

## **YOLO COUNTY DEPARTMENT OF COMMUNITY SERVICES**

**Addendum to the  
Mitigated Negative Declaration for  
Story Subdivision Amendment  
(SCH #2007012125)**

**ZF 2021-0014**

**February 2022**

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## **ADDENDUM TO MITIGATED NEGATIVE DECLARATION**

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### **CEQA REQUIREMENTS**

This document has been prepared as an Addendum to the Mitigated Negative Declaration (“MND”) (SCH #2007012125) in accordance with the CEQA Guidelines, Section 15164. The MND was adopted by the Yolo County Board of Supervisors on September 25, 2007, for the Story Tentative Subdivision Map Project (“Project”), which consisted of a General Plan Amendment, Rezoning, Tentative Subdivision Map, and a Development Agreement for a 78-lot residential subdivision in the unincorporated town of Esparto, California. This Addendum analyzes the proposal to amend the Tentative Subdivision Map and Development Agreement, and Rezone the Project to remove the Planned Development (PD-61) Overlay Zone.

CEQA Guidelines Section 15164 provides that “an addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.” The conditions in Section 15162 include substantial changes in the project or the circumstances under which the project is undertaken that result in new significant environmental effects, or new significant information showing new significant environmental effects, among others. Pursuant to Section 15164(e), a brief explanation is provided herein documenting the County's decision that preparation of a subsequent EIR is not required.

The Guidelines go on to state that: (1) the addendum need not be circulated, but can be included in or attached to the adopted negative declaration (Section 15164(c)), and (2) the County must consider the addendum with the adopted negative declaration prior to making a decision on the project (Section 15164(d)).

The analysis provided in this document demonstrates that the circumstances and impacts identified in the adopted negative declaration remain substantively unchanged by the situation described herein, and supports the finding that the proposed modifications do not raise any new issues and do not cause the level of impacts identified in the previous Initial Study for the MND to be exceeded.

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### **BACKGROUND**

On October 23, 2007, the Yolo County Board of Supervisors took the following actions to approve the Story Residential Subdivision Project (ZF2004-015): approved Resolution 07-150 to adopt the MND (SCH #2007012125); adopted Resolution 07-151 that approved Tentative Subdivision Map (TSM) #4691; adopted Zoning Ordinance 681.216 to Rezone the property to add the PD-61 Overlay Zone; and, approved Ordinance No. 1364 adopting Development Agreement (DA) No. 07-276. Currently, TSM #4691 is approved for 78 single-family residential lots, a tot lot, a stormwater detention basin, pedestrian/bicycle pathway, and dedication of right-of-way and public land. The project approval was subject to 67 Conditions of Approval and a Mitigation Monitoring and Reporting Plan (MMRP).

The Board of Supervisors approved amendments to the Development Agreement in 2017, 2019, and 2021 to extend the expiration date of the Project.

A new owner has acquired the Project and proposes to amend TSM #4691 and DA No. 07-276, and rezone the parcel to remove the PD-61 Overlay Zone. The amendments to the map would provide a 100-foot agricultural buffer along the eastern boundary and reconfigure one street and the park location to minimize the loss of lots due to the addition of the agricultural buffer.

The proposed amended tentative subdivision map consists of 76 residential lots including a half-acre condominium cluster lot. The applicant has also proposed to move the required park area, originally a tot lot located at the corner of Story Way in the southwest corner of the subdivision, to the east side outside the agricultural buffer, but closer to a peripheral trail and connection to future Cache Creek access. The 2.46-acre detention basin remains the same. The amended DA would no longer provide an extension of Alpha Street over Lamb Valley Slough to State Route 16, which further analysis has shown not to be a necessary traffic enhancement.

The adopted MND for the originally approved project, ZF2004-015, assessed the potential environmental impacts attributable to the Project. It identified and provided mitigation measures to address potentially significant environmental impacts associated with Agricultural Resources, Air Quality, Biological Resources, Hydrology/Water Quality, and Transportation/Circulation by reducing them to less than significant levels.

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## **DETERMINATION**

The proposed Project, which consists of amending the Development Agreement and Tentative Subdivision Map and removing the Planned Development 61 Overlay Zone, does not represent a substantive change to the approved Story Residential Subdivision Project as analyzed under the adopted MND.

In order to assess whether additional CEQA review is required for the minor changes to the map and DA, an analysis of the applicability of Section 15162 of the CEQA Guidelines has been prepared. The table on the following page provides verbatim wording from the Guidelines and a corresponding analysis of the applicability of each section to the proposed project.

**TABLE 1: Comparison of CEQA Requirements and Request**

| CEQA Requirement Section 15162(a)   | Relationship to Proposed Project   |
|---|--|
| <p>When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:</p>   | <p>The Story Residential Project Rezone, Tentative Subdivision Map, and Development Agreement MND was adopted by the Yolo County Board of Supervisors on September 23, 2007.</p> <p>The information below summarizes the substantial evidence in support of the County's determination that the preparation of a subsequent EIR is not required.</p>   |
| <p>(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;</p>   | <p>There are no changes in the proposed project that would require major revision of the adopted MND that analyzed and mitigated the potential significant impacts of the Project to less than significant levels. The proposed project footprint remains the same and the difference in the number of lots, from 78 to 76, is not a significant change.</p> <p>The developer will still be required to satisfy the mitigation measures adopted in the MND related to agricultural and biological resources, and air and water quality. Most of the other mitigation measures relate to site development that has not changed substantially; therefore, no new significant environmental effects would occur as a result of the amended Project.</p>   |
| <p>(2) Substantial changes will occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or</p> | <p>The Project was approved in 2007 and the term of the Development Agreement for the project has been extended three times in recent years. No substantial changes have occurred with respect to the circumstances under which the development is or will be undertaken that would warrant major revisions to the previous CEQA review with the exception of the land use designation change of an adjacent parcel from Rural Residential to Agriculture. The applicant has agreed to provide a 100-foot buffer to minimize conflict with the continued agricultural use of the agricultural parcel. As described above, the proposed project is substantially the same and would not create new significant environmental effects or increase previously identified effects. Therefore, the County has concluded that the proposed amendment is not a substantial change in circumstances.</p> |
| <p>(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:</p>   | <p>There has been no new information of substantial importance that has become known since the MND was adopted in 2007. The proposed Project remains substantially the same and will not cause any new significant effects that were not discussed in the MND.</p>   |

| CEQA Requirement Section 15162(a)   | Relationship to Proposed Project  |
|---|---|
| <p>(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;</p>   | <p>The proposed Project remains substantially the same and will not have any significant effects that were not discussed in the adopted MND; no additional development beyond that which was already approved is included in the project proposal.</p>  |
| <p>(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;</p>  | <p>No significant effects previously examined and mitigated to less than significant levels in the MND will be made more severe by the proposed amendments to the approved Project. In fact, previously identified potential impacts to Traffic/Circulation have become less severe to the point of being less than significant, as described below.</p> <p>Traffic/Circulation Mitigation Measure 6 requires a “fair share” payment toward future road projects that were specified in the Tentative Subdivision Map Conditions of Approval and in the Development Agreement as payment toward an extension and bridge for Alpha Street based on a projected significant impact to Level of Service (LOS) for traffic through the community. The MND referred to a previous 1983 General Plan Policy CIR 7 that required a minimum LOS C for all County roads. The 2030 Countywide General Plan lowered this standard in Policy CI-3.2 to a minimum LOS E through the community of Esparto. An April 2018 update of the traffic study for the MND (see Appendix A) found that the cumulative impacts projected for 2025 in the MND would be alleviated by the Caltrans SR 16 Safety Improvement Project which is currently being completed. The 2018 study projected that the traffic signal recently installed at SR 16 and CR 21A would increase the LOS to an acceptable LOS C and D. Mitigation Measure 6 is no longer necessary nor is the Alpha Street bridge specified in the Tentative Subdivision Map Conditions of Approval and Development Agreement, both of which are proposed to be removed.</p> |
| <p>(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or</p>         | <p>The adopted MND includes six mitigation measures. None of these mitigation measures were found to be infeasible or have been declined by the project proponents.</p>   |
| <p>(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.</p> | <p>The proposal to amend TSM #4691 and DA No. 07-276 and remove the PD-61 Overlay Zone presents no substantial changes to the number of residences or amenities provided. No new alternatives or mitigations are proposed for the Project, though as identified in the preceding discussion, the existing mitigation for Traffic/Circulation is no longer necessary or desired and will be removed.</p>   |

## **CONCLUSION**

Based on the analysis provided above, the proposed Project, which would amend the approved Tentative Subdivision Map and Development Agreement for the Story Subdivision Project and remove the Planned Development Overlay Zone, would not result in new or more severe environmental impacts and no additional CEQA review is required. Additionally, Mitigation Measure 6 that requires a road extension and new bridge over Lamb Valley Slough addresses potential impacts that no longer exist and has been found to be unnecessary and counterproductive to County and State needs by increasing traffic through residential areas. Though the proposed amendments to the Project's Tentative Subdivision Map and Development Agreement do not substantially change the approved Story Residential Subdivision, the discussed mitigation measure for Traffic/Circulation is no longer necessary to reduce impacts and will be removed so as not to conflict with current goals. This addendum shall be attached to the existing Mitigated Negative Declaration (SCH #2007012125).

**APPENDIX A**  
**Eastern Esparto Circulation Study Update**

Final Draft Report

# **Eastern Esparto Circulation Study Update**

Esparto, Yolo County, California

April 4, 2018



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### INTRODUCTION

#### Background and Setting

Esparto is an unincorporated census-designated place in Yolo County, California, with a population of about 3,620 (2016 American Community Survey 5-Year Population Estimate). State Route 16 (SR 16), also known as Yolo Avenue, travels north/south through the center of Esparto, forming the town's "Main Street". Esparto is located about 12 miles west of Woodland, 12 miles north of Winters, and 22 miles north of Vacaville in neighboring Solano County. Less than 8 miles east of Esparto is the Cache Creek Casino Resort, which draws significant regional visitor traffic through town on a daily basis and hosts special and regular events including major regional draws such as concerts and sports events. Casino visitor traffic is heavier during the evenings, and in particular on Friday and Saturday evenings.

The population of Esparto has approximately doubled over the last 16 years, from 1,858 to 3,618, spurred by constructing of several subdivisions on the western end of Esparto, completed before the economic recession of 2008. During this time, in order to help plan for additional anticipated growth on the eastern end of Esparto, Yolo County contracted Fehr & Peers in 2006 to conduct the Eastern Esparto Circulation Study (December 2006, Fehr & Peers) to identify the necessary circulation system necessary to support future growth.

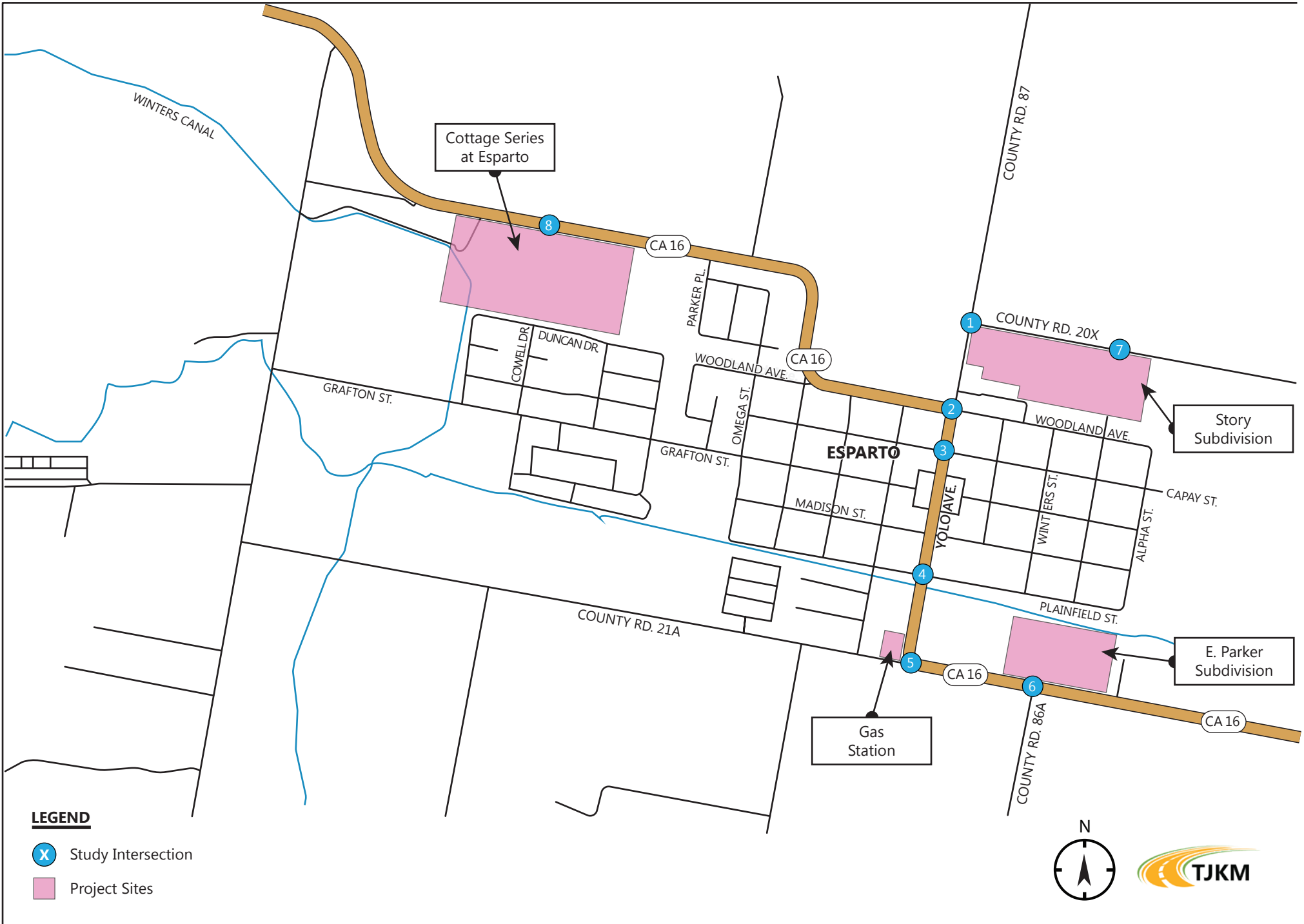
#### Study Purpose

As the economy and housing demand continue to recovery and grow, the County has contracted TJKM to update the 2006 Eastern Esparto Circulation Study to reflect current baseline conditions, revised development plans in Esparto, and recent changes to anticipated near term and cumulative regional growth forecasts. Notably, the Cache Creek Casino Resort, which opened in its current form in 2004, broke ground in May 2017 on a major hotel expansion for an additional 459 rooms, and additional supporting facilities, that is anticipated to be complete in December 2018. This project was analyzed in the *Cache Creek Hotel Expansion Project: Final Traffic Impact Study* (November 2016, Kimley Horn) included in the Tribal Environmental Impact Report.

The purpose of this study is twofold. One goal will be to quantify potential near-term transportation impacts of proposed development projects in Esparto. This study analyzes the impacts of three residential projects, the Cottage Series at Esparto, the E. Parker Subdivision, and the Story Subdivision, and one gas station project that includes a fast food restaurant, convenience market, and drive-through car wash.

**Figure 1** presents the Project Study Area & Vicinity Map, including the locations and boundaries of these proposed development projects. The second purpose of the study is to revisit the identified long-term circulation system needed to support buildout of Esparto, as identified previously in the 2006 study. TJKM has also updated this study with the latest technical analysis methodologies to reflect current industry standards and to be consistent with Yolo County's *Transportation Impact Study Guidelines*.

