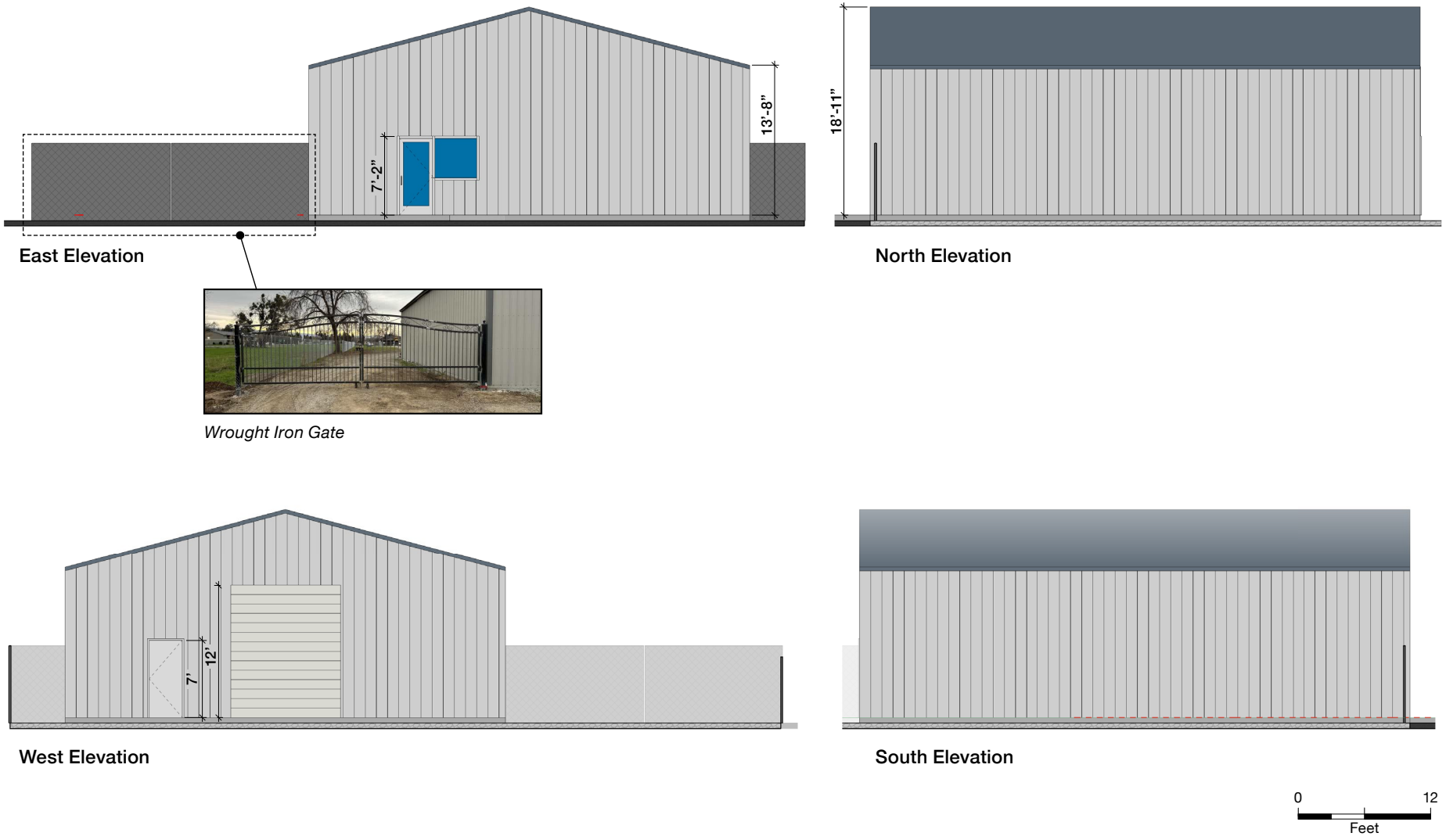

Source: RCH Group; McCandless & Associates Architects, Inc., 2024

Figure 4
Building Elevations

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Stormwater, Drainage, and Floodplain

The Project site generally slopes from southwest to northeast and drains to an existing storm drain inlet on the adjacent ECSD property to the north. This existing storm drain system is routed to the Woodland Avenue roadside ditch. After development of the Project, onsite rainfall runoff from new impervious surfaces would drain via storm drains into a detention pond that would be drained via a pump station and discharge runoff to the existing storm drain system. The Project site is not located in a flood hazard zone designated by the Federal Emergency Management Agency (FEMA). See the Hydrology and Water Quality Section of this Initial Study for more information related to stormwater, drainage, and floodplain.

Water Supply

The Project would be conditioned to submit a Will Serve letter issued by ECSD to connect to water services. Water needs for the Project would be minimal and is estimated to be 4,000 gallons per year.

Sanitation

The Project would not include the construction of a private on-site wastewater treatment (septic) system. The Project would be conditioned to submit a Will Serve letter issued by ECSD to the County to connect to wastewater services. Employee restrooms would be provided in the commercial coach modular office unit.

Energy Utilities

Electricity would be provided to the Project site by Pacific Gas & Electric (PG&E). Natural gas would not be required for the Project.

Fire Protection

The Project site is within the Esparto Fire Protection District and is approximately 1,000 feet northwest of the Esparto Fire Department (EFD) Station No. 19. There is an existing fire hydrant within 100 feet of the existing storage building on the Project site.

Police Protection

The Yolo County Sheriff's Office provides law enforcement services to the unincorporated areas of Yolo County. The nearest Sheriff's office is approximately 15 miles east of the Project site in Woodland. The nearest police department is the City of Woodland Police Department approximately 13 miles east of the Project site.

Lighting

The Project would require lighting for security purposes. Outdoor light fixtures would be low-intensity, shielded and/or directed downwards away from the night sky, and use low-glare lamps or other similar lighting fixtures.

Trees

The Project would add six new trees and would not remove any trees.

Construction Phasing and Schedule

Construction of the Project is estimated to occur for approximately two months. No new buildings would be constructed as part of the Project. Project construction activities would include site preparation, grading, landscaping, paving, and parking lot coating.

9. Surrounding Land Uses and Setting:

The Yolo County Building Division previously issued a Building Permit for the existing 2,020 square foot storage building that currently exists on the Project site (Building Permit #2022-0920), which was not subject to CEQA. The remainder of the parcel is currently vacant and consists of native trees and grasses. Surrounding land uses include the ECSD to the north, a warehouse to the east, as well as a retail store to the south, and residential uses to the south/southwest.

10. Required Agency Approvals:

The Project requires Yolo County to approve the Minor Use Permit, and other related permits such as grading and/or building permits.

11. Tribal Consultation:

Yolo County notified tribes requesting Assembly Bill (AB) 52 notification for projects subject to CEQA. The Yocha Dehe Wintun Nation initiated formal consultation with Yolo County, which resulted in the inclusion mitigation measures for tribal monitoring of ground disturbance associated with Project construction and a Burial Treatment Protocol (see the Tribal Cultural Resources Section of this Initial Study).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use /Planning	☐ Mineral Resources
☒ Noise	☐ Population /Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by Lead Agency)

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 project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Tracy L. Gonzalez
Signature

November 7, 2024
Date

Tracy Gonzalez
Printed Name

AESTHETICS

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1.	**AESTHETICS —** Except as provided in Public Resources Code Section 21099, **would the proposed project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Introduction

The Project site would utilize an existing 2,020 square foot storage building on site. A single-story modular office commercial coach would be used for administrative work and would be adjacent to the existing building. The remainder of the parcel is currently vacant and consists of native trees and grasses, with drainage located along the southern boundary of the site. Surrounding land uses include the ECSD to the north, a warehouse to the east, as well as a retail store to the south (opposite State Route 16/Woodland Avenue), and residential uses to the south/southwest.

Discussion

a, b) **No Impact.** No substantial adverse effects to scenic vistas would occur with the Project. The Project site is not within or near a designated state scenic highway[1] or a County-designated scenic roadway. While segments of State Route 16 are designated as eligible for state scenic highway status, the nearest eligible segment terminates at the unincorporated community of Capay, two miles to the west of the Project site. The 2030 Countywide General Plan Policy CC-1.13 also designates SR 16 as a local scenic roadway from the Colusa County line to Capay. Therefore, the Project would not substantially damage scenic resources within a state scenic highway and would result in no impact.

[1] Caltrans, California State Scenic Highway System Map, 2018, Accessed on June 24, 2024 at: https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

c) **Less-than-Significant Impact.** Public views of the Project site are limited to those by surrounding landowners and those traveling on State Route 16. Views from County Road 87 are generally blocked due to intervening buildings. Views from these locations would be consistent with the existing visual character of the Project vicinity. Furthermore, there are existing trees along the southern boundary of the Project site along State Route 16 that provide screening. As shown in **Figure 5**, the Project would utilize an existing building. The only noticeable visual change that would result from the Project is the conversion of a graveled area onsite to a paved parking lot and the creation of the detention basin. Therefore, the Project would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings and would result in a less-than-significant impact.

d) **Less-than-Significant-Impact.** The Project would require lighting for security purposes. Outdoor light fixtures would be low-intensity, shielded and/or directed downwards away from the night sky, and use low-glare lamps or other similar lighting fixtures. Therefore, the Project would result in a less than-significant-impact.

Existing view looking north from
State Route 16

Existing view
looking west at
existing building

Source: RCH Group, 2024

RCH GROUP
planning & environmental consulting

Figure 5
Existing Views

AGRICULTURAL AND FOREST RESOURCES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
2. AGRICULTURAL AND FOREST RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the proposed project:**				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Introduction

The Project site is zoned General Commercial (C-G) and is designated for General Commercial (C-G) in the 2030 Countywide General Plan. The Project site is not considered to be forest land or timberland and is not under a Williamson Act contract.

Discussion

a-e) **No Impact.** The Project site is graveled and developed with an existing building, and the remainder of the parcel is currently vacant and consists of native trees and grasses. There are no existing or designated agricultural or forested lands on the Project site. The site is not under a Williamson Act contract. Therefore, the Project would not result in the conversion of farmland or forestland to non-agricultural uses and would have no impact on agricultural or forest resources.

AIR QUALITY

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the proposed project:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Introduction

This section evaluates the potential for the Project to cause air quality impacts and has been prepared using methods and assumptions recommended in the Yolo-Solano Air Quality Management District's (YSAQMD's) Handbook for Assessing and Mitigating Air Quality Impacts (YSAQMD, 2007). Detailed modeling assumptions and results are provided in **Appendix A**.

Setting

The Project site is within the YSAQMD. The YSAQMD is located within the boundaries of the Sacramento Valley Air Basin (SVAB). The SVAB encompasses eleven counties including all of Shasta, Tehama, Glenn, Colusa, Butte, Sutter, Yuba, Sacramento, and Yolo Counties, the westernmost portion of Placer County and the northeastern half of Solano County.

Climate, Meteorology, and Topography

The SVAB is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on the east. The intervening terrain is relatively flat. Hot dry summers and mild rainy winters characterize the Mediterranean climate of the SVAB. During the year the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches, and the rainy season generally occurs from November through March. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants under certain meteorological conditions. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells collect over the Sacramento Valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface

heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap pollutants near the ground.

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds with the delta sea breeze from the southwest arriving in the afternoon. The evening breeze typically transports airborne pollutants to the north out of the Sacramento Valley. During about half of the days from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out, the Schultz Eddy causes the wind pattern to recirculate to the south. Essentially, this phenomenon causes the air pollutants to be blown south toward the SVAB. This phenomenon has the effect of exacerbating the pollution levels in the area and increases the likelihood of violating federal or state air quality standards. The Schultz Eddy normally dissipates around noon when the delta sea breeze arrives.