# Project Study Area & Vicinity Map



### EXISTING CONDITIONS

Existing transportation conditions, including roadway and intersection geometry, pedestrian, bicycle, and transit facilities were observed through field observations, review of current and historical aerial imagery, and review of available recent transportation studies. Within the study area, all roadways are two-lane undivided rural roads, with speed limits between 25 and 35 miles per hour (mph). None of the study intersections are currently signalized and are either two-way (side-street) stop controlled (TWSC), all-way stop-controlled (AWSC), or in the case of Yolo Avenue at Woodland Avenue, three-way stop controlled.

State Route 16 (SR 16) follows several alignments throughout the study area. Starting in the southeast, SR 16 enters Esparto along an east-west alignment that terminates at County Road 21A (CR 21A). At this point, SR 16 shifts to a north-south alignment along Yolo Avenue. At the north end of town, at Woodland Avenue, the north-south alignment terminates at County Road 87 (CR 87). From there, SR 16 alternates between an east-west and north-south alignment until County Road 85B (CR 85B) where it leaves the Esparto area. For the purposes of this study, local street names, such as Yolo Avenue, have been utilized where possible to reduce ambiguity between study locations.

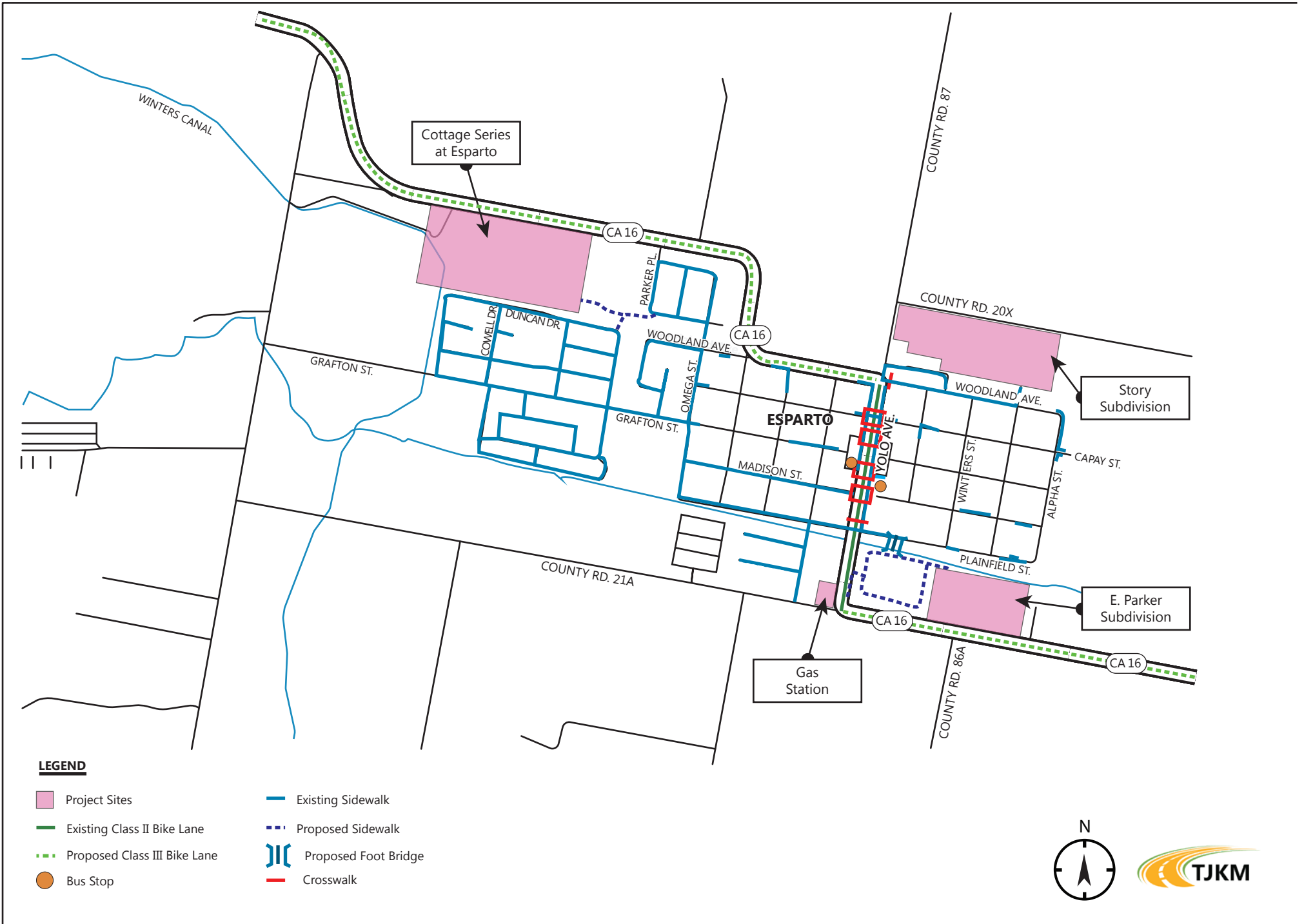
Existing and planned pedestrian and bicycle facilities are shown in **Figure 2**. Notable improvements implemented since the 2006 study include the addition of bike lanes, high visibility crosswalks, and sidewalks on both sides of Yolo Avenue. These improvements reflect the initial implementation phase of the Esparto *Main Street Revitalization Plan* (Local Government Commission, 2007). Additionally, frontage improvements for the Mercy Housing project, Esperanza Crossing, included sidewalks and pedestrian path connectivity. Although the improvements on Yolo Avenue expanded pedestrian facilities along the street, pedestrian facilities outside of the immediate downtown area remain fragmented and, in many cases, sporadic or absent. The planned bicycle and pedestrian projects and alignments illustrated on Figure 2 will close some critical gaps in the alternative transportation network, although some gaps, particularly in residential neighborhoods, will remain. Until the Yolo Avenue bridge over Lamb Valley Slough is replaced and widened, an important gap in pedestrian and bicycle connectivity will remain between the southern and northern ends of Esparto's "Main Street".

### Study Locations

Existing intersection operations were evaluated at the following six existing intersections in the study area, and 2 proposed project driveways:

1. County Road 20X / County Road 87
2. Woodland Avenue / State Route 16 / Yolo Avenue (SR 16) / County Road 87
3. Capay Street / Yolo Avenue (SR 16)
4. Plainfield Street / Yolo Avenue (SR 16)
5. County Road 21A / State Route 16 / Yolo Avenue (SR 16)
6. State Route 16 / County Road 86A
7. *County Road 20X / Winters Street Extension (Plus Project and Cumulative Conditions Only)*
8. *State Route 16 / Cowell Drive Extension*

# Existing and Planned Multimodal Transportation Facilities



**Analysis Scenarios & Data Collection**

In consultation with County staff, Weekday and Saturday PM peak hour conditions were selected for analysis. This selection is consistent with recent transportation studies, including the *Cache Creek Hotel Expansion* EIR, and reflects reasonably conservative conditions that account for regional traffic peaks due to casino operations. Existing traffic volumes were collected at select locations in September 2017 and were supplemented with transportation data from the 2016 *Cache Creek Resort Hotel Expansion* traffic impact study and the 2006 *Eastern Esparto Circulation* Study. Counts taken in 2017 indicated that 2016 volumes remain relatively similar, and in some cases, lower. Therefore, at locations where new counts were not taken, 2016 counts were adjusted in order to balance “through” volumes along SR 16. Side street volumes remained relatively consistent between counts in 2006, 2016, and 2017. Existing peak hour traffic volumes and lane configurations are presented in **Figure 3**.

**Existing Intersection Level of Service**

Intersection Level of Service (LOS) was evaluated using the *Highway Capacity Manual* (HCM) 6<sup>th</sup> Edition methodology, implemented through *Synchro Version 10* (Trafficware) software. Where roadway geometry is inconsistent with the HCM 6<sup>th</sup> Edition methodologies, acceptable substitute methodologies were utilized. For example, the three-way stop-controlled intersection at Woodland Avenue / Yolo Avenue, was analyzed in the microsimulation software *SimTraffic Version 10* (Trafficware) to obtain average vehicle delays for the worst-case approach.

The County’s *General Plan* and *Transportation Impact Study Guidelines* set LOS thresholds for roadways throughout the County. The minimum acceptable LOS on SR 16 in Esparto varies between LOS D and LOS E (LOS E is applicable along the Yolo Avenue alignment, and between Woodland Avenue and CR 85B). As shown in **Table 1**, all study intersections operated at or below acceptable LOS thresholds during both Weekday and Saturday afternoon peak periods.

**Table 1. Existing Intersection Level of Service**

| ID | Intersection   | LOS       |                        |          | Existing |                    |
|----|--|-----------|------------------------|----------|----------|--------------------|
|    |  | Threshold | Control <sup>1,2</sup> | Peak     | LOS      | Delay <sup>3</sup> |
| 1  | County Road 20X / County Road 87*                              | D         | TWSC                   | Weekday  | A        | 0.0                |
|    |  |           |                        | Saturday | A        | 0.0                |
| 2  | Woodland Avenue / SR 16 / Yolo Avenue (SR 16) / County Road 87 | E         | 3WSC**                 | Weekday  | A        | 7.0                |
|    |  |           |                        | Saturday | A        | 6.9                |
| 3  | Capay Street / Yolo Avenue (SR 16)                             | E         | TWSC                   | Weekday  | B        | 14.7               |
|    |  |           |                        | Saturday | C        | 15.9               |
| 4  | Plainfield Street / Yolo Avenue (SR 16)                        | E         | TWSC                   | Weekday  | C        | 17.8               |
|    |  |           |                        | Saturday | C        | 18.9               |
| 5  | County Road 21A / SR 16 / Yolo Avenue (SR 16)                  | D         | AWSC                   | Weekday  | D        | 28.0               |
|    |  |           |                        | Saturday | D        | 26.8               |
| 6  | SR 16 / County Road 86A  | D         | TWSC                   | Weekday  | C        | 20.1               |
|    |  |           |                        | Saturday | C        | 18.2               |

\* No conflicting volume was observed at this intersection, resulting in no delay.

\*\* The northbound approach at this intersection is uncontrolled. Reported delay results reflect microsimulation runs.

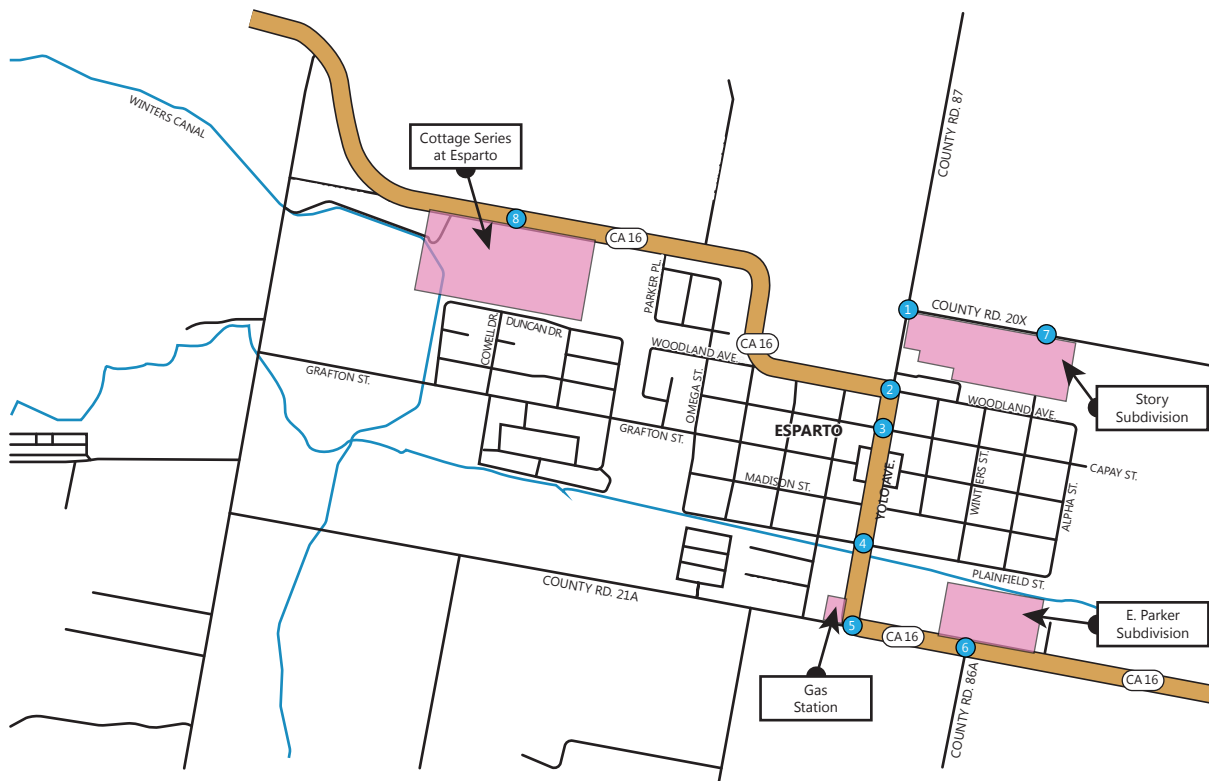
1. For two-way stop-control (TWSC) and three-way stop (3WSC) control, delay and LOS expressed for worst movement.

2. For all-way stop control, (AWSC) delay and LOS expressed for intersection average.

3. Delay expressed in seconds.

# Existing Intersection Geometrics & Turning Movements

| <b>Intersection #1</b><br>County Rd. 20X & County Rd. 87     | <b>Intersection #2</b><br>Woodland Ave. / SR 16 &<br>Yolo Ave. (SR 16) / County Rd. 87 | <b>Intersection #3</b><br>Capay St. & Yolo Ave. (SR 16) |
|--|--|---|
|  |  |   |
| <b>Intersection #4</b><br>Plainfield St. & Yolo Ave. (SR 16) | <b>Intersection #5</b><br>County Rd. 21A / SR 16 & Yolo Ave. (SR 16)                   | <b>Intersection #6</b><br>SR 16 & County Rd. 86A        |
|  |  |   |



## LEGEND

- Study Intersection
- Project Sites
- XX Weekday PM Peak Hour Volumes
- (XX) Saturday PM Peak Hour Volumes



**NEAR TERM CONDITIONS**

Near Term conditions were utilized to establish the analysis baseline for the impact assessment of the proposed development projects included in this study. Near Term conditions were selected as the baseline analysis for this study because the following approved / pending projects are anticipated to be completed prior construction of any of the proposed projects. The approved / pending projects included in the Near Term (No Project) conditions baseline include the following:

**Land Development Projects**

For the purposes of this study, Near Term conditions include construction of the Cache Creek Hotel Expansion project, which is currently under construction, and estimated to be completed by December 2018, and the Yocha Dehe Tribal Lands Project north of Cache Creek Casino & Resort on SR 16 (25 dwelling units and 84,600 square feet of office). The Near Term scenario also includes development of the Esparto Community Park & Aquatic Center, located east of Yolo Avenue (SR 16), between Lamb Valley Slough and SR 16. Traffic associated with the Cache Creek Hotel Expansion was obtained from the 2016 Cache Creek Resort Hotel Expansion traffic impact study and added to the study intersections.

Traffic associated with the Esparto Community Park & Aquatic Center was manually generated and assigned to the Esparto transportation system. **Table 2** presents the trip generation calculations for that project. After reviewing the available land use categories in the Institute of Transportation Engineers Trip Generation Manual, 10<sup>th</sup> Edition, the closest appropriate land use was "Soccer Fields", which also includes pools and basketball courts, which are proposed uses for the park.