Criteria Air Pollutants

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 micrometers (coarse or PM10), particulate matter less than 2.5 micrometers (fine or PM2.5), and lead. However, ozone, PM10, and PM2.5 are the criteria air pollutants of primary concern in this analysis due to their nonattainment status with respect to the applicable National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS). Yolo County is designated nonattainment for NAAQS and CAAQS for 1-hour and 8-hour ozone, the CAAQS for 24-hour PM10, and the NAAQS for 24-hour PM2.5. Yolo County is designated attainment or unclassified for all other NAAQS and CAAQS. Monitoring data representative of ambient air concentrations in Yolo County from the Woodland-Gibson Road monitoring station (approximately 17.5 miles east of the Project site) are summarized in **Table 1**.

TABLE 1 SUMMARY OF ANNUAL MONITORING DATA OF AMBIENT AIR QUALITY

Pollutant	Standard	2020	2021	2022
Ozone				
Maximum Concentration (1-hour/8-hour average)	ppm	**0.096/0.075**	**0.092/0.082**	0.082/**0.071**
Number of days State standard exceeded (1-hour/8-hour)	0.09/0.070	**1/2**	0/**2**	0/**1**
Number of days National standard exceeded (8-hour)	0.070	2	2	1
Fine Particulate Matter (PM2.5)				
Maximum Concentration (24-hour)	µg/m^3	**134.0**	33.8	34.8
Number of days National standard exceeded (24-hour measured/estimated)	35	**4**/*	0/0.0	0/0.0
Annual Average (State/National standard)	12/12.0	*/**14.6**	*/8.8	8.3/8.3
Respirable Particulate Matter (PM10)				
Maximum Concentration (24-hour)	µg/m^3	**224.2**	**68.7**	**64.9**
Number of days State standard exceeded (24-hour measured/estimated)	50	11/*	4/24.1	2/12.2

Number of days National standard exceeded (24-hour measured/estimated)	150	1/*	0/0.0	0/0.0
Annual Average (State standard)	20	*	**20.8**	**20.3**

NOTES:

* means there was insufficient data available to determine the value
ppm = parts per million, $\mu g/m^3$ = micrograms per cubic meter
bold values exceeded the State and/or National standard
Ambient air concentrations from the Woodland-Gibson Road monitoring station (approximately 17.5 miles east of the Project site)

SOURCE: CARB, *iADAM: Air Quality Data Statistics*, https://www.arb.ca.gov/adam

Toxic Air Contaminants

According to section 39655 of the California Health and Safety Code, a toxic air contaminant (TAC) is "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health." In addition, substances which have been listed as federal hazardous air pollutants (HAPs) pursuant to section 7412 of Title 42 of the United States Code are TACs under the air toxics program pursuant to section 39657 (b) of the California Health and Safety Code. The California Air Resources Board (CARB) has formally identified over 200 substances and groups of substances as TACs. TACs can cause short-term (acute) and long-term (chronic or carcinogenic) adverse human health effects. TACs can be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. Agricultural and construction activities can also contribute to toxic air emissions. In 1998, CARB identified diesel exhaust particulate matter (diesel PM or DPM) as a TAC (YSAQMD, 2007).

Local Air Quality Management Plans

YSAQMD, in coordination with other air districts in the Sacramento Region [e.g., El Dorado Air Pollution Control District (EDAPCD), Feather River Air Quality Management District (FRAQMD), Placer County Air Pollution Control District (PCAPCD), and Sacramento Metropolitan Air Quality Management District (SMAQMD)], prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) in compliance with the requirements set forth in the California Clean Air Act (CCAA). The CCAA also requires a triennial assessment of the extent of air quality improvements and emissions reductions achieved through the use of control measures. As part of the assessment the AQAP must be reviewed and, if necessary, revised to correct for deficiencies in progress and to incorporate new data or projections. The YSAQMD has completed eight triennial plan updates since 1991, the most recent adopted triennial plan is the *2019 Triennial Assessment and Plan Update* (May 2019), which covers the years 2015-2017 (YSAQMD, 2019).

YSAQMD Rules and Regulations

YSAQMD rules and regulations relevant to the Project include but are not limited to the following:

- *Rule 2.3 (Ringelmann Chart)*. This rule prohibits stationary diesel-powered equipment from generating visible emissions that would exceed the rule's visibility threshold.

- *Rule 2.5 (Nuisance)*. This rule prohibits any source from generating air contaminants or other materials that would cause injury, detriment, nuisance, or annoyance to the public; endanger the comfort, repose, health, or safety of the public; or damage businesses or property. Under

Rule 2.6, the provisions of Rule 2.5. do not apply to odors emanating from agricultural operations in the growing of crops or raising of fowl, animals, or bees.

- *Rule 2.11 (Particulate Matter Concentration)*. This rule prohibits any source that would emit dust, fumes, or total suspended PM from generated emissions that would exceed the rule's established emission concentration limit.

- *Rule 2.14 (Architectural Coatings)*. This rule establishes volatile organic compound (VOC) content limits for all architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured within YSAQMD's jurisdiction.

- *Rule 2.28 (Cutback and Emulsified Asphalts)*. This rule establishes organic compound limits for cutback and emulsified asphalts manufactured, sold, mixed, stored, used, and applied within YSAQMD's jurisdiction.

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related impacts to sensitive individuals. The 2030 Countywide General Plan defines sensitive receptors as residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodging; schools and day care centers; and neighborhood parks. The Project site is approximately one quarter mile from both Esparto Elementary School to the southwest, and Esparto High School, Esparto Community Park, and Tuli Memorial Aquatics Center and Park to the southeast. There are no day-care centers, extended-care facilities, or hospitals within this distance. The nearest residentially designated land use is approximately 300 feet southwest of the Project site boundary and directly opposite and adjacent to Woodland Avenue.

Significance Criteria

According to the YSAQMD's *Handbook for Assessing and Mitigating Air Quality Impacts*, the Project would result in a significant impact to air quality if it would result in the following during either temporary construction activities or long-term operation:

- result in emissions of criteria air pollutants or precursors to exceed 10 tons per year (tons/year) of ROG, 10 tons/year of NO_X, 80 pounds per day (lbs/day) of PM10, or substantially contribute to CO concentrations that exceed the CAAQS (YSAQMD, 2007).

Discussion

a) **Less-than-Significant Impact.** The applicable air quality plan is the YSAQMD's *2019 Triennial Assessment and Plan Update* (*2019 Plan*), which covers the years 2015-2017 (YSAQMD, 2019). The *2019 Plan* discusses the progress the YSAQMD has made towards improving air quality (ozone and particulates) in its jurisdiction since the last triennial update. The *2019 Plan* relies on emissions forecasts from CARB. Projects whose growth is included in the projections used in the formulation of air quality plans are consistent with the air quality plan. Because the Project would not modify the land use or zoning, or result in a substantial increase in the residential population, the Project

would be consistent with YSAQMD's *2019 Plan*. Furthermore, as discussed in b), the short-term construction and long-term operation of the Project would not generate emissions of criteria air pollutants and precursors that would exceed the YSAQMD-established mass emission thresholds, which were developed to determine whether a project's emissions would cumulatively contribute to the nonattainment designations in the SVAB. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** ROG, NOx, PM10, and PM2.5 are the criteria air pollutants of primary concern in this analysis since the YSAQMD is designated as nonattainment for NAAQS and/or CAAQS for ozone (ROG and NOx are ozone precursors), PM10, and PM2.5. The Project would generate ROG, NOx, PM10, and PM2.5 emissions during temporary construction activities and long-term operations.

Temporary Construction Activities

Construction-related activities would generate emissions of ROG, NOx, PM10, and PM2.5 from off-road equipment; on-road trucks used for material delivery and equipment hauling; and worker commute trips. ROG would also be generated from paving and parking lot coating. Fugitive dust PM10 and PM2.5 emissions would also be generated by ground disturbance and would vary as a function of soil silt content, soil moisture, wind speed, and acreage of disturbance.

Construction of the Project is estimated to take approximately two months. The Project would utilize an existing building and prebuilt modular commercial coach. Project construction activities would include site preparation, grading, landscaping, paving, and parking lot coating. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.24 (CAPCOA, 2022) and are summarized in **Table 2**. Detailed modeling assumptions and results are provided in **Appendix A**.

TABLE 2 ESTIMATED ANNUAL PROJECT CONSTRUCTION EMISSIONS

Condition	ROG tons/year	NOx tons/year	PM10 lbs/day	PM2.5 lbs/day
Construction Emissions	0.02	0.12	0.04	0.02
YSAQMD Threshold of Significance	10	10	80	--[1]
Potentially Significant?	No	No	No	No

NOTES:

[1] YSAQMD does not have a threshold of significance for PM2.5. PM2.5 emissions are shown for informational purposes.

SOURCE: CAPCOA, 2022 & RCH Group, 2024

As shown in **Table 2**, construction activities would not exceed the YSAQMD's thresholds of significance, and the Project would result in a less-than-significant impact.

Long-Term Operations

Long-term operational activities would generate emissions of ROG, NOx, PM10, and PM2.5, primarily from motor vehicles. Other minor emissions sources would include landscaping equipment and area sources such as the application of paints and cleaning chemicals. Operational emissions for year 2025 were estimated using the CalEEMod Version 2022.1.1.24 (CAPCOA, 2022) and are summarized in **Table 3**. Detailed modeling assumptions and results are provided in **Appendix A**.

TABLE 3 ESTIMATED ANNUAL PROJECT OPERATIONAL EMISSIONS

Source	ROG tons/year	NOx tons/year	PM10 lbs/day	PM2.5[1] lbs/day
Area	0.01	<0.01	<0.01	<0.01
Mobile	0.02	0.03	0.04	0.01
Off-Road	0.01	0.05	<0.01	<0.01
Total Operational Emissions	**0.03**	**0.7**	**0.04**	**0.01**
YSAQMD Threshold of Significance	10	10	80	--[1]
Potentially Significant?	No	No	No	No

NOTES:

[1] YSAQMD does not have a threshold of significance for PM2.5. PM2.5 are emissions shown for informational purposes.

SOURCE: CAPCOA, 2022 & RCH Group, 2024

As shown in **Table 3**, operational emissions would not exceed the YSAQMD's thresholds of significance. Therefore, Project operational activities would not result in a cumulatively considerable net increase of emissions of criteria air pollutants and precursors. Therefore, the Project would result in a less than significant impact.

c) **Less-than-Significant Impact.** The Project site is approximately one quarter mile from both Esparto Elementary School to the southwest, and Esparto High School to the southeast. There are no day-care centers, extended-care facilities, or hospitals within this distance. The nearest residentially designated land use is approximately 300 feet southwest of the Project site boundary and directly opposite and adjacent to Woodland Avenue. Construction emissions would be temporary and associated DPM emissions would be negligible. Off-road construction equipment would be regulated per the State's In-Use Off-Road Diesel Vehicle Regulation and on-road haul trucks would be regulated per the State's Truck and Bus Regulation. Project operation would not be a substantial source of DPM emissions as the Project would generate a maximum of one truck round trip per day. Therefore, the Project would result in a less-than-significant impact.

d) **Less-than-Significant Impact.** For the evaluation of odorous emissions, YSAQMD considers there to be a significant impact if a project causes odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property (YSAQMD, 2007). Project construction and

operations would not generate odors that could adversely affect a substantial number of people. Therefore, the Project would result in a less-than-significant impact.

References

California Air Pollution Control Officers Association (CAPCOA). 2022. *California Emissions Estimator Model User's Guide Version 2022.1.* April 2022. http://www.caleemod.com/. Accessed May 20, 2024.

California Air Resources Board (CARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

California Air Resources Board (CARB). *iADAM: Air Quality Data Statistics*. https://www.arb.ca.gov/adam. Accessed June 5, 2024.

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

Yolo-Solano Air Quality Management District (YSAQMD). 2019. *Triennial Assessment and Plan Update*. May 2019.

Yolo-Solano Air Quality Management District (YSAQMD). *Attainment Status*. https://www.ysaqmd.org/plans-data/attainment/. Accessed June 1, 2024.

BIOLOGICAL RESOURCES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4. BIOLOGICAL RESOURCES — Would the proposed project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Introduction

This section is based on a Planning Level Assessment (PLA) conducted in 2022 by Vollmar Natural Lands Consulting (Vollmar). The PLA is in **Appendix B** to this Initial Study.

The Project is required to comply with the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (Yolo HCP/NCCP). The Yolo HCP/NCCP is a comprehensive, county-wide plan to provide for the conservation of state and federally listed and other sensitive species and the natural communities and agricultural land on which they depend. At the time the PLA was prepared (2022), the Yolo HCP/NCCP land cover types found on the parcel were California Annual Grassland Alliance, Semiagricultural/Incidental to Agriculture, and Urban or Built Up. After the PLA, a storage building was constructed and the Project site was graveled within areas identified as California Annual Grassland Alliance and Semiagricultural/Incidental to Agriculture in the 2022 PLA. The proposed site improvements would also be located within these land cover types, which include improving the existing storage building for business operations, paving the parking lot and internal circulation areas, and creating the onsite detention pond.

The Yolo HCP/NCCP is a countywide plan that coordinates mitigation to conserve 12 identified sensitive species and 8,000 acres of natural communities and agricultural land on which the species depend. All covered projects are expected to follow the applicable Avoidance and Minimization Measures (AMM's) that are identified in the Yolo HCP/NCCP to ensure impacts to biological resources are reduced. The Yolo HCP/NCCP Application for the Project is in **Appendix B** to this Initial Study. For the Project, the following AMM's are required:

- AMM 1, Establish Resource Protection Buffers. This is a general AMM regarding how to apply resource protection buffers. More specific resource protection buffer requirements are provided for the specific natural communities and covered species in subsequent AMMs.

  Project proponents will design projects to avoid and minimize direct and indirect effects of permanent development on the sensitive natural communities specified in Yolo HCP/NCCP Table 4-1 (herein referred to as sensitive natural communities) and covered species habitat specified in Yolo HCP/NCCP Table 4-1 by providing resource protection buffers, as stipulated in the relevant sensitive natural community AMMs and covered species AMMs. Although the contents of this AMM somewhat overlap with the resource protection buffer stipulations in the natural community and covered species AMMs, it provides additional information on requirements common to all permanent resource protection buffers incorporated into project design.

- AMM 2, Design Developments to Minimize Indirect Effects at Urban-Habitat Interfaces. For development projects implemented adjacent to non-agricultural natural communities and covered species habitats, project proponents will incorporate urban-habitat interface elements into project design to minimize the following indirect effects of the development on adjacent habitat areas.

    - Noise and visual disturbances that diminish the ability of covered and other native wildlife species to use the habitat.

    - Increased numbers of pets (e.g., dogs, cats) that can result in harassment and mortality of covered and other native wildlife species.

    - Increased levels of direct habitat disturbances associated with increased human access to habitats (e.g., destruction of vegetation and injury or mortality of wildlife associated with use of off-road vehicles).

    - Escape or planting of invasive nonnative plants.

- AMM 3: Confine and Delineate Work Area: Where natural communities and covered species habitat are present, workers will confine land clearing to the minimum area necessary to facilitate construction activities. Workers will restrict movement of heavy equipment to and from the project site to established roadways to minimize natural community and covered species habitat disturbance. The project proponent will clearly identify boundaries of work areas using temporary fencing or equivalent and will identify areas designated as

environmentally sensitive. All construction vehicles, other equipment, and personnel will avoid these designated areas.

- AMM4, Cover Trenches and Holes during Construction and Maintenance. To prevent injury and mortality of giant garter snake, western pond turtle, and California tiger salamander, workers will cover open trenches and holes associated with implementation of covered activities that affect habitat for these species or design the trenches and holes with escape ramps that can be used during non-working hours. The construction contractor will inspect open trenches and holes prior to filling and contact a qualified biologist to remove or release any trapped wildlife found in the trenches or holes.

- AMM 5: Control Fugitive Dust: Workers will minimize the spread of dust from work sites to natural communities or covered species habitats on adjacent lands.

- AMM 6: Conduct Worker Training: All construction personnel will participate in a worker environmental training program approved/authorized by the Conservancy and administered by a qualified biologist. The training will provide education regarding sensitive natural communities and covered species and their habitats, the need to avoid adverse effects, state and federal protection, and the legal implications of violating the FESA and NCCPA Permits. A pre-recorded video presentation by a qualified biologist shown to construction personnel may fulfill the training requirement.

- AMM 7: Control Night-Time Lighting of Project Construction Sites: Workers will direct all lights for nighttime lighting of project construction sites into the project construction area and minimize the lighting of natural habitat areas adjacent to the project construction area.

- AMM 8: Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas: Project proponents should locate construction staging and other temporary work areas for covered activities in areas that will ultimately be a part of the permanent project development footprint. If construction staging and other temporary work areas must be located outside of permanent project footprints, they will 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).

  Construction staging and other temporary work areas located outside of project footprints will be sited in areas that avoid adverse effects on the following:

    - Serpentine, valley oak woodland, alkali prairie, vernal pool complex, valley foothill riparian, and fresh emergent wetland cover types.

    - Occupied western burrowing owl burrows.

    - Nest sites for covered bird species and all raptors, including noncovered raptors, during the breeding season.

- AMM 16: Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kit: The project proponent will retain a qualified biologist to conduct planning-level surveys and identify any nesting habitat present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership will be surveyed only if access is granted or if the parcels are visible from authorized areas.

  If a construction project cannot avoid potential nest trees (as determined by the qualified biologist) by 1,320 feet, the project proponent will retain a qualified biologist to conduct preconstruction surveys for active nests, consistent with guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000), between March 15 and August 30, within 15 days prior to the beginning of the construction activity. The results of the survey will be submitted to the Conservancy and CDFW. If active nests are found during preconstruction surveys, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist will monitor the nest and will, along with the project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior. Up to 20 Swainson's hawk nest trees (documented nesting within the last 5 years) may be removed during the permit term, but they must be removed when not occupied by Swainson's hawks.

  For covered activities that involve pruning or removal of a potential Swainson's hawk or white-tailed kite nest tree, the project proponent will conduct preconstruction surveys that are consistent with the guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000). If active nests are found during preconstruction surveys, no tree pruning or removal of the nest tree will occur during the period between March 1 and August 30 within 1,320 feet of an active nest, unless a qualified biologist determines that the young have fledged and the nest is no longer active.

Discussion

a, f) **Less-than-Significant Impact.** As part of the pre-survey investigation, Vollmar reviewed aerial photographs and land use/vegetation maps to assess land cover types on the parcel. Vollmar also reviewed for documented occurrences of special-status species and special-status birds (including covered species) and sensitive natural communities through the California Natural Diversity Data Base (CNDBB), Yolo Habitat Conservancy GeoMapper tool, and other resources to determine sensitive biological resources likely to occur on the parcel. An on-site survey and site assessment was conducted on July 28, 2022.

Listed and Special-Status Plants

The Yolo HCP/NCCP land cover types found on the parcel are California Annual Grassland Alliance, Semiagricultural/Incidental to Agriculture, and Urban or Built Up. There were no special-status plants identified during the survey. There are no special-status plants known to occur on the parcel or the Project site.

Listed and Special-Status Animals

Vollmar reviewed documented occurrences of special-status species within the threshold distances prescribed by the Yolo HCP/NCCP. There were no identifications of special-status animals on or immediately adjacent to the parcel or the Project site. The PLA determined that the parcel supports suitable habitat for the following special-status animals:

1) White Tailed Kite: The Project parcel supports suitable habitat for kite nesting and foraging. Impacts to foraging habitat could occur through the paving of the proposed parking lot on the eastern boundary of the Project parcel.

2) Swainson's Hawk: The Project parcel supports suitable habitat for Swainson's hawk nesting and foraging. Impacts to foraging habitat could occur through the paving of the proposed parking on the eastern boundary of the Project parcel.

The survey found suitable habitat for the two species within the parcel, although no evidence indicating the presence of those species was found. However, due to suitable habitat nearby (outside of the Project site), the Project is required to adhere to applicable AMM's identified in the Yolo HCP/NCCP (AMMs 1, 2, 3, 4, 5, 6, 7, 8, and 16) to prevent substantial direct and indirect impacts to habitat and special-status species. Implementation of the applicable AMM's would ensure compliance with the provisions of the Yolo HCP/NCCP and prevent any potential significant impacts to listed or special-status species. Project compliance with the applicable AMM's from the Yolo HCP/NCCP would be required through a condition of Project approval. Therefore, the Project would result in a less-than-significant impact.

b) **No Impact.** There are no riparian communities or other sensitive natural communities on the parcel or Project site. Therefore, the Project would result in no impact.

c) **No Impact.** As discussed above, the parcel is limited to California Annual Grassland Alliance, Semiagricultural/Incidental to Agriculture, and Urban or Built Up land. There are no state or federally protected wetlands onsite. Therefore, the Project would result in no impact.

d) **Less-than-Significant Impact.** The Project would be consistent with the surrounding area and would not substantially affect wildlife movement. Yolo HCP/NCCP AMMs 1, 2, 3, 4, 5, 6, 7, 8, and 16 would prevent potential impacts to special-status bird species

identified in the Yolo HCP/NCCP from being significant. Therefore, the Project would result in a less-than-significant impact.

e) **No Impact.** The Project would not conflict with any local policies or ordinances for protecting biological resources. No trees would be removed as part of the Project. Therefore, the Project would result in no impact.

References

Vollmar Natural Lands Consulting, 2022. *Results of Planning-Level Survey for A1-Pre Fab Project in Yolo County, CA.*

Yolo Habitat Conservancy, 2018. *Yolo Habitat Conservation Plan/ Natural Community Conservation Plan Volume 1.* April 2018.

CULTURAL RESOURCES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
5. CULTURAL RESOURCES — Would the proposed project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Introduction

This section is based on a Cultural Resources Assessment conducted by Piñon Heritage Solutions LLC (2022). The Cultural Resources Assessment is on file with the County and is not included as an appendix to this Initial Study because it contains sensitive information regarding the location of archaeological sites.

Piñon Heritage Solutions completed a Cultural Resources Record Search and Field Survey of the Project parcel. The record search included searching the Northwestern Information Center (NWIC) of the California Historical Resources Information System (CHRIS) and literature review, and the field survey was conducted on July 30, 2022. Three previously recorded cultural resources were listed by the NWIC as being in the Project area: The Capay Almond Growers Association Warehouse, the Esparto Commercial District, and the Vaca Valley Clearlake Railroad. The Capay Almond Growers Association Warehouse is immediately adjacent to the Project parcel. A portion of the route of the Vaca Valley and Clear Lake Railroad is included in the Project area; however, all traces of this railroad have been removed from the Project parcel. No cultural resources, prehistoric or historic artifacts of any kind were identified for the Project parcel during the field survey.