**Table 2. Esparto Community Park & Aquatic Center Trip Generation Summary**

| Proposed Land Uses (ITE Code)              | Size | Units  | Weekday PM Peak |      |       |           |           |           | Saturday, Peak Hr. of Generator |      |       |           |           |            |
|--|------|--------|-----------------|------|-------|-----------|-----------|-----------|---------------------------------|------|-------|-----------|-----------|------------|
|  |      |        | Rate            | In % | Out % | In        | Out       | Total     | Rate                            | In % | Out % | In        | Out       | Total      |
| <b>Community Park &amp; Aquatic Center</b> |      |        |                 |      |       |           |           |           |                                 |      |       |           |           |            |
| Soccer Complex (488)                       | 3    | Fields | 16.43           | 66   | 34    | 32        | 17        | 49        | 40.10                           | 48   | 52    | 58        | 62        | 120        |
| Estimated Pedestrian Trip Discount (10%)   |      |        |                 |      |       | -3        | -2        | -5        |                                 |      |       | -6        | -6        | -12        |
| <b>Total</b>                               |      |        |                 |      |       | <b>29</b> | <b>15</b> | <b>44</b> |                                 |      |       | <b>52</b> | <b>56</b> | <b>108</b> |

**Notes:**

Source - ITE Trip Generation Manual, 10th Edition (2017).

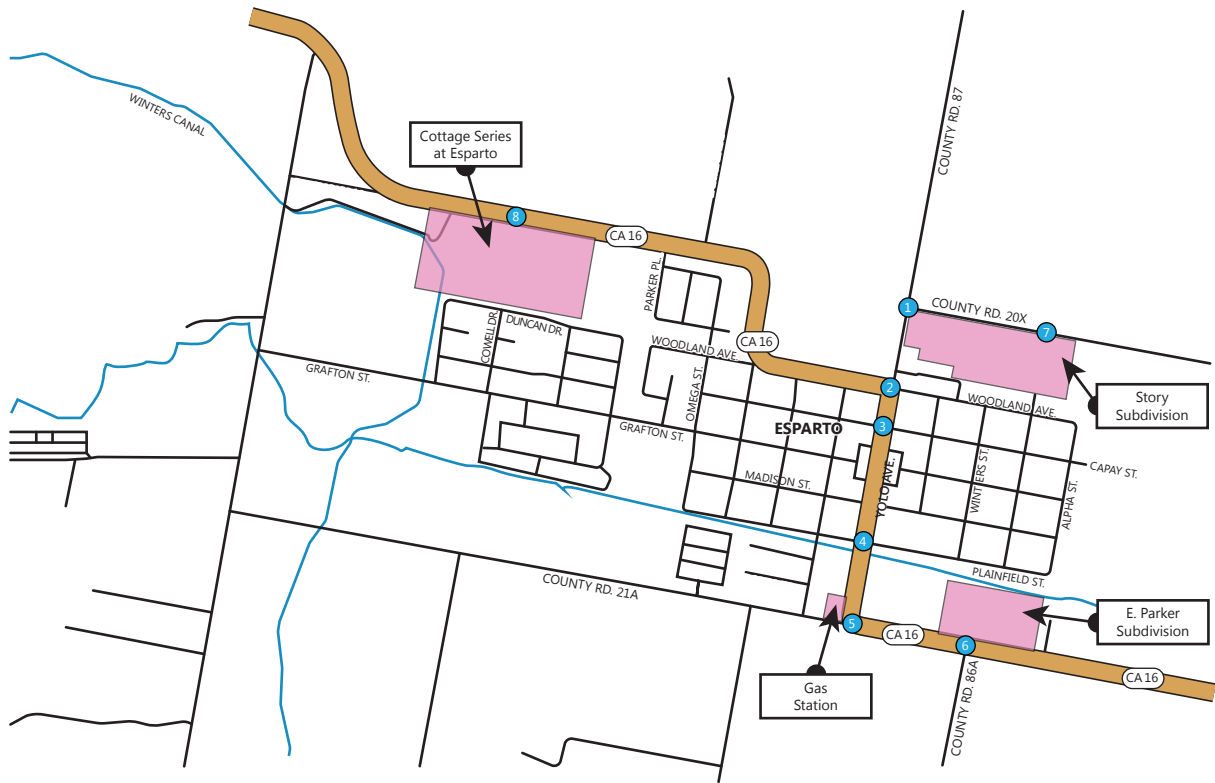
**Transportation Projects**

Caltrans has a State Route 16 Safety Improvement Project (IS/MND, June 2015, Caltrans) planned in the study area, with an anticipated construction with an anticipated construction commencing late summer or fall 2018, to be finished by November 2020. However, the proposed improvements were not included in the Near Term conditions, since the timeline for construction completion is not certain. This project, which would signalize the intersection of CR 21A / SR 16 / Yolo Avenue, is included in the Cumulative baseline conditions analysis. The project is depicted in **Appendix B** and would also include a continuous two-way left turn lane along segments of State Route 16 and Yolo Avenue.

**Figure 4** presents the Near Term (No Project) intersection volumes. **Table 3** presents the Near Term (No Project) intersection LOS results.

# Near Term (No Project) Intersection Geometrics & Turning Movements

| <b>Intersection #1</b><br>County Rd. 20X & County Rd. 87     | <b>Intersection #2</b><br>Woodland Ave. / SR 16 &<br>Yolo Ave. (SR 16) / County Rd. 87 | <b>Intersection #3</b><br>Capay St. & Yolo Ave. (SR 16) |
|--|--|---|
|  |  |   |
| <b>Intersection #4</b><br>Plainfield St. & Yolo Ave. (SR 16) | <b>Intersection #5</b><br>County Rd. 21A / SR 16 & Yolo Ave. (SR 16)                   | <b>Intersection #6</b><br>SR 16 & County Rd. 86A        |
|  |  |   |



**LEGEND**

- Study Intersection
- Project Sites
- XX Weekday PM Peak Hour Volumes
- (XX) Saturday PM Peak Hour Volumes



**Table 3. Near Term (No Project) Intersection Level of Service**

| ID | Intersection   | LOS       |                        |                 | Existing |                    |
|----|--|-----------|------------------------|-----------------|----------|--------------------|
|    |  | Threshold | Control <sup>1,2</sup> | Peak            | LOS      | Delay <sup>3</sup> |
| 1  | County Road 20X / County Road 87*                              | D         | TWSC                   | Weekday         | A        | 0.0                |
|    |  |           |                        | Saturday        | A        | 0.0                |
| 2  | Woodland Avenue / SR 16 / Yolo Avenue (SR 16) / County Road 87 | E         | 3WSC**                 | Weekday         | A        | 7.4                |
|    |  |           |                        | Saturday        | A        | 9.8                |
| 3  | Capay Street / Yolo Avenue (SR 16)                             | E         | TWSC                   | Weekday         | C        | 17.3               |
|    |  |           |                        | Saturday        | C        | 23.0               |
| 4  | Plainfield Street / Yolo Avenue (SR 16)                        | E         | TWSC                   | Weekday         | C        | 20.8               |
|    |  |           |                        | Saturday        | C        | 24.6               |
| 5  | County Road 21A / SR 16 / Yolo Avenue (SR 16)                  | D         | AWSC                   | <b>Weekday</b>  | <b>F</b> | <b>59.3</b>        |
|    |  |           |                        | <b>Saturday</b> | <b>F</b> | <b>124.0</b>       |
| 6  | SR 16 / County Road 86A  | D         | TWSC                   | Weekday         | C        | 23.0               |
|    |  |           |                        | Saturday        | D        | 27.2               |

\* No conflicting volume is anticipated in Near Term (No Project) conditions at this intersection, resulting in no delay.

\*\* The northbound approach at this intersection is uncontrolled. Reported delay results reflect microsimulation runs.

1. For two-way stop-control (TWSC) and three-way stop (3WSC) control, delay and LOS expressed for worst movement.

2. For all-way stop control, (AWSC) delay and LOS expressed for intersection average.

3. Delay expressed in seconds.

**Bold** indicates unacceptable LOS

As shown in Table 3, most study intersections are anticipated to continue operating better than LOS thresholds, with the exception of the CR 21A / SR 16 / Yolo Avenue intersection. This intersection is anticipated to degrade to LOS F during the Weekday and Saturday p.m. peak hours. The Caltrans Safety Improvement Project will signalize this intersection, improving operations. Improved operations are presented in the *Mitigations and Proposed Improvements* section of this report.

**Near Term + Project Conditions**

Near Term +Project conditions include traffic anticipated to be generated by the proposed projects identified in Figure 1 and described below. This analysis scenario identified potential project impacts.

**Proposed Project Trip Generation**

Trip generation was estimated for these projects based on published trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Pass-by trip reduction rates published in the Trip Generation Handbook were applied to the gas station and fast food restaurant trip generation. The combined projects are expected to produce 5,758 new weekday trips, including 420 new trips in the weekday p.m. peak hour, and 584 new trips in the Saturday p.m. peak hour. **Table 4** presents the trip generation summary for the proposed projects.

Net trips generated by each proposed project were distributed and assigned to study intersections using the same distribution pattern used in the 2006 Circulation Plan study: 18 percent to/from SR 16 west, two percent to/from CR 87 north, 72 percent to/from SR 16 east, five percent to/from CR 86A, and three percent to/from CR 21A. Assigned trips were then added to study intersections to produce *Near Term + Project* conditions. Trip distribution and assignment are presented in **Figure 5**, and peak hour traffic volumes and lane configurations under *Near Term + Project* conditions are presented in **Figure 6**.

Table 4. Proposed Project Trip Generation Summary

| Proposed Land Uses (ITE Code)   | Size | Units             | Daily, Weekday |              | Weekday PM Peak |      |            |            |            | Saturday, Peak Hr. of Generator |       |      |            |            |            |       |
|---|------|-------------------|----------------|--------------|-----------------|------|------------|------------|------------|---------------------------------|-------|------|------------|------------|------------|-------|
|   |      |                   | Rate           | Trips        | Rate            | In % | Out %      | In         | Out        | Total                           | Rate  | In % | Out %      | In         | Out        | Total |
| <b>Cottage Series at Esparto</b>  |      |                   |                |              |                 |      |            |            |            |                                 |       |      |            |            |            |       |
| Single Family Detached Housing (210)  | 181  | dwelling units    | 9.52           | 1,723        | 1.00            | 63   | 37         | 114        | 67         | 181                             | 0.93  | 54   | 46         | 91         | 77         | 168   |
| <b>E. Parker Subdivision</b>  |      |                   |                |              |                 |      |            |            |            |                                 |       |      |            |            |            |       |
| Single Family Detached Housing (210)  | 62   | dwelling units    | 9.52           | 590          | 1.00            | 63   | 37         | 39         | 23         | 62                              | 0.93  | 54   | 46         | 31         | 27         | 58    |
| <b>Story Subdivision</b>  |      |                   |                |              |                 |      |            |            |            |                                 |       |      |            |            |            |       |
| Single Family Detached Housing (210)  | 78   | dwelling units    | 9.52           | 743          | 1.00            | 63   | 37         | 49         | 29         | 78                              | 0.93  | 54   | 46         | 39         | 34         | 73    |
| <b>Gas Station</b>  |      |                   |                |              |                 |      |            |            |            |                                 |       |      |            |            |            |       |
| Gas Station with Convenience Market & Carwash (946)                         | 10   | fueling positions | 152.84         | 1,528        | 13.86           | 51   | 49         | 71         | 68         | 139                             | 14.52 | 50   | 50         | 73         | 72         | 145   |
| <b>Gas Station Peak Hour Pass by Trip Reduction (ITE) , 56%<sup>1</sup></b> |      |                   |                |              | 56%             |      |            | (40)       | (38)       | (78)                            |       |      |            | 0          | 0          | 0     |
| Fast Food Restaurant with Drive-Through Window (934)                        | 2.4  | 1,000 sq.ft.      | 496.12         | 1,173        | 32.65           | 52   | 48         | 40         | 37         | 77                              | 59.00 | 51   | 49         | 71         | 69         | 140   |
| <b>Fast Food Peak Hour Pass by Trip Reduction (ITE) , 50%<sup>2</sup></b>   |      |                   |                |              | 50%             |      |            | (20)       | (19)       | (39)                            |       |      |            | 0          | 0          | 0     |
| Sub Total   |      |                   |                | 2,702        |                 |      | 51         | 48         | 99         |                                 |       |      | 144        | 141        | 285        |       |
| <b>Grand Total</b>  |      |                   |                | <b>5,758</b> |                 |      | <b>253</b> | <b>167</b> | <b>420</b> |                                 |       |      | <b>305</b> | <b>279</b> | <b>584</b> |       |

**Notes:**

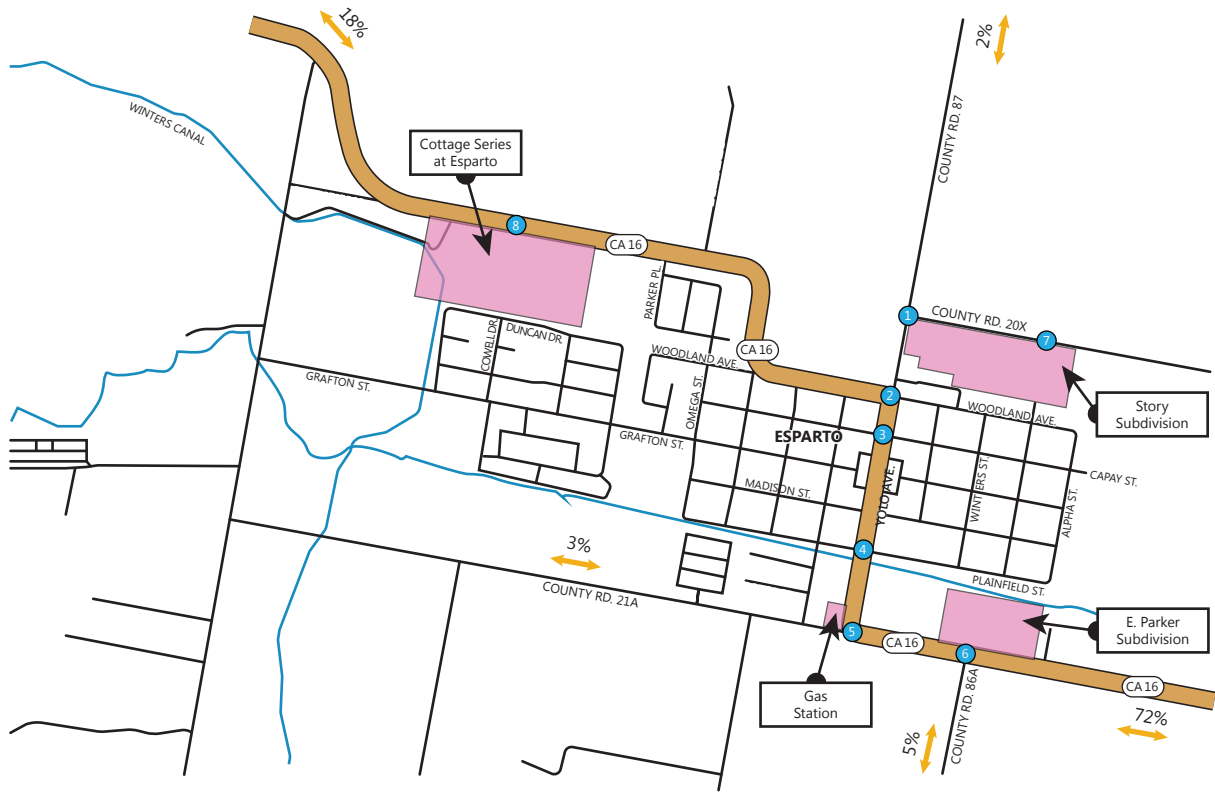
Source – ITE Trip Generation Manual, 9<sup>th</sup> Edition (2012)

<sup>1</sup>ITE Pass-by reduction rate of 56% for Gasoline/Service Station with Convenience Market (ITE Code 945)

<sup>2</sup>ITE Pass-by reduction rate of 50% for Fast Food Restaurant with Drive-Through Window (ITE Code 934)

# Proposed Project Trip Distribution and Assignment

| <b>Intersection #1</b><br>County Rd. 20X & County Rd. 87               | <b>Intersection #2</b><br>Woodland Ave. / SR 16 &<br>Yolo Ave. (SR 16) / County Rd. 87 | <b>Intersection #3</b><br>Capay St. & Yolo Ave. (SR 16)             | <b>Intersection #4</b><br>Plainfield St. & Yolo Ave. (SR 16) |
|--|--|---|--|
|  |  |   |  |
| <b>Intersection #5</b><br>County Rd. 21A /SR 16 &<br>Yolo Ave. (SR 16) | <b>Intersection #6</b><br>SR 16 & County Rd. 86A /<br>E. Parker Subdiv. Project DW.    | <b>Intersection #7</b><br>County Rd. 20X &<br>Winters St. Extension | <b>Intersection #8</b><br>SR 16 & Cowell Dr. Extension       |
|  |  |   |  |



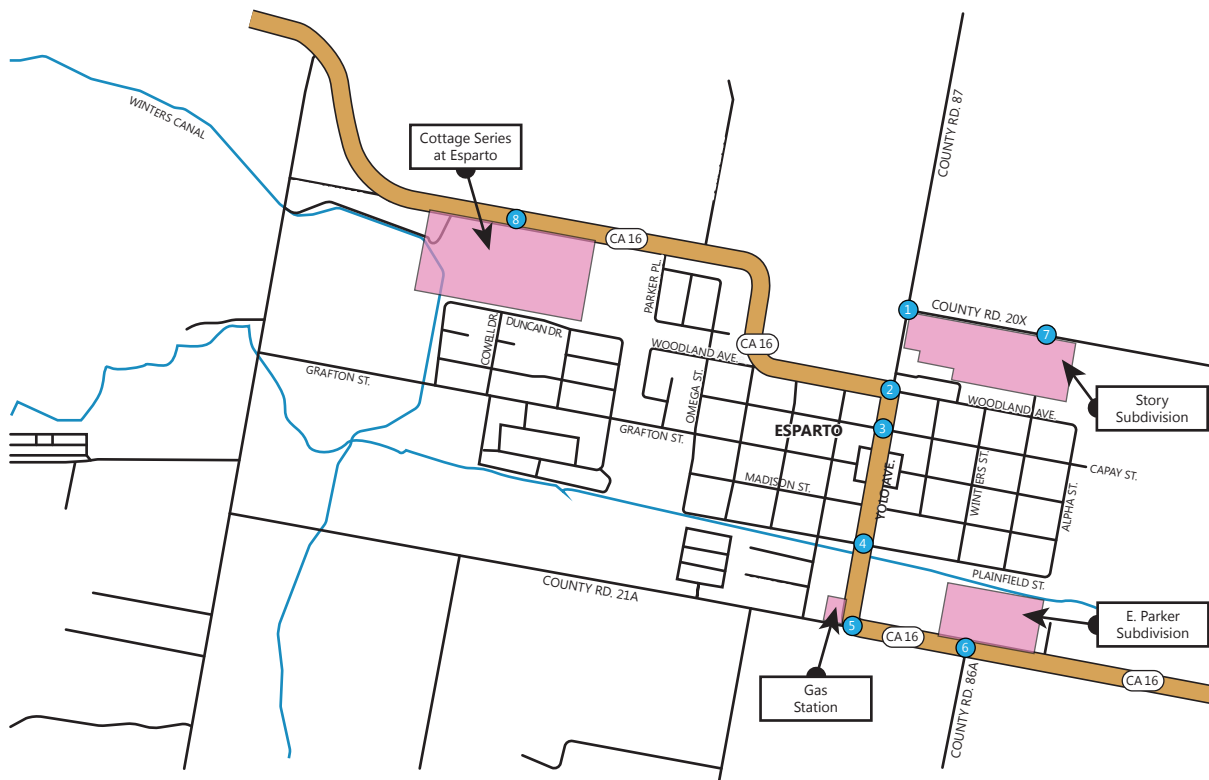
**LEGEND**

- ⊗ Study Intersection
- Project Sites
- XX Weekday PM Peak Hour Volumes
- (XX) Saturday PM Peak Hour Volumes
- X % Trip Distribution





# Near Term Plus Project Intersection Geometrics & Turning Movements

| <b>Intersection #1</b><br>County Rd. 20X & County Rd. 87                | <b>Intersection #2</b><br>Woodland Ave. / SR 16 &<br>Yolo Ave. (SR 16) / County Rd. 87 | <b>Intersection #3</b><br>Capay St. & Yolo Ave. (SR 16)             | <b>Intersection #4</b><br>Plainfield St. & Yolo Ave. (SR 16) |
|---|--|---|--|
|   |  |   |  |
| <b>Intersection #5</b><br>County Rd. 21A / SR 16 &<br>Yolo Ave. (SR 16) | <b>Intersection #6</b><br>SR 16 & County Rd. 86A /<br>E. Parker Subdiv. Project DW.    | <b>Intersection #7</b><br>County Rd. 20X &<br>Winters St. Extension | <b>Intersection #8</b><br>SR 16 & Cowell Dr. Extension       |
|   |  |   |  |



## LEGEND

-  Study Intersection
-  Project Sites
- XX Weekday PM Peak Hour Volumes
- (XX) Saturday PM Peak Hour Volumes



*Near Term + Project* intersection LOS results are presented below in **Table 5**. As shown in Table 5, intersection operations are anticipated to continue to remain mostly acceptable at all study intersection with the addition of project-generated traffic.

However, the LOS F conditions identified at the CR 21A / SR 16 / Yolo Avenue intersection in the *Near Term (No Project)* condition Weekday and Saturday p.m. peak hours are anticipated to worsen in the *Near Term + Project* condition. The approved and planned Caltrans Safety Improvement Project will signalize this intersection, improving operations. Improved operations are presented in the *Mitigations and Proposed Improvements* section of this report.

Additionally, the SR 16 / CR 86A intersection is anticipated to operate at LOS F during both the Weekday and Saturday p.m. peak hour conditions. This intersection serves as the primary project driveway for the E. Parker Subdivision project. The approved and planned Caltrans Safety Improvement Project will add a two-way left turn lane at this intersection, improving operations. Improved operations are presented in the *Mitigations and Proposed Improvements* section of this report.

**Table 5. Near Term + Project Intersection Level of Service**

| ID | Intersection  | LOS Threshold | Control <sup>1,2</sup> | Peak            | Existing |                    |
|----|---|---------------|------------------------|-----------------|----------|--------------------|
|    |   |               |                        |                 | LOS      | Delay <sup>3</sup> |
| 1  | County Road 20X / County Road 87  | D             | TWSC                   | Weekday         | B        | 10.3               |
|    |   |               |                        | Saturday        | A        | 9.8                |
| 2  | Woodland Avenue / SR 16 / Yolo Avenue (SR 16) / County Road 87                  | E             | 3WSC*                  | Weekday         | C        | 19.4               |
|    |   |               |                        | Saturday        | C        | 18.4               |
| 3  | Capay Street / Yolo Avenue (SR 16)  | E             | TWSC                   | Weekday         | C        | 24.7               |
|    |   |               |                        | Saturday        | D        | 34.0               |
| 4  | Plainfield Street / Yolo Avenue (SR 16)   | E             | TWSC                   | Weekday         | D        | 31.2               |
|    |   |               |                        | Saturday        | E        | 36.4               |
| 5  | County Road 21A / SR 16 / Yolo Avenue (SR 16)                                   | D             | AWSC                   | <b>Weekday</b>  | <b>F</b> | <b>170.2</b>       |
|    |   |               |                        | <b>Saturday</b> | <b>F</b> | <b>405.2</b>       |
| 6  | SR 16 / County Road 86A / E. Parker Subdivision Project Driveway                | D             | TWSC                   | <b>Weekday</b>  | <b>F</b> | <b>79.5</b>        |
|    |   |               |                        | <b>Saturday</b> | <b>F</b> | <b>176.8</b>       |
| 7  | County Road 20X / Winters Street Extension (Story Subdivision Project Driveway) | D             | TWSC                   | Weekday         | A        | 9.0                |
|    |   |               |                        | Saturday        | A        | 8.8                |
| 8  | SR 16 / Cowell Drive Extension (Cottage Series at Esparto Project Driveway)     | D             | TWSC                   | Weekday         | B        | 11.3               |
|    |   |               |                        | Saturday        | C        | 15.1               |

\* The northbound approach at this intersection is uncontrolled. Reported delay results reflect microsimulation runs.

1. For two-way stop-control (TWSC) and three-way stop (3WSC) control, delay and LOS expressed for worst movement.

2. For all-way stop control, (AWSC) delay and LOS expressed for intersection average.

3. Delay expressed in seconds.

**Bold** indicates unacceptable LOS

**CUMULATIVE CONDITIONS**

For the purposes of this study, *Cumulative* conditions generally represent buildout of the Esparto General Plan, buildout of County General Plan land uses, regional traffic growth, and buildout of the approved / pending projects included in the *Near Term* conditions and the proposed projects included in the *Near Term + Project* conditions. Additionally, *Cumulative* conditions includes construction of the Caltrans *State Route 16 Safety Improvement Project*, depicted in Appendix B. Two *Cumulative* transportation network scenarios are analyzed and included in this study, as described below.

**Cumulative (Without New North-South Connection)**

In the *Cumulative (Without New North-South Connection)* scenario, no additional transportation projects in the study area were included beyond the Caltrans *State Route 16 Safety Improvement Project*. In order to remain consistent with recently approved environmental documents, the forecasts for this scenario were developed to be consistent with the *Cumulative* analysis condition included in the 2016 *Cache Creek Resort Hotel Expansion* traffic impact study. However, while that study included theoretical buildout of the Esparto General Plan land uses, the specific uses for the proposed development projects included in the *Near Term + Project* scenario were not known. Therefore, the *Cumulative (Without New North-South Connection)* analysis scenario has been adjusted to reflect development of the four proposed land development projects described in the previous section. **Figure 7** presents the *Cumulative (Without New North-South Connection)* intersection geometrics and volumes.

**Cumulative (With New North-South Connection)**

In the *Cumulative (With New North-South Connection)*, buildout of adopted transportation improvements from the Esparto General Plan are included. In particular, this scenario will include construction of a new north-south residential collector between SR 16 and CR 20X, east of Alpha Street. This new connection will significantly relieve congestion and travel demand on SR 16 through downtown Esparto by diverting local residential traffic from SR 16 to the new collector.

The *East Esparto Circulation Plan* shown here is included as part of the adopted 2007 *Esparto General Plan* and includes a new north-south residential collector between SR 16 and County Road 20X, east of Alpha Street.

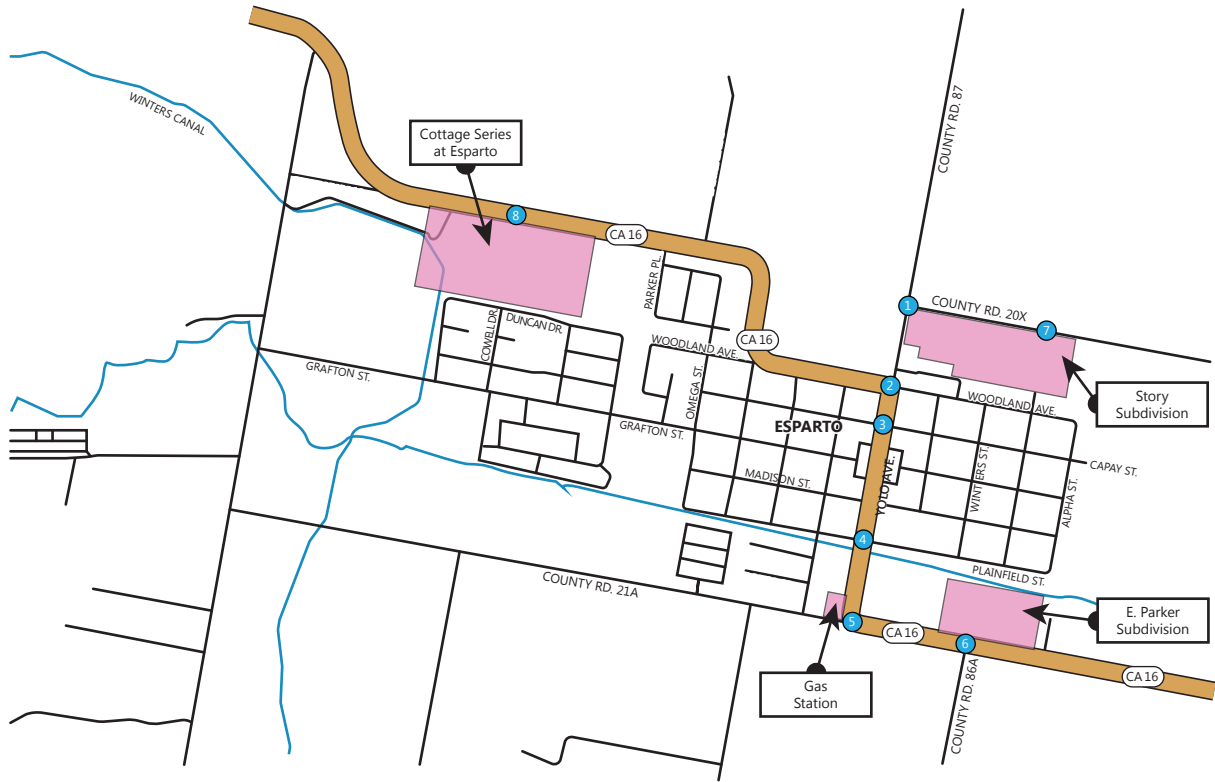


The forecasts for this scenario were developed based on the *Cumulative (Without New North South Connection)* forecasts, with a portion of traffic volume to and from residential neighborhoods east of SR 16 redistributed from SR 16 to the new north-south connection east of the current Alpha Street alignment. Roughly 15% of total north-south travel demand through Esparto was shifted from SR 16 to the new north-south street system. This shift is consistent with the redistribution anticipated in the 2006 *Eastern Esparto Circulation Study*. **Figure 8** presents the *Cumulative (With new North South Connection)* intersection geometrics and volumes.