Discussion

a) **Less-than-Significant Impact.** There are no historic properties under section 106 of the National Historic Preservation Act (NHPA) or historical properties under CEQA that would be affected by the Project. The Vaca Valley Railroad Station, located to the east of the Project site, is a County-recognized historic resource. However, development of the Project would not cause a substantial adverse change in the significance of the Vaca Valley Railroad Station. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** No cultural resources were identified on the parcel or Project site. The probability of intact archaeological deposits being present on the Project site is low due to the considerable distance from natural water course, the absence of previously recorded archaeological sites in the vicinity, and the negative findings of the field survey. In the event that resources are inadvertently discovered, California Public

Resources Code Sections 5097.5 prohibits further excavation, removal, or destruction of any historic or prehistoric ruins, burial grounds, and archaeological or historical features and requires the County to follow the professional standards for determining commercial and archaeological value, in accordance with those procedures established in the federal Archaeological Resources Protection Act of 1979 (Public Law 96-95), as amended, and in compliance with the Uniform Regulations set forth in Subpart A (commencing with Section 7.1) of Part 7 of Title 43 of the Code of Federal Regulations. Therefore, the Project would result in a less-than-significant impact.

c) **Less-than-Significant Impact.** No cultural resources such as cemeteries or burial areas were identified on or within the vicinity of the Project site during the records search and field survey. In the event of discovery or recognition of any human remains within the Project site, California Health and Safety Code Section 7050.5 requires excavation to cease in the vicinity of the discovery until the coroner of the County has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The Project would be required to comply with Section 7050.5 of the California Health and Safety Code and Section 5097 of the Public Resources Code. Therefore, the Project would result in a less-than-significant impact.

References

Piñon Heritage, 2022. *Cultural Resources Records Search and Pedestrian Survey for the Esparto Woodland Avenue Project, Yolo County, California.* September 2022.

ENERGY

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6.	**ENERGY — Would the proposed project:**				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Introduction

Energy resources required for the Project would include electricity and petroleum fuels. These energy resources would be required for Project operation and vehicles supporting the Project. Energy resources would also be consumed by onsite equipment and vehicles required for construction of the Project.

Setting

Electricity

Electricity service is provided to the Project site by Pacific Gas & Electric (PG&E). In 2023, statewide electricity generation was 215,625 gigawatt hours (GWh) of electric power (CEC, 2024).

Petroleum Fuels

In 2022, California consumed approximately 628 million barrels (3,385 trillion Btu) of petroleum, with transportation sources consuming approximately 85 percent (U.S. EIA, 2024). In 2022, California gasoline sales were approximately 13.6 billion gallons and diesel fuel sales were approximately three billion gallons (U.S. EIA, 2024).

Discussion

a) **Less-than-Significant Impact.** The Project would consume energy resources during temporary construction activities and long-term operations.

Temporary Construction Activities

Construction activities are a temporary and one-time direct source of energy consumption. Construction activities would consume petroleum fuels (primarily diesel and gasoline) through the operation of heavy off-road equipment, trucks, and worker automobiles. Electricity could be used for lighting and other equipment such as air compressors, however the amount consumed would be minimal.

Construction activities would occur intermittently for approximately two months. The Project is utilizing an existing building and prebuilt modular commercial coach. Project

construction activities would include site preparation, grading, landscaping, paving, and parking lot coating. Construction of the Project would utilize fuel efficient equipment and trucks consistent with state regulations and would be consistent with state regulations intended to reduce the inefficient, wasteful, or unnecessary consumption of energy, such as anti-idling and emissions regulations. Furthermore, construction contractors are economically incentivized to employ energy efficient techniques and practices to reduce fuel use to lower overall construction costs.

Construction fuel usage was estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.24 (CAPCOA, 2022). Detailed modeling assumptions and results are provided in **Appendix A**. Project construction was estimated to require approximately 1,939 gallons of diesel and approximately 236 gallons of gasoline.

In light of these statutory and regulatory requirements, the consumption of energy resources during Project construction would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, Project construction would result in a less-than-significant impact.

Long-Term Operations

Long-term energy consumption associated with the Project operations would include electricity and petroleum fuel consumption. Electricity would be consumed for lighting, cooling, and other supporting equipment for the business. Petroleum fuels would primarily be consumed by the forklift supporting Project operations and employee vehicle trips. Operational energy consumption was estimated using the CalEEMod Version 2022.1.1.24 (CAPCOA, 2022). Detailed modeling assumptions and results are provided in **Appendix A.** The Project was estimated to require approximately 13,924 kilowatt hours (kWh) of electricity per year. Motor vehicles for Project operations were estimated to consume approximately 888 gallons of diesel and approximately 4,764 gallons of gasoline.

While the Project would consume energy resources during operation, the consumption of such resources would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, Project operation would result in a less-than-significant impact.

b) **No Impact.** There are no state or local plans for energy efficiency or renewable energy that are applicable to the Project. Therefore, the Project would result in no impact.

References

California Air Pollution Control Officers Association (CAPCOA). 2022. *California Emissions Estimator Model User's Guide Version 2022.1.* April 2022. http://www.caleemod.com/. Accessed May 20, 2024.

California Energy Commission (CEC). 2024. *Electric Generation Capacity and Energy.* https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/electric-generation-capacity-and-energy. Accessed June 5, 2024.

U.S. Energy Information Administration (U.S. EIA). 2024. *Profile Data, Consumption & Expenditures.* https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures. Accessed June 5, 2024.

GEOLOGY AND SOILS

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
7. GEOLOGY AND SOILS — Would the proposed project:				
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 or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Introduction

The Project would utilize an existing building and a prebuilt modular commercial coach. No new buildings or structures would be constructed with the Project. Project construction activities would include site preparation, grading, landscaping, paving, and parking lot coating. The Project site is generally flat with slopes of zero to two percent.

Setting

Regional Faults

Although there are few active faults within the Central Valley itself, the valley lies between major fault zones associated with the Sierra foothills to the east and the Coast Range mountains to the

west. The Foothills Fault Zone extends along the western edge of the Sierra Nevada and, although not necessarily inactive, faults in this zone experienced displacement more than 1.6 million years ago. The western edge of the Foothills Fault Zone is located approximately 50 miles east of the Project site. The major faults within and parallel to the Coast Range in the San Francisco Bay Area are younger than those in the Foothills Fault Zone and include the Concord-Green Valley faults, the Rogers Creek/Hayward fault zones, and the San Andreas Fault zone. The Concord, Hayward, and San Andreas faults are strike-slip faults that have experienced movement within the last 150 years.[2] Depending on the magnitude of the earthquake and its intensity, a major seismic event on any of these active faults could cause moderate to strong ground shaking at the Project site. Yolo County has a low probability for earthquake hazards compared to the rest of California (Yolo County, 2009).

As identified in the 2030 Countywide General Plan, there are two main faults located in Yolo County, the Hunting Creek Fault and the Dunnigan Hills Fault. The Dunnigan Hills fault has been mapped as a late Pleistocene to Holocene Fault and late Quaternary alluvial deposits conceal the fault (USGS, 2020). The Dunnigan Hills Fault is not active. The Hunting Creek Fault is an active (Holocene) fault system (USGS, 2000). The Hunting Creek fault is located approximately 25 miles northwest of the Project site in an area that is sparsely populated. Only a very short trace of the fault occurs in the northwest part of the County. Most of the fault is in Lake and Napa Counties (Yolo County, 2009).

Alquist-Priolo Act

The Alquist-Priolo Act is intended to provide the citizens with increased safety and to minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking. The Project site is not located within an Alquist-Priolo Zone (Department of Conservation, 1982).

Seismic Hazard Mapping Act

The Seismic Hazards Mapping Act (SMHA) of 1990 directs the Department of Conservation, California Geologic Survey (CGS) to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslide, and amplified ground shaking. The SHMA was passed by the legislature following the 1989 Loma Prieta earthquake. The SHMA requires the State Geologist to establish regulatory zones and to issue appropriate maps. These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development (Department of Conservation, 2019). The Project site is not located in a Seismic Hazard Zone (i.e., fault, liquefaction, landslide, or liquefaction landslide overlap zone) (CGS, 2024).

California Building Code

The 2022 edition of the California Building Code (CBC) is based on the 2021 International Building Code (IBC) published by the International Code Council. The code is updated triennially, and the 2022 edition of the CBC, which was published by the California Building

[2] A strike-slip fault is a fault on which movement is parallel to the fault's strike.

Standards Commission, took effect starting January 1, 2023. The CBC, which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress facilities, and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures throughout California (DGS, 2022).

Seismic design provisions of the CBC generally prescribe minimum lateral forces applied statically to the structure, combined with the gravity forces of the dead and live loads of the structure, which the structure then must be designed to withstand. Structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage. Conformance to the current CBC recommendations does not constitute any kind of guarantee that substantial structural damage would not occur in the event of a maximum magnitude earthquake. However, it is reasonable to expect that a structure designed in-accordance with the seismic requirements of the CBC should not collapse in a major earthquake (DGS, 2022).

Soils

A Custom Soil Resource Report (Soils Report) was provided for the Project site on October 13, 2022 by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). The Soils Report is **Appendix C** to this Initial Study. The Soils Report found that 100 percent of the Project site consists of Tehama loam. Based on the soil characteristics of the Project site (e.g., soil profile, slope, drainage class, erosion class, etc.), the soils receive a Grade 1 (Good) in the California Revised Storie Index (USDA, 2022).

Discussion

a.i, a.ii) **Less-than-Significant Impact.** The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and is approximately 25 miles from the nearest active fault. Therefore, it is very unlikely that the Project site would experience fault rupture from known mapped earthquake faults. Major factors that affect the severity (intensity) of ground shaking include the size (magnitude) of the earthquake, the distance to the fault that generated the earthquake, and the underlying geologic materials. Seismic ground shaking from a regional fault zone, including those along the Foothills Fault Zone and major faults within the Coast Range in the San Francisco Bay Area, could affect the Project site. The CGS identifies the Project site vicinity as an area that would experience low levels of shaking, less frequently. In earthquakes in these areas, only weaker, masonry buildings would be damaged, however, very infrequent earthquakes could still cause ground shaking (CGS, 2016).

Although conformance to CBC recommendations does not guarantee that significant structural damage would not occur onsite in the event of a maximum magnitude earthquake, it can be expected that a well-designed and constructed modern structure would not directly or indirectly expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Further, there is no evidence that development of the Project would increase the frequency or effects of seismic activity in the area. Therefore, the Project would result in a less-than-significant impact.

aiii, a.iv) **Less-than-Significant Impact.** As discussed above, the Project site is underlain by Tehama loam (USDA, 2022). The Project site is not mapped by the CGS for hazardous liquefaction conditions under the SHMA. Permeability for the underlain soil type is moderate, surface runoff is moderate, and the erosion hazards are low. This would result in a relatively low potential for liquefaction to occur at the Project site. The Project site is flat and would have a very low risk for landslides and slope failures. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** The Project involves utilizing an existing building and a prebuilt modular commercial coach without constructing additional buildings. Construction activities would take place on a generally flat site with slopes of zero to two percent. The flat terrain significantly reduces the potential for substantial soil erosion, as slopes are a major factor in erosion risk. Although construction activities can temporarily increase the risk of erosion and sedimentation by exposing soils to wind and runoff, the overall risk remains low due to the site's characteristics and the low erosion hazard associated with Tehama loam. Due to the underlain soil's moderate surface runoff and soil erosion hazards being low, it is very unlikely that any topsoil would be washed away and cause significant damage to off-site properties, utilities, or roadways. Therefore, the Project would result in a less-than-significant impact.

c) **Less-than-Significant Impact.** The Project is not located in an area of unstable geologic material. As discussed above, the underlain soil has moderate permeability, surface runoff is moderate, and the erosion hazards are low. Since the Project would not construct additional buildings, it ensures underlying soils are capable of supporting the Project and prevents the potential for underlying materials to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, the Project would result in a less-than-significant impact.

d) **Less-than-Significant Impact.** The Project is not located on expansive soil. Furthermore, the Project would not construct new buildings. Therefore, the Project would result in a less-than-significant impact.

e) **No Impact.** Employee restrooms would be provided in the commercial coach unit and the Project will receive sewer service from the Esparto Community Service District. The Project does not include the construction of a private on-site wastewater treatment

(septic) system that would rely on soil conditions for wastewater disposal. Therefore, the Project would result in no impact.

f) **Less-than-Significant Impact.** The Project does not involve trenching or extensive excavation, and the only site work would consist of site preparation and grading for the Project detention pond and parking lot. Therefore, the Project would result in a less-than-significant impact.