**Note:** *Based on discussions with County staff, it is not anticipated that the Esparto General Plan land uses will fully build out as currently adopted. The County is seeking to update the community's General Plan, including the Land Use Element. It is anticipated that the updated Land Use Element would include a lower intensity and more diverse mix of land uses than currently adopted. The analysis of the currently adopted General Plan may therefore present a conservative assessment of future conditions, since it is anticipated that the updated General Plan would likely reduce total travel demand and vehicle miles travelled.*

# Cumulative (Without New North-South Connection) Intersection Geometrics & Turning Movements

| <b>Intersection #1</b><br>County Rd. 20X & County Rd. 87                | <b>Intersection #2</b><br>Woodland Ave. / SR 16 &<br>Yolo Ave. (SR 16) / County Rd. 87 | <b>Intersection #3</b><br>Capay St. & Yolo Ave. (SR 16)             | <b>Intersection #4</b><br>Plainfield St. & Yolo Ave. (SR 16) |
|---|--|---|--|
|   |  |   |  |
| <b>Intersection #5</b><br>County Rd. 21A / SR 16 &<br>Yolo Ave. (SR 16) | <b>Intersection #6</b><br>SR 16 & County Rd. 86A /<br>E. Parker Subdiv. Project DW.    | <b>Intersection #7</b><br>County Rd. 20X &<br>Winters St. Extension | <b>Intersection #8</b><br>SR 16 & Cowell Dr. Extension       |
|   |  |   |  |



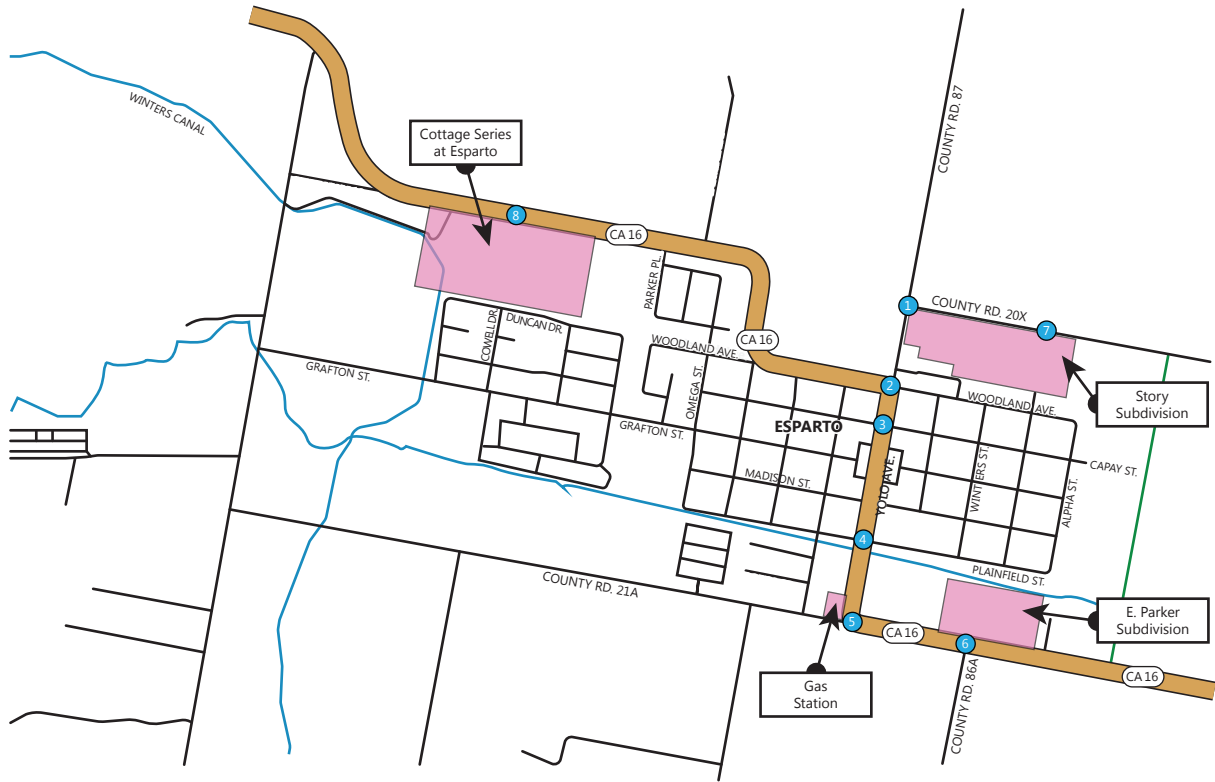
**LEGEND**

- Study Intersection
- Project Sites
- XX Weekday PM Peak Hour Volumes
- (XX) Saturday PM Peak Hour Volumes



# Cumulative (With New North-South Connection) Intersection Geometrics & Turning Movements

| <b>Intersection #1</b><br>County Rd. 20X & County Rd. 87                | <b>Intersection #2</b><br>Woodland Ave. / SR 16 &<br>Yolo Ave. (SR 16) / County Rd. 87 | <b>Intersection #3</b><br>Capay St. & Yolo Ave. (SR 16)             | <b>Intersection #4</b><br>Plainfield St. & Yolo Ave. (SR 16) |
|---|--|---|--|
|   |  |   |  |
| <b>Intersection #5</b><br>County Rd. 21A / SR 16 &<br>Yolo Ave. (SR 16) | <b>Intersection #6</b><br>SR 16 & County Rd. 86A /<br>E. Parker Subdiv. Project DW.    | <b>Intersection #7</b><br>County Rd. 20X &<br>Winters St. Extension | <b>Intersection #8</b><br>SR 16 & Cowell Dr. Extension       |
|   |  |   |  |



## LEGEND

- Study Intersection
- Project Sites
- XX Weekday PM Peak Hour Volumes
- (XX) Saturday PM Peak Hour Volumes
- Proposed North-South Connection

**Cumulative (Without New North-South Connection)**

As shown in Table 6, *Cumulative (Without New North-South Connection)* conditions identify deficiencies at the Plainfield Street and Capay Street intersections with Yolo Avenue (SR 16). These results are consistent with the findings of the 2006 study and are the result of increasing north-south “through” traffic on Yolo Avenue, which makes it difficult for vehicles entering from side streets to find suitable gaps in traffic.

The proposed project driveways are anticipated to operate at acceptable LOS with implantation of the Caltrans *SR 16 Safety Improvement Project*. However, the E. Parker Subdivision driveway along SR 16 is anticipated to approach unacceptable LOS during the Saturday p.m. peak hour. The planned traffic signal will help exiting vehicles find gaps in eastbound traffic when making southbound left turns onto SR 16. However, drivers entering from SR 16 into the E. Parker Subdivision may have difficulty finding gaps in oncoming westbound traffic during these peak hour conditions. If additional development projects are granted access opposite the E. Parker Subdivision driveway, intersection control (signalization or roundabout) will likely be required at this driveway.

**Table 6. Cumulative (Without New North-South Connection) Intersection Level of Service**

| ID | Intersection  | LOS Threshold | Control <sup>1,2</sup> | Peak            | Existing |                    |
|----|---|---------------|------------------------|-----------------|----------|--------------------|
|    |   |               |                        |                 | LOS      | Delay <sup>3</sup> |
| 1  | County Road 20X / County Road 87  | D             | TWSC                   | Weekday         | B        | 10.7               |
|    |   |               |                        | Saturday        | B        | 10.2               |
| 2  | Woodland Avenue / SR 16 / Yolo Avenue (SR 16) / County Road 87                  | E             | 3WSC*                  | Weekday         | D        | 27.6               |
|    |   |               |                        | Saturday        | D        | 29.7               |
| 3  | Capay Street / Yolo Avenue (SR 16)  | E             | TWSC                   | Weekday         | D        | 31.9               |
|    |   |               |                        | <b>Saturday</b> | <b>F</b> | <b>61.0</b>        |
| 4  | Plainfield Street / Yolo Avenue (SR 16)   | E             | TWSC                   | <b>Weekday</b>  | <b>E</b> | <b>40.4</b>        |
|    |   |               |                        | <b>Saturday</b> | <b>F</b> | <b>58.2</b>        |
| 5  | County Road 21A / SR 16 / Yolo Avenue (SR 16)                                   | D             | Signal**               | Weekday         | C        | 23.0               |
|    |   |               |                        | Saturday        | C        | 20.5               |
| 6  | SR 16 / County Road 86A / E. Parker Subdivision Project Driveway                | D             | TWSC**                 | Weekday         | C        | 22.7               |
|    |   |               |                        | Saturday        | D        | 26.4               |
| 7  | County Road 20X / Winters Street Extension (Story Subdivision Project Driveway) | D             | TWSC                   | Weekday         | A        | 9.0                |
|    |   |               |                        | Saturday        | A        | 8.8                |
| 8  | SR 16 / Cowell Drive Extension (Cottage Series at Esparto Project Driveway)     | D             | TWSC                   | Weekday         | B        | 14.6               |
|    |   |               |                        | Saturday        | C        | 16.5               |

\* The northbound approach at this intersection is uncontrolled. Reported delay results reflect microsimulation runs.

\*\*Analyzed using HCM 2000 methodologies, due to HCM 6<sup>th</sup> Edition & HCM 2010 methodology constraints of proposed geometry.

1. For two-way stop-control (TWSC) and three-way stop (3WSC) control, delay and LOS expressed for worst movement.

2. For signal, delay and LOS expressed for intersection average.

3. Delay expressed in seconds.

**Bold** indicates unacceptable LOS

**Cumulative (With New North-South Connection)**

As shown in Table 7, *Cumulative (With New North-South Connection)* conditions identify no deficiencies at study intersections following the redistribution of local traffic from Yolo Avenue (SR 16) to the new north-south connection east of Alpha Street. These results are consistent with the findings and recommendations of the 2006 study and are the result of reducing north-south “through” traffic on Yolo Avenue sufficiently to provide acceptable gaps in traffic for vehicles turning on to and off of side streets.

As with *Cumulative (Without New North-South Connection)* conditions, the proposed project driveways are anticipated to operate at acceptable LOS with implementation of the Caltrans *SR 16 Safety Improvement Project*. Compared to *Cumulative (Without New North-South Connection)*, the E. Parker Subdivision driveway along SR 16 is anticipated operate better, due to the reduction in “through” traffic on SR 16 and the increase in acceptable gaps for vehicles turning off of and on to SR 16 from the side street approach. As with *Cumulative (Without New North-South Connection)* conditions, the planned traffic signal will also help exiting vehicles find gaps in eastbound traffic when making southbound left turns onto SR 16, yet drivers entering from SR 16 into the E. Parker Subdivision may still have to wait for acceptable gaps during peak hour conditions. If additional development projects are granted access opposite the E. Parker Subdivision driveway, intersection control (signalization or roundabout) will likely be required at this driveway.

**Table 7. Cumulative (With New North-South Connection) Intersection Level of Service**

| ID | Intersection  | LOS       |                        |          | Existing |                    |
|----|---|-----------|------------------------|----------|----------|--------------------|
|    |   | Threshold | Control <sup>1,2</sup> | Peak     | LOS      | Delay <sup>3</sup> |
| 1  | County Road 20X / County Road 87  | D         | TWSC                   | Weekday  | B        | 10.3               |
|    |   |           |                        | Saturday | B        | 10.1               |
| 2  | Woodland Avenue / SR 16 / Yolo Avenue (SR 16) / County Road 87                  | E         | 3WSC*                  | Weekday  | C        | 22.4               |
|    |   |           |                        | Saturday | D        | 26.2               |
| 3  | Capay Street / Yolo Avenue (SR 16)  | E         | TWSC                   | Weekday  | D        | 26.3               |
|    |   |           |                        | Saturday | E        | 42.1               |
| 4  | Plainfield Street / Yolo Avenue (SR 16)   | E         | TWSC                   | Weekday  | C        | 23.5               |
|    |   |           |                        | Saturday | D        | 34.4               |
| 5  | County Road 21A / SR 16 / Yolo Avenue (SR 16)                                   | D         | Signal**               | Weekday  | B        | 18.8               |
|    |   |           |                        | Saturday | B        | 18.7               |
| 6  | SR 16 / County Road 86A / E. Parker Subdivision Project Driveway                | D         | TWSC**                 | Weekday  | C        | 19.6               |
|    |   |           |                        | Saturday | C        | 23.0               |
| 7  | County Road 20X / Winters Street Extension (Story Subdivision Project Driveway) | D         | TWSC                   | Weekday  | A        | 8.9                |
|    |   |           |                        | Saturday | A        | 8.9                |
| 8  | SR 16 / Cowell Drive Extension (Cottage Series at Esparto Project Driveway)     | D         | TWSC                   | Weekday  | B        | 14.6               |
|    |   |           |                        | Saturday | C        | 16.5               |

\* The northbound approach at this intersection is uncontrolled. Reported delay results reflect microsimulation runs.

\*\*Analyzed using HCM 2000 methodologies, due to HCM 6<sup>th</sup> Edition & HCM 2010 methodology constraints of proposed geometry.

1. For two-way stop-control (TWSC) and three-way stop (3WSC) control, delay and LOS expressed for worst movement.

2. For signal, delay and LOS expressed for intersection average.

3. Delay expressed in seconds.

**Bold** indicates unacceptable LOS

**IMPROVEMENT RECOMMENDATIONS & MITIGATIONS**

This section describes improvements that would improve intersection LOS for each analysis scenario included in this report. Improvements that address project impacts identified in the *Near Term + Project* condition are identified separately.

**Existing Conditions Improvement Recommendations**

No intersection LOS deficiencies were identified in the existing conditions analysis. No improvements to improve intersection LOS are required for existing conditions.

Several gaps in the Esparto bicycle and pedestrian network were identified in Figure 2. In order to provide a comprehensive multimodal transportation system, that supports safe mobility choices for all users, the County should continue to plan, program, and seek funding opportunities with partner agencies and stakeholders such as Caltrans and the Yocha Dehe Wintun Nation to implement the County’ 2013 *Bicycle Transportation Plan*, the 2007 *Esparto Main Street Revitalization Plan*, and the Town of Esparto’s 2007 *General Plan* to continue closing pedestrian connectivity gaps, particularly in the vicinity of schools.

The County should continue to seek opportunities to close multimodal connectivity gaps in conjunction with future development projects and by aggressively pursuing grant funding opportunities through Caltrans programs like the Highway Safety Improvement Program and Active Transportation Program.

**Near Term (No Project) Conditions Improvement Recommendations**

The intersection of CR 21A / SR 16 / Yolo Avenue is anticipated to reach LOS F conditions during the Weekday and Saturday p.m. peak hours. The Caltrans *SR 16 Safety Improvement Project* that is scheduled for construction beginning in late Summer / early Fall 2018, with completion by November 2020, will improve intersection LOS to acceptable conditions. **Table 8** presents the improved intersection LOS.

**Table 8. Near Term (No Project) Mitigated Intersection Level of Service**

| ID | Intersection                                  | LOS Threshold | Control <sup>1</sup> | Peak     | Existing |                    |
|----|---|---------------|----------------------|----------|----------|--------------------|
|    |   |               |                      |          | LOS      | Delay <sup>2</sup> |
| 5  | County Road 21A / SR 16 / Yolo Avenue (SR 16) | D             | Signal*              | Weekday  | B        | 14.8               |
|    |   |               |                      | Saturday | B        | 10.6               |

\*Analyzed using HCM 2000 methodologies, due to HCM 6<sup>th</sup> Edition & HCM 2010 methodology constraints of proposed geometry.

1. For signal, delay and LOS expressed for intersection average.

2. Delay expressed in seconds.

As discussed in the existing conditions section above, several gaps in the Esparto bicycle and pedestrian network were identified in Figure 2. The planned Community Park & Aquatic Center will provide a reliable and safe pedestrian connection off of SR 16, over Lamb Valley Slough, between the park and Esparto High School. This project will close an important gap in the pedestrian network. The Caltrans *SR 16 Safety Improvement Project* will also increase pedestrian connectivity by constructing sidewalks between the Community Park & Aquatic Center and the CR 21A / SR 16 / Yolo Avenue intersection and building a crosswalk at the signalized intersection.

As recommended above, the County should continue to seek opportunities to close multimodal connectivity gaps in conjunction with future development projects and as grant funding opportunities arise. Ultimately, the goal should be the presence of a comprehensive multimodal transportation system that offers reliable and safe mobility choices for current and future Esparto community members.

**Near Term + Project Improvement Recommendations**

In the *Near Term + Project* condition, buildout of the proposed development projects is anticipated to worsen the *Near Term (No Project)* deficiency at the CR 21A / SR 16 / Yolo Avenue intersection, causing an impact. Buildout of the proposed development projects is also anticipated to generate a deficiency at the SR 16 / CR 86A / E. Parker Subdivision driveway, causing an impact.

In both cases, currently approved Caltrans plans to implement the *SR 16 Safety Improvement Project* will eliminate these deficiencies. The impacts to these locations would be significant until the improvements are in place. **Table 9** presents the improved intersection LOS following implementation of the Caltrans Safety Improvement Project.

From a multimodal perspective, the proposed projects could have significant impacts to bicycle and pedestrian circulation if they result in the creation of new multimodal network gaps. Project frontage improvements should include full width sidewalks and consideration should be given to the provision of bicycle and pedestrian trail connectivity to the existing Esparto community, where appropriate. The proposed project site plans reviewed at the time of this report’s preparation appear to include appropriate bicycle and pedestrian network connections to existing and / planned multimodal facilities.

**Table 9. Near Term + Project Mitigated Intersection Level of Service**

| ID | Intersection   | LOS Threshold | Control <sup>1,2</sup> | Peak     | Existing |                    |
|----|--|---------------|------------------------|----------|----------|--------------------|
|    |  |               |                        |          | LOS      | Delay <sup>3</sup> |
| 5  | County Road 21A / SR 16 / Yolo Avenue (SR 16)                    | D             | Signal*                | Weekday  | C        | 30.4               |
|    |  |               |                        | Saturday | C        | 30.7               |
| 6  | SR 16 / County Road 86A / E. Parker Subdivision Project Driveway | D             | TWSC*                  | Weekday  | C        | 21.2               |
|    |  |               |                        | Saturday | D        | 26.2               |

\*Analyzed using HCM 2000 methodologies, due to HCM 6<sup>th</sup> Edition & HCM 2010 methodology constraints of proposed geometry.