References

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GREENHOUSE GAS EMISSIONS

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
8. GREENHOUSE GAS EMISSIONS — Would the proposed project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Introduction

Greenhouse gas emissions (GHG) emissions would be generated during Project operations from the consumption of electricity and petroleum fuels. GHG emissions would also be temporarily generated by onsite equipment and vehicles required for construction of the Project.

Setting

Global Climate Change

Climate is defined as the average statistics of weather, which include temperature, precipitation, and seasonal patterns such as storms and wind, in a particular region. Global climate change refers to the long term and irrevocable shift in these weather-related patterns. Using ice cores and geological records, baseline temperature and carbon dioxide (CO_2) data extends back to previous ice ages thousands of years ago. Over the last 10,000 years, the rate of temperature change has typically been incremental, with warming and cooling occurring over the course of thousands of years. However, scientists have observed an unprecedented increase in the rate of warming over the past 150 years, roughly coinciding with the global industrial revolution, which has resulted in substantial increases in GHG emissions into the atmosphere. The anticipated impacts of climate change in California range from water shortages to inundation from sea level rise. Transportation systems contribute to climate change primarily through the emissions of certain GHGs (CO_2, methane (CH_4), and nitrous oxide (N_2O)) from nonrenewable energy (primarily gasoline and diesel fuels) used to operate passenger, commercial and transit vehicles. Land use changes contribute to climate change through construction and operational use of electricity and natural gas, and waste production.

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as GHGs because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The six primary GHGs are:

- carbon dioxide (CO_2), emitted when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned;

- methane (CH_4), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, incomplete fossil fuel combustion, and water and wastewater treatment;

- nitrous oxide (N_2O), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning;

- hydrofluorocarbons (HFCs), primarily used as refrigerants;

- perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes; and

- sulfur hexafluoride (SF_6), primarily used in electrical transmission and distribution.

Although there are other contributors to global climate change, these six GHGs are identified by the U.S. Environmental Protection Agency (U.S. EPA) as threatening the public health and welfare of current and future generations. GHGs have varying potential to trap heat in the atmosphere, known as global warming potential (GWP), and atmospheric lifetimes. GWP reflects how long GHGs remain in the atmosphere, on average, and how intensely they absorb energy. Gases with a higher GWP absorb more energy per pound than gases with a lower GWP, and thus contribute more to warming Earth. For example, one ton of CH_4 has the same contribution to the greenhouse effect as approximately 28 tons of CO_2; hence, CH_4 has a 100-year GWP of 28 while CO_2 has a GWP of 1. GWP ranges from 1 (for CO_2) to 23,500 (for SF_6).

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons of CO_2 equivalents (CO_2e). CO_2e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH_4 and N_2O have much higher GWP than CO_2, CO_2 is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in CO_2e.

Regional GHG Emissions Estimates

In 2022, the United States emitted about 6,343 million metric tons of CO_2. Emissions increased from 2021 to 2022 by 0.2 percent. GHG emissions in 2022 (after accounting for sequestration from the land sector) were 16.7 percent below 2005 levels. This decrease was largely driven by a decrease in emissions from fossil fuel combustion, which was a result of decreased total energy use and reflects a continued shift from coal to less carbon intensive natural gas and renewables (U.S. EPA, 2024).

In 2021, California emitted approximately 381.3 million metric tons of CO_2e, about 12.6 million metric tons of CO_2e higher than 2021 levels but 23.1 million metric tons below 2019 levels, and 49.7 million metric tons of CO_2e below the 2020 GHG Limit of 431 million metric tons of CO_2e established by Assembly Bill (AB) 32. Consistent with recent years, these reductions have occurred while California's economy has continued to grow and generate jobs. In 2021, California's gross domestic product (GDP) grew 7.8 percent while the GHG emissions per GDP

declined by 4.1 percent compared to 2020. The transportation sector remains the largest source of GHG emissions (38.2 percent) in the state. The electricity sector and industrial sector account for 16.4 percent and 19.4 percent of California's GHG emissions, respectively. The residential/commercial sector and the agricultural sector account for 10.2 percent and 8.1 percent of California's GHG emissions, respectively. High GWP gases (refrigerants), recycling/waste, and other emissions make up the final 5.6 percent of California's GHG emissions (CARB, 2024).

In 2018, Yolo County updated its GHG inventory. Data from the report shows that in 2016, overall community wide GHG emissions for unincorporated Yolo County were 1,082,801 metric tons of CO_2e. The largest proportion of GHG emissions in the County in 2016 came from the on-road transportation sector, followed by agriculture, energy consumption, off-road transportation, solid waste, and wastewater treatment. The total GHG emissions for 2016 indicates a decrease of 96,052 metric tons of CO_2e or an approximately 8 percent decrease from the adjusted 2008 inventory. GHG reductions, compared to the 2008 inventory, occurred in the energy consumption, on-road transportation, agriculture, and wastewater treatment sectors. Solid waste and off-road transportation sectors experienced small increases in GHG emissions compared to 2008 (Ascent Environmental, 2018).

Executive Order S-3-05

Governor Schwarzenegger established Executive Order S-3-05 in 2005, in recognition of California's vulnerability to the effects of climate change. Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHG would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order directed the Secretary of the California EPA (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of CalEPA created the California Climate Action Team, made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through state incentive and regulatory programs.

Climate Change Scoping Plan

Assembly Bill (AB) 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHG to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in 2008 and must be updated every five years. The initial AB 32 Scoping Plan contains the main strategies California will use to reduce the GHG that cause climate change. The initial Scoping Plan has a range of GHG reduction

actions which include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation fee regulation to fund the program. In August 2011, the initial Scoping Plan was approved by CARB.

CARB's 2022 Scoping Plan was adopted in December 2022. The three previous scoping plans focused on specific GHG reduction targets for the state's industrial, energy, and transportation sectors — first to meet 1990 levels by 2020, then to meet the more aggressive target of 40 percent below 1990 levels by 2030. The 2022 Scoping Plan addresses recent legislation and direction from Governor Newsom, extending and expanding upon earlier scoping plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045.

Low Carbon Fuel Standard

Under the Climate Change Scoping Plan, the CARB identified the low carbon fuel standard (LCFS) as one of the nine discrete early action measures to reduce California's GHG emissions. The LCFS is designed to decrease the carbon intensity of California's transportation fuel pool and provide an increasing range of low-carbon and renewable alternatives, which reduce petroleum dependency and achieve air quality benefits.

In 2018, the CARB approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Yolo County Climate Action Plan

The 2011 Yolo County Climate Action Plan (CAP) identifies strategies to reduce GHG emissions and combat climate change across five sectors including: Agriculture, Transportation and Land Use, Energy, Solid Waste and Wastewater, and Adaptation. To reduce the GHG emissions related to electricity use, the CAP calls for pursuing a community choice aggregation (CCA) program to ensure that the renewable energy and zero-carbon content of the electricity supplied to customers meets the goals of the CAP as well as mandatory RPS targets. Consistent with these goals, Yolo County joined with the Cities of Davis, Woodland, and Winters to form Valley Clean Energy (VCE), a CCA that provides electricity to customers in the three members cities and unincorporated areas of the County.

Yolo County Climate Crisis Resolution

The Yolo County Board of Supervisors passed and adopted Resolution No. 20-114, A Resolution Declaring a Climate Crisis Requiring an Urgent and Inclusive Mobilization in Yolo County, on September 29, 2020. The resolution directed the creation of the Yolo County Climate Action Commission, which was charged with advising on the development and implementation of a new Countywide Climate Action and Adaptation Plan (CAAP) to become carbon negative, by 2030. Development of the 2030 CAAP kicked off in Fall 2023, and implementation will begin in late 2024.

Significance Criteria

Because the issue of global climate change is inherently a cumulative issue, the contribution of Project-related GHG emissions to climate change is addressed as a cumulative impact. Some counties, cities, and air districts have developed guidance and thresholds for determining the significance of GHG emissions that occur within their jurisdiction. Yolo County is the CEQA lead agency for the Project and is, therefore, responsible for determining whether GHG emissions with the Project would have a cumulatively considerable contribution to climate change.

Yolo County and the YSAQMD have not adopted thresholds or approaches for evaluating a Project's GHG emissions. The SMAQMD, Bay Area Air Quality Management District (BAAQMD), and Placer County Air Pollution Control District (PCAPCD) have adopted GHG significance thresholds of 1,100 metric tons of CO_2e per year for analyzing land use projects under CEQA. Land use projects under 1,100 metric tons of CO_2e per year would indicate a project's contribution to global climate change would be less than cumulatively considerable.

This analysis uses the 1,100 metric tons of CO_2e per year significance threshold to assess potential GHG emissions impacts from the Project. The Project is also analyzed for potential conflicts with state and local plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

Discussion

a) **Less-than-Significant Impact.** The Project would generate GHG emissions during temporary construction activities and long-term operations.

Temporary Construction Activities

Construction activities are a temporary and one-time direct source of GHG emissions. The Project is utilizing an existing building and prebuilt modular commercial coach. Construction activities would comprise site preparation, grading, paving, and graveling of the loading/unloading area. These construction activities would generate GHG emissions through the operation of heavy off-road equipment, trucks, and worker automobiles. Construction activities would occur intermittently for approximately two months. Construction of the Project would utilize equipment and trucks consistent with state regulations and would be consistent with state regulations intended to reduce energy use and GHG emissions, such as anti-idling and emissions regulations.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.24 (CAPCOA, 2022). Detailed modeling assumptions and results are provided in **Appendix A**. Project construction was estimated to generate approximately 20 metric tons of CO_2e during Project construction and would be below the significance threshold of 1,100 metric tons of CO_2e per year. Therefore, Project construction would result in a less-than-significant impact.

Long-Term Operations

Long-term operational GHG emissions would be generated primarily by mobile sources (i.e., employee vehicles and heavy trucks) and electricity consumption. GHG emissions would also be generated through solid waste disposal and water/wastewater conveyance. Operational GHG emissions were estimated using the CalEEMod Version 2022.1.1.24 (CAPCOA, 2022) and are displayed below in **Table 4** below. Detailed modeling assumptions and results are provided in **Appendix A.**

TABLE 4 ESTIMATED PROJECT OPERATIONAL GHG EMISSIONS

Source	Metric Tons of CO_2e Per Year[1]
Area	0.03
Energy	1.30
Mobile	42.4
Waste	0.84
Water	0.01
Off-Road	9.02
Total Operational GHG Emissions	**54**
Operational Threshold of Significance	1,100
Potentially Significant?	No

NOTES:

[1] Operational GHG emissions assume an operational year of 2025.

SOURCE: CAPCOA, 2022 & RCH Group, 2024

As shown above in **Table 4**, the Project would generate approximately 54 metric tons of CO_2e per year, below the significance threshold of 1,100 metric tons of CO_2e per year. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** The local plan for reducing GHG emissions applicable to the Project is the Yolo County CAP (adopted March 15, 2011). The CAP defines a mandatory 2020 reduction target, and 2030, 2040, and 2050 GHG reduction goals for unincorporated Yolo County. The CAP is not applicable to development after 2020 because it does not include GHG reduction targets consistent with future statewide GHG reductions targets (e.g., 2030). Therefore, the Project would not conflict with the CAP. The County has prepared a Draft CAAP and the Project would be subject to CAAP requirements applicable to the Project if adopted prior to Project approval.

The state plan for reducing GHG emissions applicable to the Project is CARB's 2022 Scoping Plan (adopted December 2022). The 2022 Scoping Plan relies on the continuation and expansion of existing policies and regulations for reducing GHG emissions. The Project would generate a negligible amount of GHG emissions and would not conflict with state plans and regulations for reducing GHG emissions. Therefore, the Project would result in a less-than-significant impact.

References

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HAZARDS AND HAZARDOUS MATERIALS

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9.	**HAZARDS AND HAZARDOUS MATERIALS — Would the proposed project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Introduction

The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed." Hazardous materials are generally classified based on the presence of one or more of the following four properties: toxicity, ignitability, corrosivity and reactivity.

Regulations governing the use, management, handling, transportation and disposal of hazardous materials and waste are administered by federal, state and local governmental agencies. Federal regulations governing hazardous materials and waste include the Resource Conservation, and Recovery Act of 1976 (RCRA); the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA); and the Superfund Amendments and Re-authorization Act of

1986 (SARA). The California DTSC maintains a hazardous waste and substances site list, also known as the "Cortese List." The Project site is not on the Cortese List.

Discussion

a, b) **Less-than-Significant Impact.** During construction of the Project, the use of hazardous substances would be limited in nature (e.g., fuels, lubricants, solvents, etc.) and subject to standard handling and storage requirements. The Project would comply with all regulations regarding the routine transport, use, or disposal of hazardous materials. Therefore, the Project would result in a less-than-significant impact.

c) **Less-Than-Significant Impact.** The Project site is approximately a quarter mile from both Esparto Elementary School to the southwest, and Esparto High School to the southeast. Given this proximity, the potential for hazardous emissions or the handling of hazardous materials to affect these schools is minimal. As discussed in Item a, b), above, the Project would comply with all regulations regarding the routine transport, use, or disposal of hazardous materials. Therefore, the Project would result in a less-than-significant impact.

d) **Less-Than-Significant Impact.** The DTSC and State Water Resources Control Board compile and update lists of hazardous material sites pursuant to Government Code Section 65962.5. The Project site is not included on the databases maintained by the DTSC (Envirostor) and the State Water Resources Control Board (Geotracker) (DTSC, 2024 and SWRCB, 2024). A Phase 1 Environmental Site Assessment (ESA) was prepared for the Project site in March 2022. The ESA identified a site listed on the Leaking Underground Storage Tank (LUST) database and the US Brownfields database, located approximately 300 feet southeast of the property at 16802 Yolo Avenue. The contamination source was an unauthorized release from an underground storage tank system on that site. As of December 2012, the site's status was listed as "open-site assessment" and a "No Further Action" letter was issued by the Yolo County Environmental Health Division in September 2021. The ESA included an investigation of groundwater depth and flow direction and concluded that the contamination site does not constitute a Recognized Environmental Condition for the Project site. Therefore, the Project would result in a less-than-significant impact.

e) **No Impact.** The Project site is not located within an airport land use plan and is not within two miles of a public airport. The nearest private airport is the Ala Doble Airport approximately 2.8 miles south of the Project Site. Therefore, the Project would result in no impact.

f) **No Impact.** The Project would not interfere with emergency response plans or evacuation plans. The Project would not impede or require diversion of rescue vehicles or evacuation traffic in the event of a life-threatening emergency. Therefore, the Project would result in no impact.

g) **Less-than-Significant Impact.** The Project site is not located in a state responsibility area (SRA) or a very high fire hazard severity zone (VHFHSZ). The closest VHFHSZ is approximately 1.1 miles west of the Project site. There are no elements of the Project that would exacerbate wildland fire risk in the Project area. Therefore, the Project would result in a less-than-significant impact.

References

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HYDROLOGY AND WATER QUALITY

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10. HYDROLOGY AND WATER QUALITY – Would the proposed project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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 of siltation on- or off- site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Introduction

The Project site generally slopes from southwest to northeast and drains to an existing storm drain inlet on the adjacent ECSD property to the north. This existing storm drain system is routed to the Woodland Avenue roadside ditch. After development of the Project, onsite rainfall runoff from new impervious surfaces would drain via storm drains into a detention pond that would be drained via a pump station and discharge runoff to the existing storm drain system. The Project site is not located in a flood hazard zone designated by the FEMA. Laugenour and Meikle prepared a Drainage/Stormwater Quality Summary for the Project (**Appendix D**).

Discussion

a) **Less-than-Significant Impact.** During construction activities, stormwater runoff from disturbed soils is a common source of pollutants (mainly sediment) to receiving waters. Earthwork activities can render soils and sediments more susceptible to erosion from stormwater runoff and result in the migration of soil and sediment in stormwater runoff to storm drains and downstream water bodies. Excessive and improperly managed grading or vegetation removal can lead to increased erosion of exposed earth and sedimentation of watercourses during rainy periods. In addition, construction would likely involve the use of various materials typically associated with construction activities such as paint, solvents, oil and grease, petroleum hydrocarbons, concrete, and asphalt. If improperly handled, these materials could mobilize and transport pollutants offsite by stormwater runoff (nonpoint source pollution) and degrade receiving water quality.

The Clean Water Act effectively prohibits discharges of stormwater from construction projects unless the discharge complies with National Pollutant Discharge Elimination System (NPDES) regulations. Project construction would be performed per the Project's Erosion and Sedimentation Control Plan (**Appendix D**) and required best management practices (BMPs) would be implemented, including but not limited to hydroseeding, wind erosion control, fiber rolls, gravel bag berms, and street sweeping/vacuuming.

Project design includes a detention pond that would be drained via a pump station and discharge runoff to the existing storm drain system per the Project's Stormwater Control Plan (**Appendix D**). The proposed detention area would receive all on-site stormwater runoff and be designed to capture, retain, and infiltrate site stormwater runoff for storms up to and including the 100-year design storm. Peak stormwater discharge would not be increased by the Project compared to the existing conditions peak discharge.

The implementation of the Project's Erosion and Sedimentation Control Plan and Stormwater Control Plan, including implementation of design features and BMPs, would prevent the discharge of pollutants to surface waters or groundwater and minimize or eliminate the potential for degradation of surface water or groundwater quality that could result from development of the Project site. Water quality impacts related to violation of water quality standards or degradation of water quality would be less than significant.

b) **Less-Than-Significant Impact.** Project construction would not involve substantial subsurface excavation. If shallow groundwater were encountered during utility trenching or detention pond construction, temporary dewatering would be necessary to create a dry work area. Dewatering would be localized to the excavation site or trench and would likely only require the removal of low volumes of shallow groundwater from excavation trenches which would be infiltrated on-site into underlying soils. Because of its short-term nature, construction dewatering would not adversely affect local groundwater levels or available supply. Project operational water use would be negligible (4,000 gallons per year). Therefore, the Project would not interfere with groundwater recharge, and impacts related to groundwater depletion and interference with groundwater recharge would be less than significant.

c.i) **Less-Than-Significant Impact.** As described under a), above, during construction of the proposed Project, the Erosion and Control Plan and the implementation of associated BMPs would prevent erosion and siltation on- and off-site during construction. Impacts related to erosion and/or siltation due to altered drainage patterns during construction would be less than significant.

Following the completion of construction (post-construction), the Project would implement BMPs per the Project's Stormwater Control Plan, which would ensure impacts related to erosion and/or siltation due to altered drainage patterns during operation of the Project would be less than significant.

c.ii, iii) **Less-Than-Significant Impact.** The Project would not result in substantially altered on-site drainage patterns. The proposed detention area would receive all on-site stormwater runoff and be designed to capture, retain, and infiltrate site stormwater runoff for storms up to and including the 100-year design storm. Peak stormwater discharge would not be increased by the Project compared to the existing conditions peak discharge. Impacts related to flooding due to altered drainage patterns or the addition of impervious surfaces and exceeding stormwater conveyance infrastructure or creating additional sources of polluted runoff following completion of construction would be less than significant.

c.iv) **Less-Than-Significant Impact.** The Project site is not located within a flood hazard zone designated by FEMA. Peak stormwater discharge would not be increased by the Project compared to the existing conditions peak discharge. The proposed Project would not adversely affect the carrying capacity of the floodplain. Impacts related to impeding or redirecting flood flows would be less than significant.

d) **Less-Than-Significant Impact.** A seiche is caused by oscillation of the surface of a large enclosed or semi-enclosed body of water due to an earthquake or large wind event. The Project site is not located near a large enclosed or semi-enclosed body of water. The Project site is not in a tsunami hazard inundation zone. As described under c.iv), above, the Project site not located in a flood hazard zone designated by FEMA. Therefore, impacts resulting from the release of pollutants due to inundation of the Project due to flood waters would be less than significant.

e) **Less-Than-Significant Impact.** As discussed above under a), b), and c), the proposed Project would not cause water quality degradation or groundwater impacts. As described under a), the proposed Project would have a less-than-significant impact on surface water and groundwater quality on-site and off-site. As described under b), ground water impacts would be less than significant. Impacts relating to conflict or obstruction of implementing a water quality control plan or sustainable groundwater management plan would be less than significant.

References

Laugenour and Meikle, 2024. Drainage/Stormwater Quality Summary. August 14, 2024.

Yolo County, 2003. Stormwater Management Program (SWMP) Planning Document. Revised October 2004.

Yolo County, 2006. Stormwater Ordinance, Ordinance Number 1352. Approved by the Board of Supervisors July 25, 2006.

Yolo County, 2013. Yolo County Improvement Standards, Section 9: Storm Drainage. May 6, 2013.

LAND USE AND LAND USE PLANNING

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
11.	**LAND USE AND LAND USE PLANNING — Would the proposed project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a) **No Impact**. The Project site is in an area identified by the Town of Esparto Community Plan (2019) as the Esparto Depot District which is intended to remain the community and business center of Esparto. The Project would not divide an established community. Therefore, the Project would result in no impact.

b) **No Impact**. The property is zoned as General Commercial (C-G). Heavier uses such as vehicle repair, light manufacturing, and warehousing and storage are conditionally permitted in the C-G zone with approval of a Minor Use Permit, per Section 8-2.602(b) of the Yolo County Code. The Project would not conflict with current zoning and land use designations. The development associated with the Project would not conflict with any land use plans, policies or regulations. Therefore, the Project would result in no impact.

MINERAL RESOURCES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
12. MINERAL RESOURCES — Would the proposed project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a, b) **No Impact.** The California Department of Conservation Mines Online tool does not identify any documented mines on the Project site. The site is included within the Hungry Hollow reach of the Cache Creek Area Plan but is not mapped a significant resource by the state and is not identified for off-channel mining in the Off-Channel Mining Plan for Lower Cache Creek. The Project site does not contain a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, the Project would result in no impact.

References

Department of Conservation, Division of Mine Reclamation, Mines Online. http://maps.conservation.ca.gov/mol/index.html Accessed May 24, 2024.

United States Geological Survey (USGS). Mineral Resources Online Spatial Data. https://mrdata.usgs.gov/. Accessed May 24, 2024.

Yolo County 2030 Countywide General Plan Environmental Impact Report, 2009. IV. Setting, impacts, and mitigation measures, Geology, Soils, Seismicity and Mineral Resources.

NOISE

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
13.	**NOISE — Would the proposed project result in:**				
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?	☐	☒	☐	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Yolo County 2030 Countywide General Plan

The Health and Safety Element of the 2030 Countywide General Plan for Yolo County describes the existing noise environment in Yolo County and presents goals, policies, and actions intended to control noise and to protect sensitive uses from excessive noise. Yolo County has not adopted a noise ordinance that sets specific noise limits for noisy activities.

The following goals, policies and actions related to noise from the 2030 Countywide General Plan Health and Safety Element are relevant to the Project:

> *Goal HS-7.1*: Noise Compatibility. Protect people from the harmful effects of excessive noise.
>
> *Policy HS-7.1*: Ensure that existing and planned land uses are compatible with the current and projected noise environment.
>
> *Policy HS-7.8*: Encourage local businesses to reduce vehicle and equipment noise through fleet and equipment modernization or retrofits, use of alternative fuel vehicles and installation of mufflers or other noise reducing equipment.
>
> *Action HS-A64*: Require the preparation of a noise analysis/acoustical study, including recommendations for attenuation, for all proposed projects which may result in potentially significant noise impacts to nearby sensitive land uses.