1. For two-way stop-control (TWSC), delay and LOS expressed for worst movement.
2. For signal, delay and LOS expressed for intersection average.
3. Delay expressed in seconds.

### **Cumulative (Without New North-South Connection) Improvement Recommendations**

The deficiencies identified in the *Cumulative (Without New North-South Connection)* conditions analysis are generally consistent with those found past studies. The Capay Street / Yolo Avenue (SR 16) intersection is anticipated to degrade to LOS F in the Saturday p.m. peak hour, and the Plainfield Street / Yolo Avenue (SR 16) intersection is anticipated to degrade to LOS E and LOS F during the Weekday and Saturday p.m. peak hours, respectively.

### ***New North-South Connection Option***

Construction of a new north-south connection between SR 16 and CR 20X will provide acceptable operations at all analyzed locations, as shown in Table 7, in the *Cumulative (With New North-South Connection)* conditions analysis.

### ***Without New North-South Connection Options***

Without implementation of a new north-south connection east of Alpha Street, the following improvements could be implemented to improve LOS at deficient intersections in *Cumulative (Without New North-South Connection)* conditions:

#### Capay Street / Yolo Avenue (SR 16):

Signalization of this intersection would provide acceptable operations under *Cumulative (Without New North-South Connection)* conditions.

Alternatively, a two-way left turn lane was recommended at this location in the 2006 *Eastern Esparto Circulation Study* in order to provide two-stage gap acceptance for minor street movements. Since that time, a restriping throughout Esparto along the length of Yolo Avenue (SR 16) has changed the geometry and urban design of the corridor. A two-way left turn lane at this location would provide acceptable LOS conditions at this location but would require restriping of Yolo Avenue (SR 16) and elimination of some of the design elements from the 2007 *Esparto Main Street Revitalization Plan* that have been implemented, such as diagonal parking north of Capay Street.

#### Plainfield Street / Yolo Avenue (SR 16):

Signalization of this intersection would provide acceptable operations under *Cumulative (Without New North-South Connection)* conditions.

Alternatively, turn restrictions at this location would provide acceptable operations. In particular, elimination of the northbound left turn from Yolo Avenue (SR 16) onto Plainfield Street would reduce delay at this intersection and improve LOS to acceptable range. Elimination of this movement would have some impact to neighborhood access and circulation. However, full access is provided at the adjacent Madison Street intersection and from Fremont Street via CR 21A. Other turn restrictions could be considered but could have more significant circulation and access impacts to existing and future uses.

The elimination of the northbound left turn lane may also provide sufficient roadway width to consider new pedestrian and/or bicycle connectivity across the Lamb Valley Slough bridge.

**Cumulative (With New North-South Connection) Improvement Recommendations**

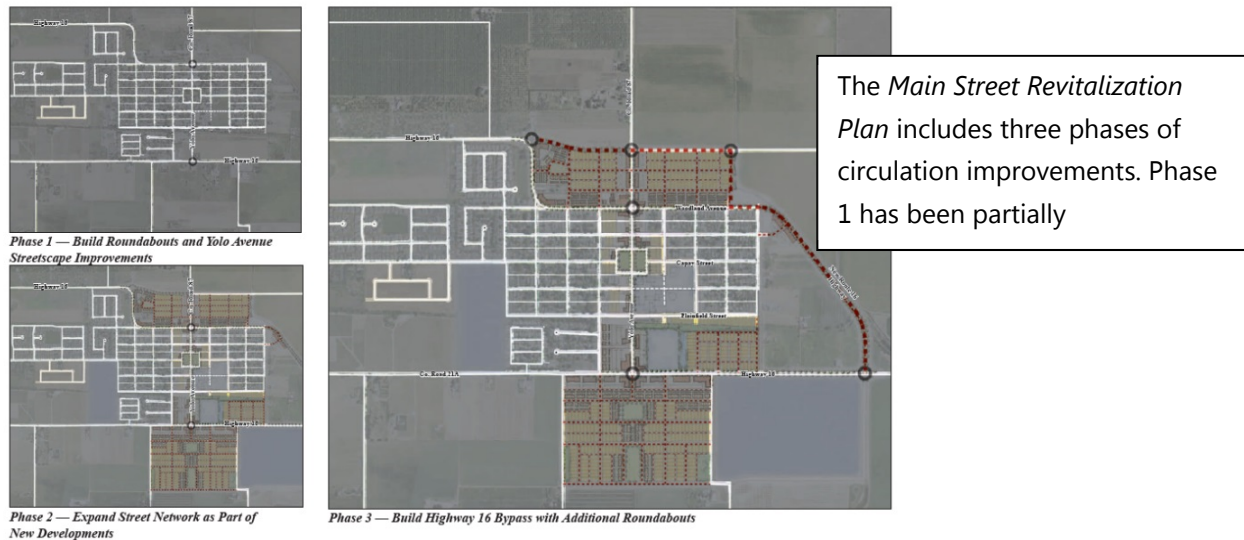
No intersection LOS deficiencies were identified in the *Cumulative (With New North-South Connection)* conditions analysis. No improvements to improve intersection LOS are required for these conditions. However, the new north-south connection should be constructed in such a manner that discourages regional through traffic from cutting through and impacting established Esparto neighborhoods. The 2007 Town of Esparto *General Plan* circulation plan accomplishes this by restricting access between the new north-south connection and Woodland Avenue, which turns into SR 16 west of Yolo Avenue. If and when a new north-south connection is constructed between SR 16 and CR 20X, it should be planned and designed to minimize impacts to established and future Esparto neighborhoods.

**Main Street Revitalization Plan Considerations**

Implementation of additional improvements based on the Esparto *Main Street Revitalization Plan* guidelines should be encouraged, as they provide improved multimodal safety and accessibility for the Esparto community and contribute towards an improved urban design along Yolo Avenue and. Phase 1 has been partially implemented. Physical hardscaping to complete Phase 1 improvements along Yolo Avenue should be pursued. Elements of subsequent phases, such as Phase 2, must be revisited, as development plans change in the community. Phase 3 of the plan, shown below, includes a SR 16 bypass, which may no longer be feasible or desirable by the community, stakeholders, the County, or Caltrans.

**Circulation Improvements**

The diagrams below illustrate suggested incremental transportation improvements.



Main Street Revitalization Plan  
Esparto, California

As additional elements of this plan are implemented, such as pedestrian refuge islands, bulbouts, crosswalks, and other traffic calming measures conducive to downtown livability, the new north-south connection east of Alpha Street will become more critical to relieve vehicular congestion and travel demand along Yolo Avenue.

**PROJECT FAIR SHARE CALCULATIONS**

The proposed projects’ contributions towards improvements required to mitigate *Cumulative* conditions deficiencies are based on their respective proportional contributions towards growth along Yolo Avenue. The method utilized to determine the combined projects’ fair share towards improvement needs is based on Equation C-1 in the Caltrans *Guide for the Preparation of Traffic Impact Studies*, shown below:

**EQUITABLE SHARE RESPONSIBILITY: Equation C-1**

**NOTE:**  $T_E < T_B$ , see explanation for  $T_B$  below.

$$P = \frac{T}{T_B - T_E}$$

Where:

- P = The equitable share for the proposed project’s traffic impact.
- T = The vehicle trips generated by the project during the peak hour of adjacent State highway facility in vehicles per hour, vph.
- T<sub>B</sub> = The forecasted traffic volume on an impacted State highway facility at the time of general plan build-out (e.g., 20 year model or the furthest future model date feasible), vph.
- T<sub>E</sub> = The traffic volume existing on the impacted State highway facility plus other approved projects that will generate traffic that has yet to be constructed/opened, vph.

**Combined Project Fair Share Calculation**

Because *Cumulative* impacts were identified along Yolo Avenue during both the Weekday and Saturday p.m. peak hours, an average was utilized to determine the combined projects’ fair share responsibility towards the required improvements. The north leg of the CR 21A / SR 16 / Yolo Avenue was utilized to establish fair share, as follows:

T = 295 / (314)

T<sub>B</sub> = 1,290 / (1,425)

$\frac{\text{Weekday p.m. peak hour}}{\text{(Saturday p.m. peak hour)}}$

T<sub>E</sub> = 821 / (843)

**P = 63% / (54%)**

**Individual Project Fair Share Calculation**

Having established the combined projects’ fair share responsibility towards *Cumulative* conditions improvements as 63% in the Weekday p.m. peak hour and 54% in the Saturday p.m. peak hour, the individual fair share per proposed project was then calculated based on each projects’ trip generation estimate.

|                           | Weekday           | Saturday p        | Cumulative Fair Share | Cumulative Average |
|---------------------------|-------------------|-------------------|-----------------------|--------------------|
| Cottage Series at Esparto | 181 (43%)         | 168 (29%)         | 27% / (16%)           | 22%                |
| E. Parker Subdivision     | 62 (15%)          | 58 (10%)          | 10% / (5%)            | 8%                 |
| Story Subdivision         | 78 (19%)          | 73 (13%)          | 12% / (7%)            | 10%                |
| Gas Station Project       | 99 (23%)          | 145 (49%)         | 14% / (26%)           | 20%                |
| <b>Total</b>              | <b>420 (100%)</b> | <b>584 (100%)</b> | <b>63% / (54%)</b>    | <b>60%</b>         |

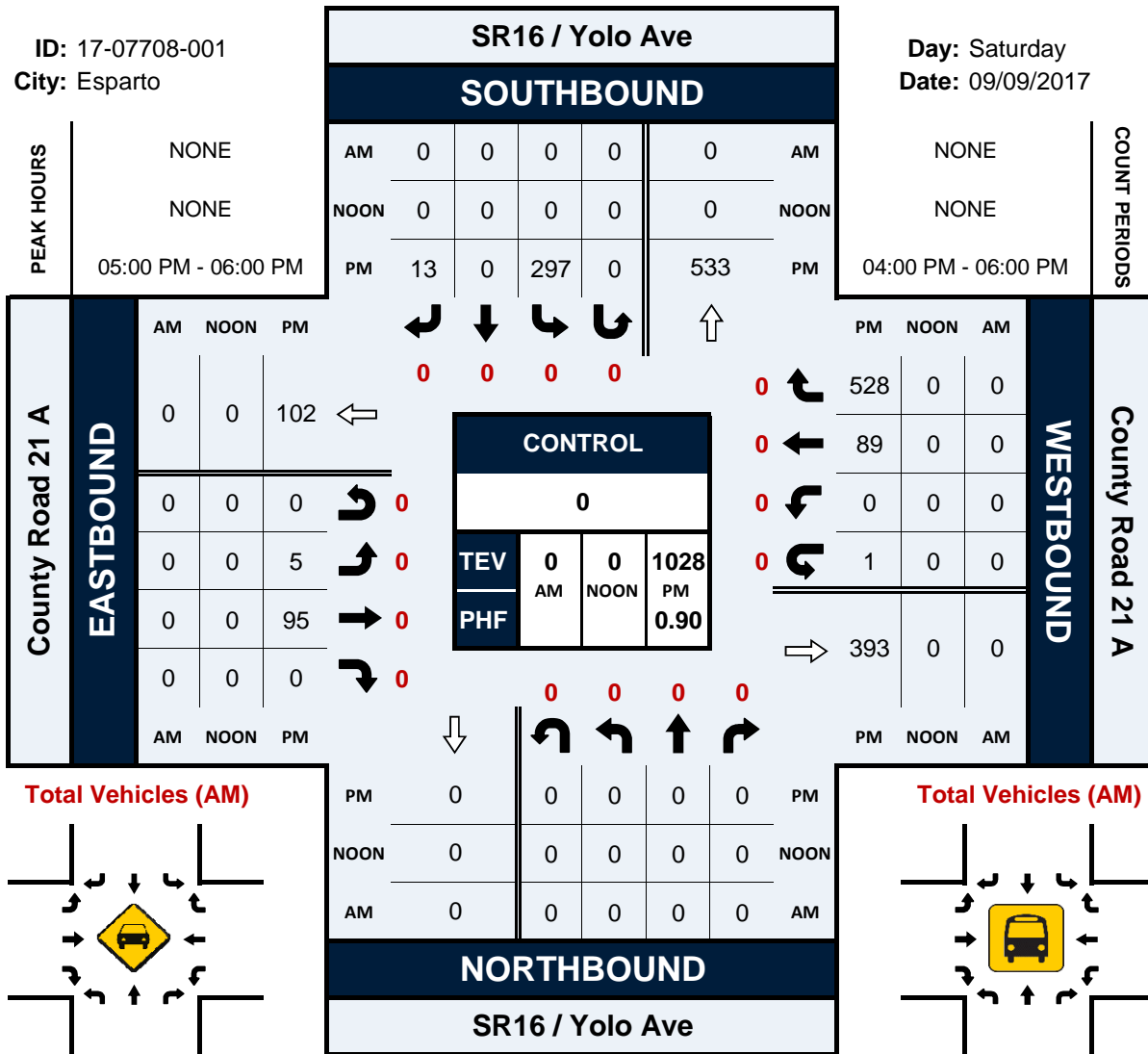


# SR16 / Yolo Ave & County Road 21 A

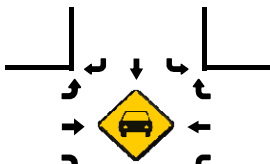
## Peak Hour Turning Movement Count

ID: 17-07708-001  
City: Esparto

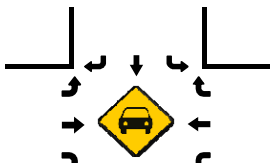
Day: Saturday  
Date: 09/09/2017



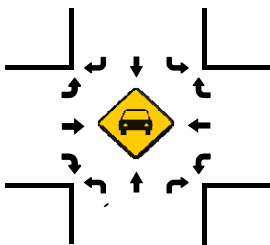
Total Vehicles (AM)



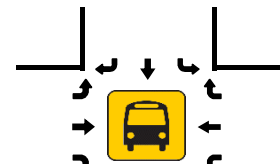
Total Vehicles (NOON)



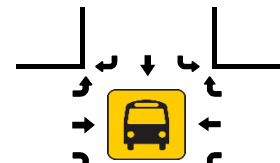
Total Vehicles (PM)



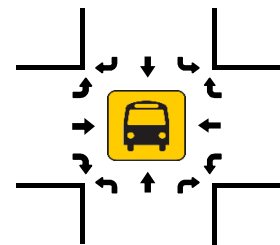
Total Vehicles (AM)



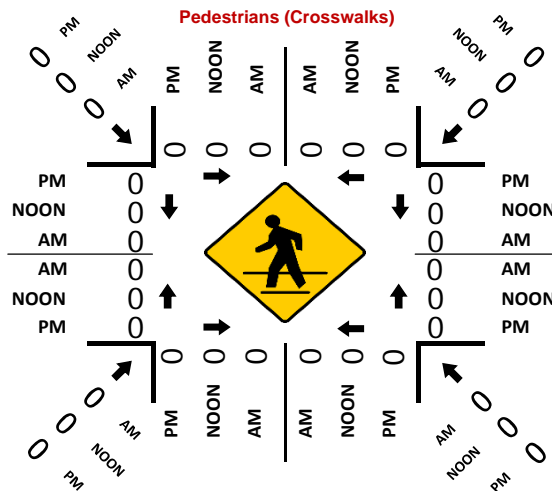
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)



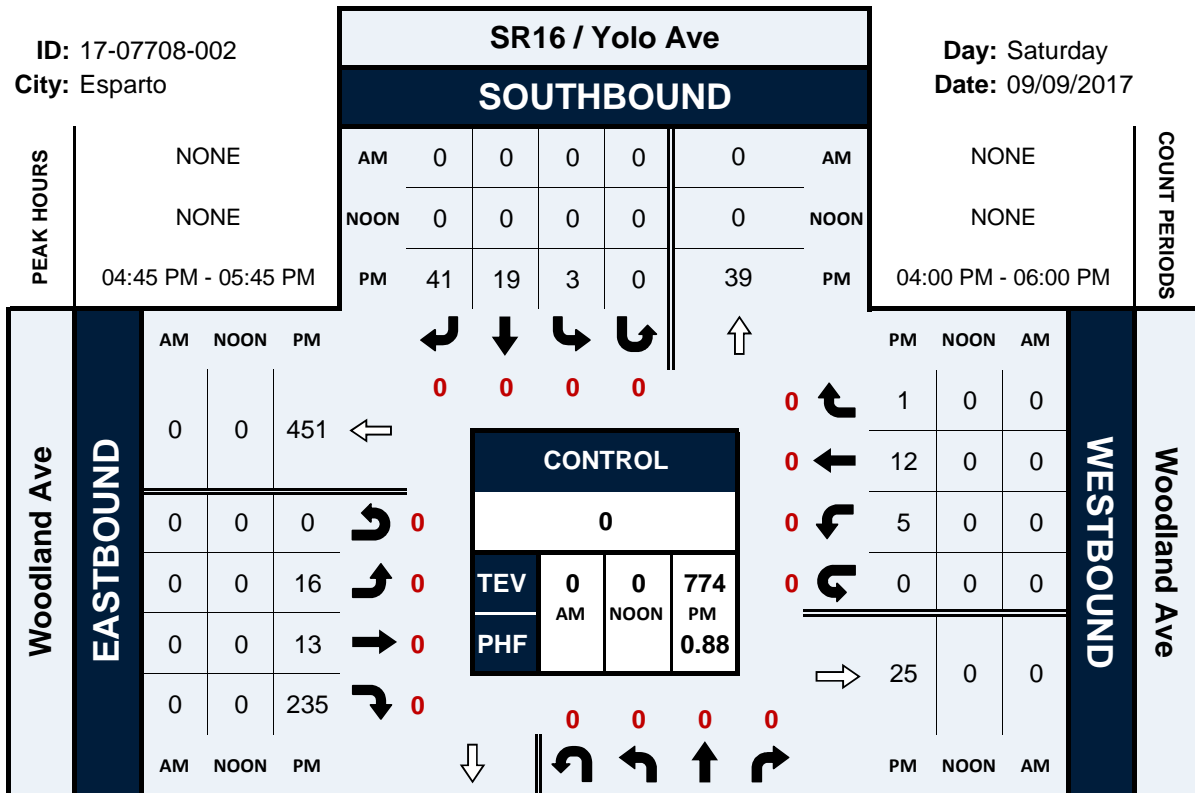


# SR16 / Yolo Ave & Woodland Ave

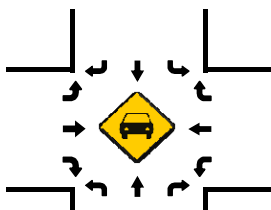
## Peak Hour Turning Movement Count

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City: Esparto

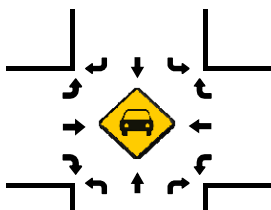
Day: Saturday  
Date: 09/09/2017



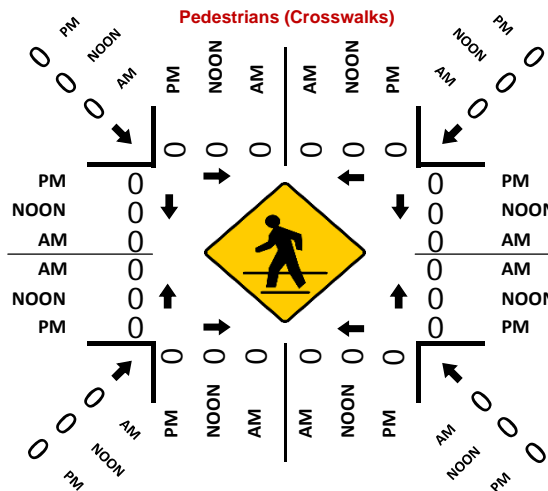
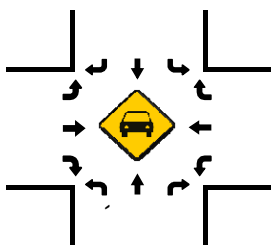
Total Vehicles (AM)



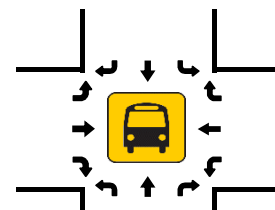
Total Vehicles (NOON)



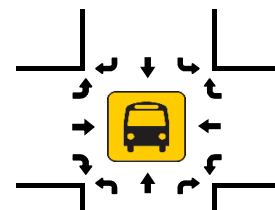
Total Vehicles (PM)



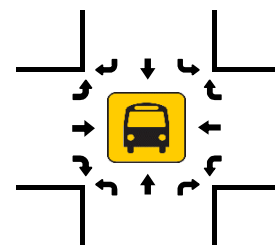
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



East Esparto Circulation Study

| Existing Conditions - Weekday PM Peak Hour, unbalanced |  |                      |     |     |     |     |     |     |     |     |     |     |     |     |
|--|--|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Intersection   |  | source               | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| 1  | County Road 20X / County Road 87                       | 2006                 | 0   | 38  | 0   | 1   | 32  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 2  | SR 16 / Woodland Avenue / County Road 87 / Yolo Avenue | 2017 new             | 302 | 24  | 15  | 3   | 31  | 20  | 18  | 13  | 200 | 14  | 9   | 3   |
| 3  | Capay Street / Yolo Avenue                             | 2016 #7              | 23  | 255 | 10  | 3   | 179 | 7   | 0   | 4   | 14  | 6   | 6   | 2   |
| 4  | Plainfield Street / Yolo Avenue                        | 2016 #9              | 40  | 309 | 19  | 6   | 226 | 4   | 4   | 4   | 32  | 9   | 3   | 4   |
| 5  | County Road 21A / SR 16 / Yolo Avenue                  | 2017 new             | 0   | 0   | 1   | 283 | 0   | 25  | 23  | 197 | 0   | 0   | 111 | 490 |
| 6  | SR 16 / County Road 86A                                | 2006                 | 4   | 0   | 2   | 0   | 0   | 0   | 0   | 378 | 4   | 2   | 562 | 0   |
| Existing Conditions - Weekday PM Peak Hour, balanced   |  |                      |     |     |     |     |     |     |     |     |     |     |     |     |
| Intersection   |  | source               | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| 1  | County Road 20X / County Road 87                       | 2006adjusted N/S     | 0   | 49  | 0   | 1   | 57  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 2  | SR 16 / Woodland Avenue / County Road 87 / Yolo Avenue | 2017 new             | 302 | 24  | 15  | 3   | 31  | 20  | 18  | 13  | 200 | 14  | 9   | 3   |
| 3  | Capay Street / Yolo Avenue                             | 2016 #7 adjusted N/S | 23  | 335 | 10  | 3   | 232 | 7   | 0   | 4   | 14  | 6   | 6   | 2   |
| 4  | Plainfield Street / Yolo Avenue                        | 2016 #9adjusted N/S  | 40  | 417 | 19  | 6   | 265 | 4   | 4   | 4   | 32  | 9   | 3   | 4   |
| 5  | County Road 21A / SR 16 / Yolo Avenue                  | 2017 new             | 0   | 0   | 1   | 283 | 0   | 25  | 23  | 197 | 0   | 0   | 111 | 490 |
| 6  | SR 16 / County Road 86A                                | 2006adjusted E/W     | 4   | 0   | 2   | 0   | 0   | 0   | 0   | 480 | 4   | 2   | 602 | 0   |

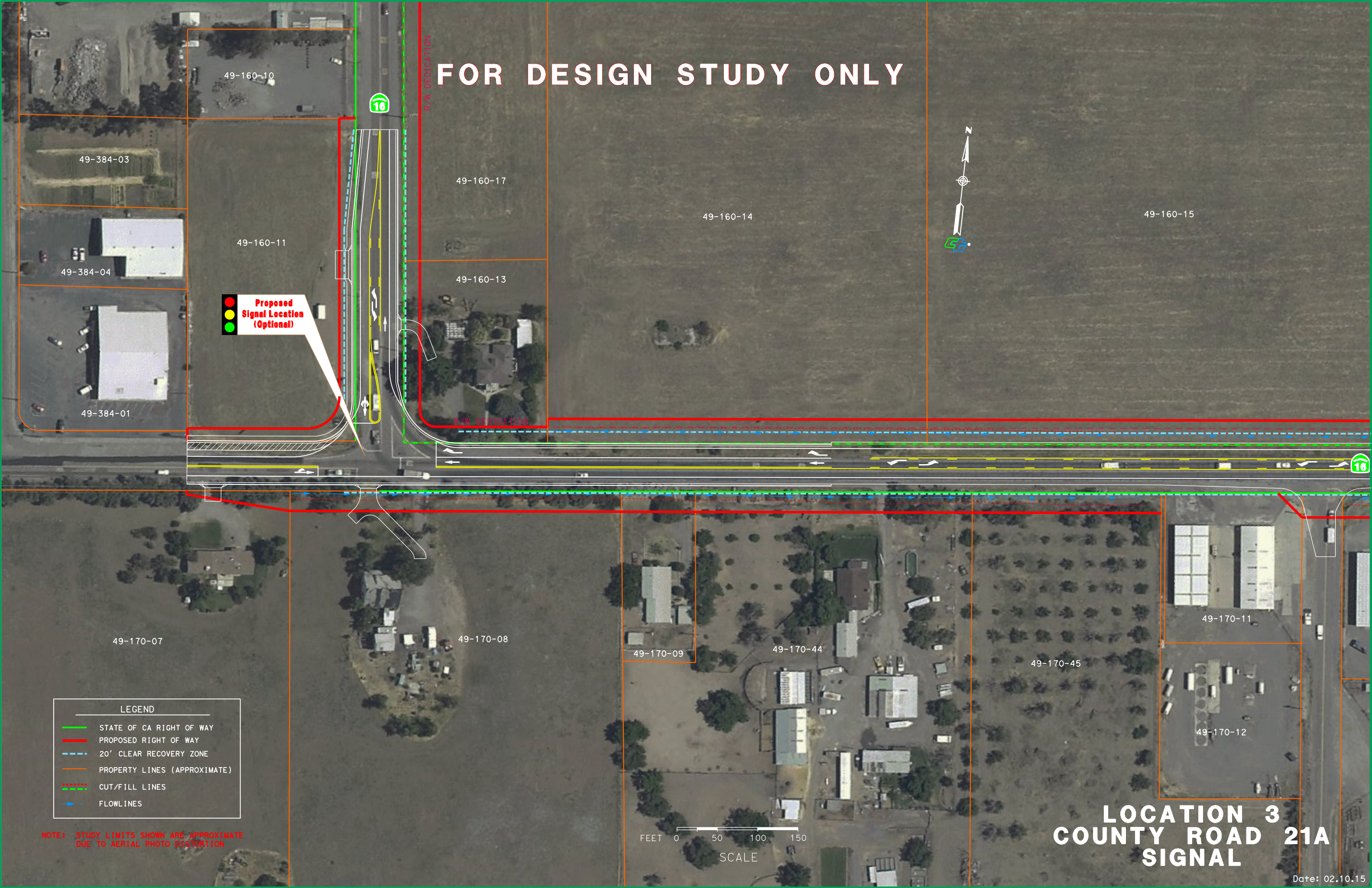
| Existing Conditions - Saturday PM Peak Hour, unbalanced |  |                 |     |     |     |     |     |     |     |     |     |     |     |     |
|---|--|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Intersection  |  | source          | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| 1   | County Road 20X / County Road 87                       | 2006 weekday PM | 0   | 38  | 0   | 1   | 32  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 2   | SR 16 / Woodland Avenue / County Road 87 / Yolo Avenue | 2017 new        | 398 | 22  | 9   | 3   | 19  | 41  | 16  | 13  | 235 | 5   | 12  | 1   |
| 3   | Capay Street / Yolo Avenue                             | 2016 #7         | 30  | 467 | 11  | 3   | 239 | 7   | 5   | 2   | 23  | 3   | 2   | 3   |
| 4   | Plainfield Street / Yolo Avenue                        | 2016 #9         | 27  | 522 | 12  | 8   | 254 | 5   | 5   | 8   | 17  | 9   | 8   | 3   |
| 5   | County Road 21A / SR 16 / Yolo Avenue                  | 2017 new        | 0   | 0   | 0   | 297 | 0   | 13  | 5   | 95  | 0   | 1   | 89  | 528 |
| 6   | SR 16 / County Road 86A                                | 2006 weekday PM | 4   | 0   | 2   | 0   | 0   | 0   | 0   | 378 | 4   | 2   | 562 | 0   |

| Existing Conditions - Saturday PM Peak Hour, balanced |  |                      |     |     |     |     |     |     |     |     |     |     |     |     |
|---|--|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Intersection  |  | source               | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| 1   | County Road 20X / County Road 87                       | 2006 wkdy pmadj N/S  | 0   | 43  | 0   | 1   | 55  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| 2   | SR 16 / Woodland Avenue / County Road 87 / Yolo Avenue | 2017 new             | 398 | 22  | 9   | 3   | 19  | 41  | 16  | 13  | 235 | 5   | 12  | 1   |
| 3   | Capay Street / Yolo Avenue                             | 2016 #7 adjusted N/S | 30  | 417 | 11  | 3   | 246 | 7   | 5   | 2   | 23  | 3   | 2   | 3   |
| 4   | Plainfield Street / Yolo Avenue                        | 2016 #9adjusted N/S  | 27  | 495 | 12  | 8   | 283 | 5   | 5   | 8   | 17  | 9   | 8   | 3   |
| 5   | County Road 21A / SR 16 / Yolo Avenue                  | 2017 new             | 0   | 0   | 0   | 297 | 0   | 13  | 5   | 95  | 0   | 1   | 89  | 528 |
| 6   | SR 16 / County Road 86A                                | 2006 wkdy pmadj E/W  | 4   | 0   | 2   | 0   | 0   | 0   | 0   | 389 | 4   | 2   | 615 | 0   |

Source key:

- 2006: Fehr & Peers 2006 East Esparto Circulation Plan
- 2016, intersection #: Cache Creek TEIR traffic study
- 2017 new: collected for TJKM

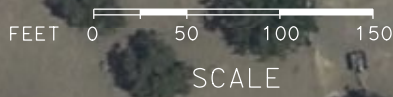
# FOR DESIGN STUDY ONLY



Proposed Signal Location (Optional)

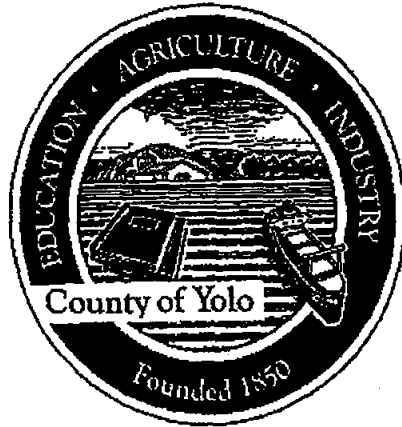
| LEGEND |                              |
|--------|------------------------------|
|        | STATE OF CA RIGHT OF WAY     |
|        | PROPOSED RIGHT OF WAY        |
|        | 20' CLEAR RECOVERY ZONE      |
|        | PROPERTY LINES (APPROXIMATE) |
|        | CUT/FILL LINES               |
|        | FLOWLINES                    |