Noise Attenuation

Stationary point sources of noise, including construction equipment, attenuate (lessen) at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). A street or roadway with moving vehicles (known as a "line" source), would typically attenuate at a lower

rate, approximately 3 to 4.5 dB each time the distance doubles from the source, that also depends on ground absorption (Caltrans, 1998). Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, would increase the attenuation that occurs by distance alone. Noise from large construction sites would have characteristics of both "point" and "line" sources, so attenuation would probably range between 4.5 and 7.5 dB per doubling of distance.

Sensitive Receptors

The 2030 Countywide General Plan Health and Safety Element defines noise sensitive receptors as residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodging; schools and day care centers; and neighborhood parks. The nearest residentially designated land use is approximately 300 feet southwest of the Project site boundary and directly opposite and adjacent to Woodland Avenue.

Existing Noise Sources

To quantify existing ambient noise levels, RCH Group conducted one long-term (72-hour) and two short-term (10-minute) noise measurements on and nearby the Project site. Long-term noise measurements were made using Metrosonics db308 Sound Level Meters calibrated before and after the measurements. Short-term measurements were made using a Larson Davis SoundTrack LxT Sound Level Meter calibrated before and after measurements. **Table 5** summarizes the locations and results of the noise measurements.

Appendix E includes a figure showing noise measurement locations and a 24-hour noise plots for each of the three days of measurements at Site 1. Site 1 is directly opposite the nearest residences along Woodland Avenue and was chosen to measure existing traffic noise levels received by the residences. Based on observations from the short-term measurements, the main source of noise in the Project vicinity is from traffic noise on Woodland Avenue. Other noise sources included vehicles using the access road to the east of the Project site to enter the property to the north.

TABLE 5. EXISTING NOISE LEVELS

Location	Time Period	Noise Levels (dB)	Noise Sources
Site 1: Approximately 30 feet north of the centerline of Woodland Ave.	June 11, 12:00 a.m. Through June 13, 11:59 p.m., 2024 Tuesday – Thursday 72-hour measurement	Hourly Leq's ranged from 60-74 CNELs: 70, 71, 70	Unattended noise measurements do not specifically identify noise sources
Site 1: Approximately 30 feet north of the centerline of Woodland Ave.	Monday June 10, 2024 11:08 a.m. to 11:18 a.m.	5-minute Leq's: 59, 62	Large truck passing by was 77 dB. Traffic on Woodland Ave. was 58-72 dB.
Site 2: Approximate center of the Project site.	Monday June 10, 2024 11:20 a.m. to 11:30 a.m.	5-minute Leq's: 51, 52	Traffic on Woodland Ave. was 49-55 dB. Truck passing by nearby access road was 54 dB.

SOURCE: RCH GROUP, 2024

Discussion

a) **Less-than-Significant Impact with Mitigation.** Noise would be generated during Project operations primarily by motor vehicles. Noise would also be temporarily generated by onsite equipment and vehicles required for construction of the Project.

Construction Noise Impacts

The Project would include construction of the proposed parking lot and would result in a temporary increase in ambient noise levels in the vicinity of the Project. Construction activities would require the use of numerous pieces of noise-generating equipment. The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment and the prevailing wind direction.

The maximum noise levels for various types of construction equipment that could be used during parking lot construction are provided in **Table 6** below. Maximum noise levels generated by construction equipment used for the Project would range from 78 to 85 dB, Lmax at 50-feet and 58 to 69 dB, Lmax at 300-feet (the approximate distance between the nearest residence and the Project site).

TABLE 6. MAXIMUM NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level (dB, Lmax at 50 feet)	Noise Level (dB, Lmax at 300 feet)
Air Compressor	78	62
Backhoe	78	62
Dozer	82	66
Tractor	84	68
Grader	85	69
Flat Bed Truck	74	58
Paver	77	61
Concrete Mixer Truck	79	63
Roller	80	64
Front End Loader	79	63

NOTES:
Lmax = maximum sound level
An attenuation rate of 6.0 per doubling distance was used to convert the FHWA noise levels at 50-feet to the noise levels at 300-feet.

SOURCE: Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide, 2006.

Construction noise reaching the nearest residences to the south would be mostly masked by existing traffic noise from Woodland Avenue since the existing noise environment in the Project vicinity is dominated traffic noise (see **Table 5,** Sites 1 and 2). However, without a restriction on hours of construction for construction activities, Project related

construction noise could result in a potentially significant if construction occurred during nighttime or very early morning hours. Implementation of **Mitigation Measure NOI-1** would reduce temporary construction noise impacts to less than significant.

> **Mitigation Measures NOI-1:** Construction activities shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday, and 8:00 a.m. to 6:00 p.m. on Sunday.

Operational Noise Impacts

As discussed above, the Project vicinity is dominated by existing traffic noise on Woodland Avenue (see **Table 5,** Site 1 and 2). A doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a road) would result in a barely perceptible change in sound level. An increase in project traffic of 20 trips per day would not double the existing traffic on Woodland Avenue and the slight increase in traffic noise would be imperceptible to sensitive receptors along Woodland Avenue and other local roadways. Furthermore, all Project work would occur within the on-site building, thus, any permanent increase in ambient noise levels in the site vicinity occurring within the on-site building would not be perceptible outside of the building. Therefore, Project operations would result in a less-than-significant impact.

b) **Less than Significant Impact.** Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. In most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures (Caltrans, 2013). At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. For vibration, a PPV threshold of 0.5 inch per second or greater can cause architectural damage and minor structural damage. The FTA recommends a threshold of 0.5 PPV for residential and commercial structures of standard construction (FTA, 2006).

The nearest off-site structure is the Esparto Community Services building located approximately 15 feet north of the closest proposed parking lot construction. Construction of the proposed parking lot would utilize typical construction equipment. The estimated PPV for construction equipment that could be used at 15 feet is summarized in **Table 7** below.

TABLE 7. VIBRATION (PPV) LEVELS DURING CONSTRUCTION

Construction Equipment	PPV at 25 feet (in/sec)	Distance to the nearest structure	PPV at 15 feet (in/sec)	Exceeds 0.5 in/sec PPV Threshold?
Roller	0.21	15	0.45	No
Backhoe[1]	0.028	15	0.06	No
Loader[1]	0.0263	15	0.06	No

NOTES:
[1] Construction Equipment PPV reference from NHDOT, *Ground Vibrations Emanating from Construction Equipment* (FHWA-NH-RD-12323W), 2012.

SOURCE: Federal Transit Administration, 2006.

As shown in **Table 7** above, typical construction equipment that would be used for construction of the parking lot would not exceed the FTA's threshold of 0.5 PPV. Therefore, vibration from construction would result in a less-than-significant impact.

c) **No Impact.** The Project site is not located within an airport land use plan or within two miles of a public or public use airport. The nearest private airport is the Ala Doble Airport (approximately 2.8 miles south of the Project site). Based on the Project location, the Project would not expose people working or visiting in the Project area to excessive airport noise levels. Therefore, the Project would result in no impact.

References

California Department of Transportation (Caltrans). 2002. *Transportation Related Earthborne Vibrations*. February 20, 2002.

Caltrans. 2013. *Technical Noise Supplement*. September 2013.

Federal Highway Administration (FHWA). 2006. *Roadway Construction Noise Model User's Guide.* February 15, 2006.

Federal Transit Administration (FTA). 2006. *Transit Noise and Vibration Impact Assessment. (FTA-VA-90-1003-06).* May 6, 2006.

New Hampshire Department of Transportation (NHDOT). 2012. *Ground Vibrations Emanating from Construction Equipment* (*FHWA-NH-RD-12323W*). September 8, 2012.

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

POPULATION AND HOUSING

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
14. POPULATION AND HOUSING — Would the proposed project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) **No Impact.** The Project would not involve the construction of new housing and thus would not directly induce population growth. Operation of the Project would require approximately six employees at most, three of which are ownership who already live in the region. The Project would not induce substantial population growth. Therefore, the Project would result in no impact.

b) **No Impact.** The Project site is developed with an existing storage building while the remainder of the parcel is vacant. The Project would not displace existing people or housing units. Therefore, the Project would result in no impact.

PUBLIC SERVICES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15. PUBLIC SERVICES — Would the proposed project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Introduction

The 2030 Countywide General Plan for Yolo County includes Policy PF-5.9 requiring that applicants must provide a will-serve letter from the appropriate fire district/department confirming the ability to provide fire protection services to a proposed project.

Discussion

a.i) **Less-than-Significant Impact**. The Project site is in the Esparto Fire Protection District Boundary. The Esparto Fire District has a station approximately 1,000 feet south of the Project site. This station is staffed with 23 members and is equipped with two type 1 Engines, one type 3 Engine, two water Tenders, one all-terrain vehicle, and one Squad. The Project would create up to six jobs and there is no expectation that development of the Project would result in an increase in calls for fire and emergency protection services. Further, Yolo County includes the General Plan Policy PF-5.9 discussed above as a standard Condition of Approval for the Project. Therefore, the Project would result in a less-than-significant impact.

a.ii) **Less-than-Significant Impact.** The nearest Sheriff's office is approximately 15 miles east of the Project site in Woodland. The nearest police department is the City of Woodland Police Department approximately 13 miles east of the Project site. As stated above, the Project would create up to six jobs, which would not substantially increase the County's population. The Project is not expected to result in an increase in calls for police protection or result in any changes in crime that would warrant changes to police protection service ratios and/or response times. Therefore, the Project would result in a less-than-significant impact.

a.iii-v) **No Impact.** As stated above, the Project would create up to six jobs but would not substantially increase the County's population. As such, the Project would not warrant a

need for new schools, parks, or other public facilities. Therefore, the Project would result in no impact.

RECREATION

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
16. RECREATION — Would the proposed project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a, b) **No Impact.** There are no recreational facilities in the vicinity of the Project site. Operation of the Project would require approximately six employees at most, three of which are ownership who already live in the region. The Project would not substantially increase the use of existing recreational facilities and would not require new or expanded recreational facilities. Therefore, the Project would result in no impact.

TRANSPORTATION

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17. TRANSPORTATION — Would the proposed project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Introduction

This section is based on a Trip Generation and VMT Analysis conducted by Abrams Associates (2024), which is **Appendix F** to this Initial Study. After completion of the Trip Generation and VMT Analysis, the Project was scaled down to remove the proposed 30,000 square foot light industrial building. Trip generation was adjusted accordingly using the light industrial trip rate of 3.10 trip per employee (Institute of Transportation Engineers [ITE] Land Use Code 110 from ITE Trip Generation Manual, 11th Edition) and the maximum of six employees. The Project would require zero to one truck deliveries/loadings per day. Thus, the Project would conservatively generate a maximum of approximately 20 one-way trips per day.

Discussion

a) **Less-than-Significant Impact.** The Project is within the Esparto Depot District as defined in the 2019 Esparto Community Plan under the 2030 Countywide General Plan. The Esparto Community Plan includes goals and policies to coordinate development of the Esparto Depot District and maintain a street grid to distribute traffic circulation within town. Figure 8 of the Esparto Community Plan identifies the extension of Antelope Street and Fremont Street through the Depot District to maintain north-south access in the community.

Access to the Project site is currently provided via a private driveway owned by the Esparto Community Services District (ECSD) along the eastern side of the parcel, which is also used by the ECSD facility to the north and a produce packing facility to the east of the Project. The Project would be conditioned to secure access via a permanent and irrevocable easement granted by ECSD, unless ECSD dedicates the driveway to the County as a public street prior to the issuance of a building/grading permit to change the use and occupancy of the existing 2,020 SF storage building to light industrial uses. Additionally, if a permanent and irrevocable easement is not obtained, or the driveway is not dedicated to the County, then the Project would be conditioned to restrict future construction of permanent facilities within the 65-foot-wide area extending immediately

north from Antelope Street to the northern end of the parcel to allow for future northern and southern access to the property, and to allow for the potential extension of Antelope Street to alleviate potential traffic impacts resulting from the proposed Project and from future development on the site.

Based upon the small number of trips generated by the Project and acquisition of legal use of the private driveway owned by ECSD for access from State Route 16 (Woodland Avenue), the Project would not conflict with the Esparto Community Plan or any other program plan, ordinance, or policy addressing the circulation system including roadways or transit. In relation to the existing conditions, the Project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing or planned bicycle or pedestrian facilities. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** Vehicle miles traveled (VMT) refers to the amount and distance of vehicle travel attributable to a project. VMT generally represents the number of vehicle trips generated by a project multiplied by the average trip length for those trips. For CEQA transportation impact assessment, VMT is calculated using the origin-destination VMT method, which accounts for the full distance of vehicle trips to and from the Project site.

The California Governor's Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA* provides general direction regarding the methods to be employed and significance criteria to evaluate VMT impacts, absent polices adopted by local agencies. The directive addresses several aspects of VMT impact analysis, and is organized as follows:

- **Screening Criteria:** Screening criteria are intended to quickly identify when a project should be expected to cause a less-than-significant VMT impact without conducting a detailed study.
- **Significance Thresholds:** Significance thresholds define what constitutes an acceptable level of VMT and what could be considered a significant level of VMT requiring mitigation.
- **Analysis Methodology:** These are the potential procedures and tools for producing VMT forecasts to use in the VMT impact assessment.
- **Mitigation:** Projects that are found to have a significant VMT impact based on the County's significance thresholds are required to implement mitigation measures to reduce impacts to a less-than-significant level (or to the extent feasible).

Screening Criteria

Screening criteria can be used to quickly identify whether sufficient evidence exists to presume a project would have a less-than-significant VMT impact without conducting a detailed study. However, each project should be evaluated against the evidence supporting that screening criteria to determine if it applies. Projects meeting at least one

of the criteria below can be presumed to have a less than significant VMT impact, absent substantial evidence that the project will lead to a significant impact.

The extent to which the Project qualifies under each criterion is noted below.

- **Regional Truck Traffic:** The OPR directive specially focuses on the need to evaluate residential and employment-based travel, either from the standpoint of home-based trips or through evaluation of commute trips associated with employment centers. Consistent with Section 15064.3 of the State CEQA *Guidelines*, impacts from regional truck traffic are not included in the VMT estimates, but are considered from an operational standpoint as they relate to safety.

- **Small Projects:** Defined as a project that generates 110 or fewer average daily vehicle trips.

- **Affordable Housing:** Defined as a project consisting of deed-restricted affordable housing.

- **Local-Serving Non-Residential Development:** The directive notes that local serving retail uses can reduce travel by offering customers more choices in closer proximity. Local serving retail uses of 50,000 square feet or less can be presumed to have a less-than-significant impact.

- **Projects in Low VMT-Generating Area:** Defined as a residential or office project that is in a VMT efficient area based on an available VMT Estimation Tool. The project must be consistent in size and land use type (i.e., density, mix of uses, transit accessibility) as the surrounding built environment.

- **Proximity to High Quality Transit**: The directive notes that employment and residential development located within a half mile of a high-quality transit corridor can be presumed to have a less-than-significant impact.

Impact Conclusion

The extent to which the Project's VMT impacts can be presumed to be less than significant has been determined based on review of the OPR directive's screening criteria and general guidance. The OPR Small Project criteria is applicable to the Project. The Project is estimated to generate a maximum of approximately 20 daily one-way vehicle trips (18 automobile one-way trips and two truck one-way trips), which is below the OPR threshold of 110 daily trips. As the 110 average daily trips threshold would not be exceeded, the Project's VMT impacts can be presumed to be less than significant. Therefore, the Project would result in a less-than-significant impact.

c) **Less-than-Significant Impact.** Access to the Project is currently provided via a private driveway owned by ECSD along the eastern side of the parcel. There are additional unpermitted access points from SR 16 where SR 16 turns north. Access to the property along the curve would present a hazard due to visibility limitations. The Project is conditioned for the property owner to obtain legal access to the site through a permanent and irrevocable access easement granted by ECSD to continue to use their private

driveway, or dedication of the driveway to the County as a public street, so that no access along the curved portion of SR 16 is needed; therefore, the Project would result in a less-than-significant impact.

d) **Less-than-Significant Impact.** The Project would not substantially increase hazards to vehicle safety due to increased traffic, which could result in inadequate emergency access. All lane widths within the Project would meet the minimum width that can accommodate an emergency vehicle. In addition, the small addition of traffic from the Project would not result in any significant changes to emergency vehicle response times in the area. Therefore, the Project would result in a less-than-significant impact.

References

Abrams Associates, 2024. *Trip Generation and VMT Analysis for the Proposed A1-Pre-Fab Project in Esparto Community of Yolo County.* February 16, 2024.

California Governor's Office of Planning and Research (OPR). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA, April 2018.

TRIBAL CULTURAL RESOURCES

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
18. TRIBAL CULTURAL RESOURCES — **Would the proposed 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:				
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), or	☐	☐	☒	☐
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.	☐	☒	☐	☐

Introduction

Tribal Cultural Resources (TCR's) is a newly defined class of resources under Assembly Bill 52 (AB 52). TCR's include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Tribe. To qualify as a TCR, the resource must either: 1) be listed on, or be eligible for, listing on the California Register of Historical Resources (CRHR) or other local historic register; or 2) constitute a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a TCR (PRC §21074). AB 52 also states that tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of TCRs within their traditional and cultural affiliated geographic area, and therefore, the identification and analysis of TCRs should involve government-to-government tribal consultation between the CEQA lead agency and interested tribal groups and/or tribal persons. (PRC §21080.3.1(a)).

Yolo County notified tribes requesting AB 52 notification for projects subject to CEQA. The Yocha Dehe Wintun Nation initiated formal consultation with Yolo County, which resulted in the inclusion mitigation measures for tribal monitoring of ground disturbance associated with Project construction and a Burial Treatment Protocol

Discussion

a) **Less-than-Significant Impact.** No cultural resources either listed or eligible for listing by the State or County were identified on the Project site as a result of the records search (Piñon Heritage, 2022) and AB 52 consultation. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact with Mitigation.** As discussed above, no TCRs are known to occur on the Project site or in the surrounding area. However, according to the

Yocha Dehe Wintun Nation, the Project site is located near some sensitive areas. **Mitigation Measure TCR-1** requires that the Applicant enter into the Yocha Dehe Wintun Nation's Standard Monitoring Agreement for tribal monitoring during Project ground disturbing activities. **Mitigation Measure TCR-2** requires that the Applicant abides by the *Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation*, if Native American remains, grave goods, ceremonial items, or items of cultural patrimony are found in conjunction with Project ground disturbing activities. Therefore, the Project would result in a less-than-significant impact with mitigation.

Mitigation Measure TCR-1: Tribal Monitoring.

- Prior to ground disturbance for construction activities, the Applicant shall enter into the Yocha Dehe Wintun Nation's Standard Monitoring Agreement for tribal monitoring.

Mitigation Measure TCR-2: Burial Treatment Protocol.

- If Native American remains, grave goods, ceremonial items, or items of cultural patrimony are found in conjunction with Project ground disturbing activities, the standards identified in the *Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation* (See **Appendix G** of this Initial Study) shall be followed. All personnel shall be instructed that unauthorized removal or collection of artifacts is a violation of State law.

References

Piñon Heritage, 2022. *Cultural Resources Records Search and Pedestrian Survey for the Esparto Woodland Avenue Project, Yolo County, California.* September 2022.

UTILITIES AND SERVICE SYSTEMS

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
19. UTILITIES AND SERVICE SYSTEMS — Would the proposed project:				
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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a) **Less-than-Significant Impact.** The Project would require water and sewer service from ECSD, which serves all properties within a defined area of the community of Esparto. The Project would be conditioned to submit a Will Serve letter issued by ECSD to the County to connect to water and wastewater services. Employees would use the commercial coach for restrooms. Electricity would be provided to the Project site by PG&E. Natural gas would not be required for the Project. Onsite rainfall runoff from new impervious surfaces would drain via storm drains into a detention pond that would be drained via a pump station and discharge runoff to the existing storm drain system. The Project's connection to existing utilities has been analyzed throughout this Initial Study and would comply with all federal, state, and local regulations. Therefore, the Project would result in a less-than-significant impact.

b) **No Impact.** Water needs for the Project would be minimal and is estimated to be 4,000 gallons per year. For comparison, the average American family of four uses roughly 150,000 gallons per year.[3] Therefore, the Project would have no impact on available water supplies.

[3] United States Environmental Protection Agency, Indoor Water Use in the United States, Accessed on June 24, 2024 at: https://19january2017snapshot.epa.gov/www3/watersense/pubs/indoor.html

c) **No Impact.** The Project would be conditioned to submit a Will Serve letter issued by ECSD to the County to connect to wastewater services. Employees would use the commercial coach for restrooms. Therefore, the Project would result in no impact.

d, e) **No Impact.** Construction and operation of the Project would generate a negligible amount of solid waste and would comply with all federal, state, and local statutes and regulations related to solid waste. All solid waste would be disposed of by ownership and would not require collection by the County's licensed hauler, Waste Management. Therefore, the Project would result in no impact.

WILDFIRE

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
20. WILDFIRE — If located in or near state responsibility areas or lands classified as very high hazard severity zones, **would the proposed project:**				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Introduction

Areas where the state has financial responsibility for wildland fire protection are known as state responsibility areas (SRA). The Department of Forestry and Fire Protection (CAL FIRE) is responsible for fire prevention and suppression in SRA. Areas where local governments have financial responsibility for wildland fire protection are known as local responsibility areas (LRA).

The Project site is not located in a SRA or a very high fire hazard severity zone (VHFHSZ). The closest VHFHSZ is approximately 1.1 miles west of the Project site. The County and municipalities fight a large number of vegetation fires primarily along highways and roadways. Local fire stations are responsible for their districts, and CAL FIRE has equipment and staff available in Yolo County during the fire season. The Esparto Fire Department has a station approximately 1,000 feet south of the Project site.

Discussion

a-d) **No Impact.** The Project site is not located in a SRA or a VHFHSZ. The closest VHFHSZ is approximately 1.1 miles west of the Project site. There are no elements of the Project that would exacerbate wildland fire risk in the Project area. Therefore, the Project would result in no impact.

References

County of Yolo, 2009. *2030 Countywide General Plan, Health and Safety Element.*

MANDATORY FINDINGS OF SIGNIFICANCE

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
21. MANDATORY FINDINGS OF SIGNIFICANCE — Would the proposed project:				
a) 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?	☐	☐	☒	☐
b) 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)?	☐	☐	☒	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a) **Less-than-Significant Impact.** The Project is required to adhere to applicable AMM's identified in the Yolo HCP/NCCP (AMM's 1, 2, 3, 4, 5, 6, 7, 8, and 16) to prevent substantial direct and indirect impacts to habitat and special-status species. The Project would have no impact on historic resources. Therefore, the Project would result in a less-than-significant impact.

b) **Less-than-Significant Impact.** The Project would not have a cumulatively considerable impact on any of the environmental factors evaluated. As noted in the Air Quality section, the Project would not result in a cumulatively considerable net increase of emissions of criteria air pollutants and precursors. As noted in the Greenhouse Gas Emissions section, the Project's contribution to global climate change would be less than cumulatively considerable. Therefore, the Project would result in a less-than-significant impact.

c) **Less-than-Significant Impact.** The Project would not result in impacts that would result in substantial adverse effects on human beings, either directly or indirectly. Therefore, the Project would result in a less-than-significant impact.