NOTE: STUDY LIMITS SHOWN ARE APPROXIMATE DUE TO AERIAL PHOTO DISTORTION



## LOCATION 3 COUNTY ROAD 21A SIGNAL

# ATTACHMENT B



## YOLO COUNTY PLANNING, RESOURCES & PUBLIC WORKS DEPARTMENT

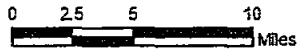
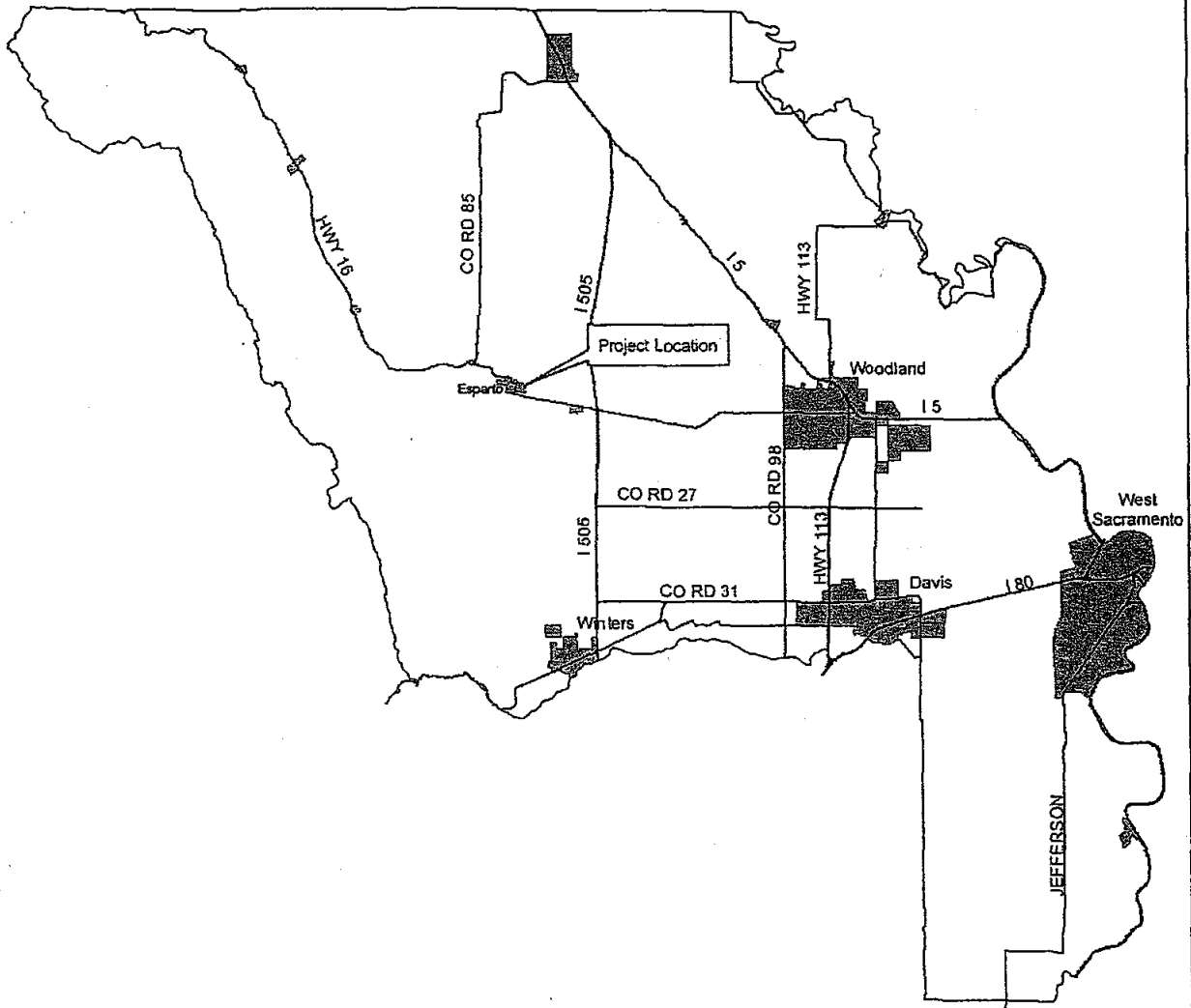
### EMERALD HOMES/STORY SUBDIVISION

### INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION ZONE FILE # 2004-015

## Negative Declaration / Initial Environmental Study

1. **Project title:** Zone File # 2004-015 Story/Emerald Homes
2. **Lead agency name and address:**  
 Yolo County Planning, Resources and Public Works Department  
 292 West Beamer Street  
 Woodland, CA 95695
3. **Contact person and phone number:**  
 Ivor F Benci-Woodward, Principal Planner  
 (530) 666-8081
4. **Project location:** The project is located north and adjacent to the Town of Esparto. Assessor's Parcel Numbers 049-250-01,-05,-06 (Figure 1, Regional Location Map)
5. **Project sponsor's name and address:**  
 George W. Story and Veon Dee Zetner.  
 3611 Pope Ave  
 Sacramento, CA95821
6. **General plan designation:** Residential Low Density
7. **Zoning:** R-I PD (Residential Single Family - Planned Development)
8. **Description of project:** The proposed project consists of a Tentative Subdivision Map that divides 17.32 acres to create 89 single family residential lots. See further details in "Project Description," below.
9. **Surrounding Land Uses and Setting:** Land uses surrounding the site primarily consist of Residential Uses and vacant land. The General Plan designation, the Zoning designation, and the existing land use for the subject site and the surrounding properties are summarized below.

|              | <u>Existing Use</u>    | <u>Zoning</u>   | <u>General Plan</u>            |
|--------------|------------------------|---|--------------------------------|
| Subject Site | Vacant, field          | R1-PD (Single Family Residential-Planned Development) | Residential Low Density        |
| North        | Existing homes         | R1-PD   | Residential Low Density        |
| South        | Rural home, industrial | M1-PD (Light Industrial)/A-1 (Agricultural General)   | Industrial, Light/Agricultural |
| East         | Vacant, field          | R1-PD   | Residential Low Density        |
| West         | Home, vacant field     | R1-PD   | Residential Low Density        |



1:425,000

Produced by the Yolo County Information Technology Department - June, 2006

**FIGURE 1, REGIONAL LOCATION MAP**

10. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement): Yolo County Environmental Health Department, Esparto Community Services District (ECSD), Yolo County Local Agency Formation Commission (annexation to ECSD).
11. **Other Project Assumptions:** The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulations including, but not limited to, County of Yolo Improvement Standards, the California Building Code, the State Health and Safety Code, and the State Public Resources Code.

## PROJECT DESCRIPTION

The proposed project site consists of a Tentative Subdivision Map (TSM# 4691) and Planned Development (PD) on two parcels encompassing 17.32 acres in the Residential Single Family, Planned Development (R-1-PD) district in Esparto (Figure 2, Project Location Map). The site is located north of Woodland Avenue and east of Yolo Avenue. The Tentative Subdivision Map proposes up to 89 single-family residential units, with lots ranging from 3,500 square feet to 8,500 square feet, including six lots for affordable housing (Figure 3). One remainder parcel is proposed (Parcel A) to serve as an interim 2.55-acre-foot detention basin that will provide 10 year and 100 year peak, twenty-four hour event flood protection. The basin would be constructed during the first phase of the project. The basin could be developed with 11 additional lots in the second phase of the project, if a regional flood control system is established for eastern Esparto. Thus, a total of 78 lots would be developed with the basin in the first phase of the subdivision. In addition, the project will construct a 10,900 square foot acre park at the southwest portion of the project site.

Two new roads, Durst and Winters Streets, which would connect north to County Road 20X and provide a future connection to town center, would provide vehicle access to and from the proposed subdivision. Future connections to the Esparto street grid system will be provided by a stub-out at the eastern portion of the project area.

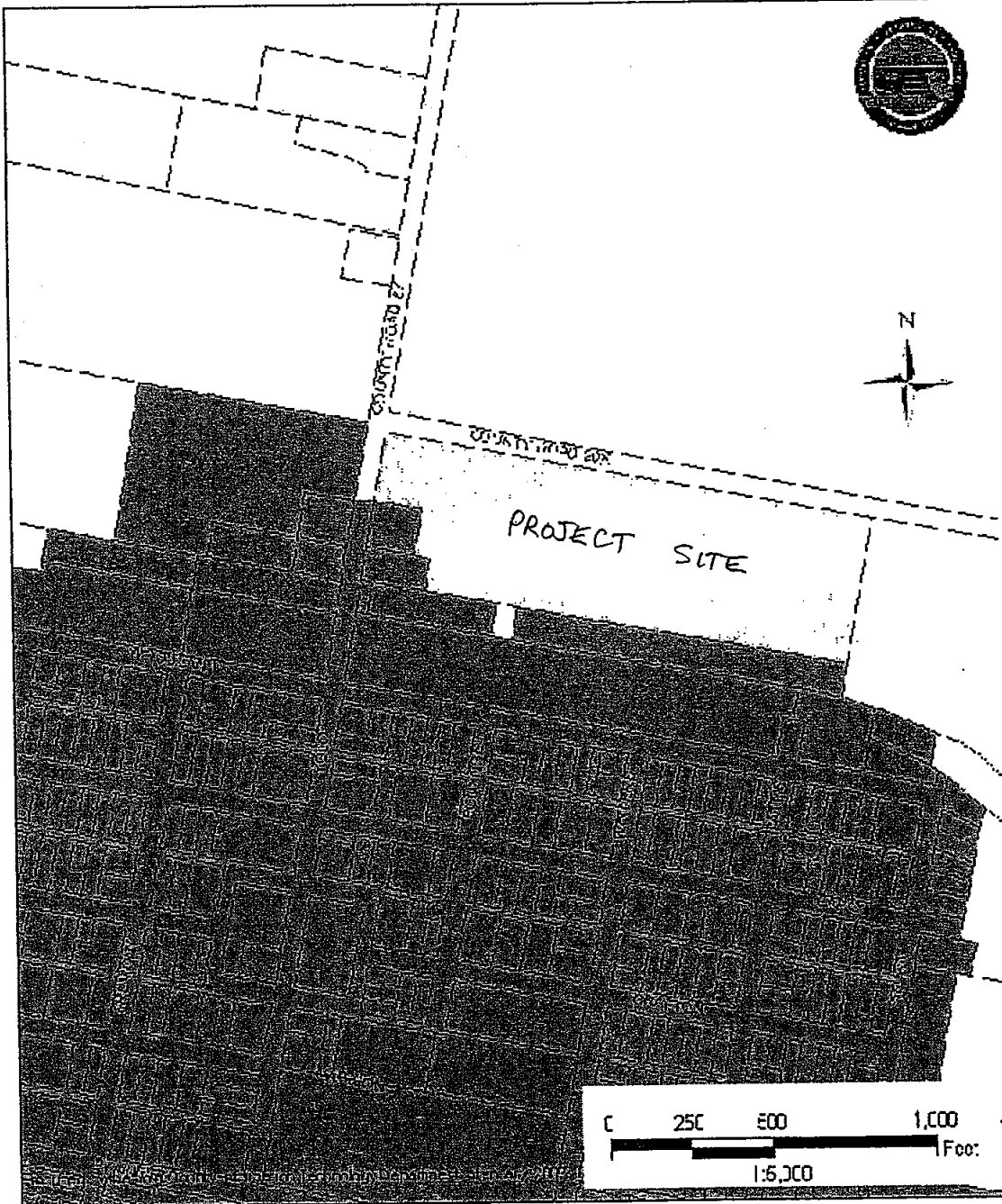
Existing utilities will be extended to the project site by the developer. Prior to residential construction, the property will be annexed into the Esparto Community Services District (ECSD). The ECSD will provide sewer, water, and lighting. The Esparto Community Service Area will maintain the common area within the development. Pedestrian and bicycle access shall be provided by connections to future bicycle and pedestrian pathways at County Road 87 and a proposed western bulb-out at "Rancheros Way."



Project Location - APN 149-221-J5

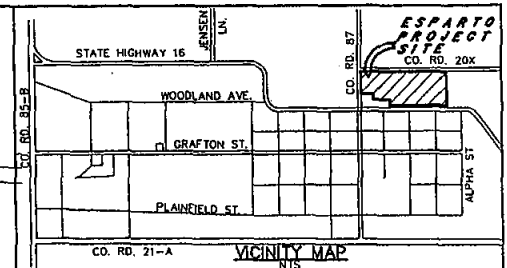


Community of Esparto



**FIGURE 2, PROJECT LOCATION MAP**

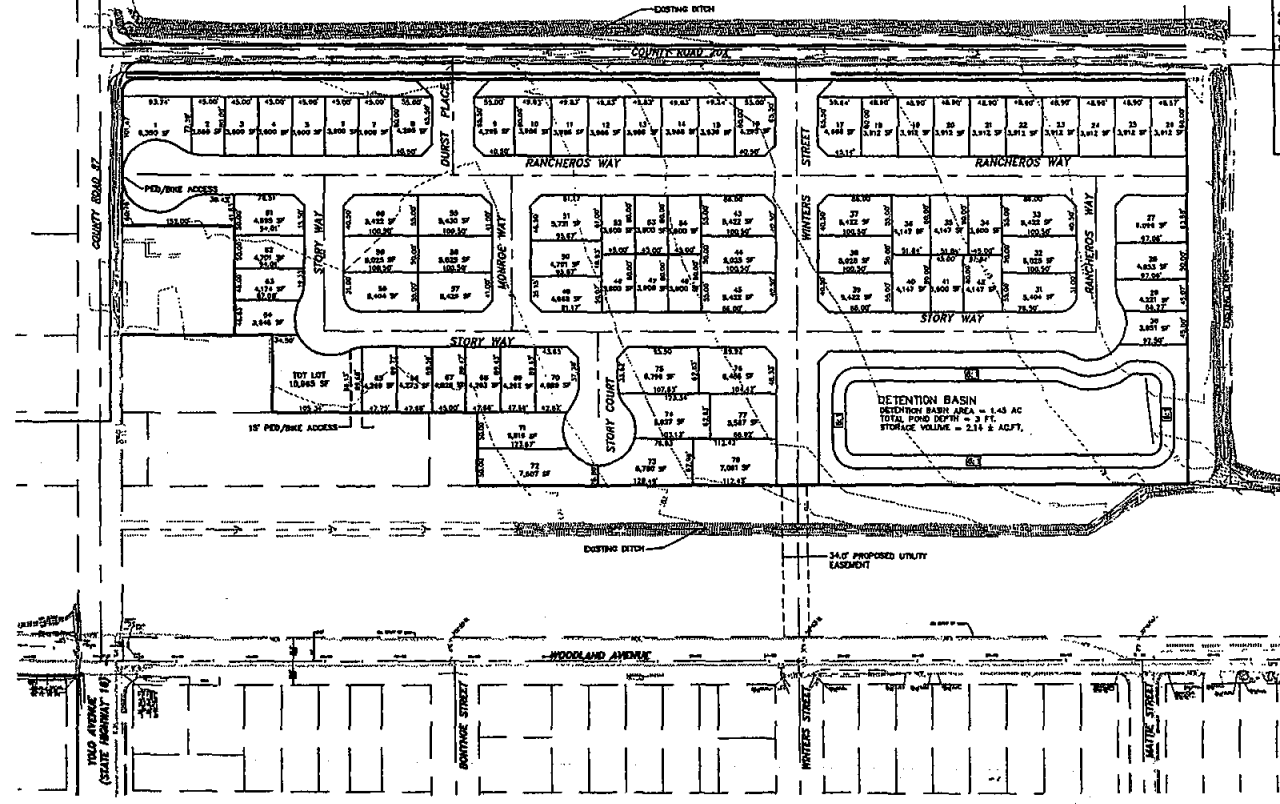
**BASIS OF BEARINGS:**  
 N 79°45'00" W, CENTERLINE OF COUNTY ROAD  
 20X, SAME AS SHOWN ON THAT CERTAIN MAP  
 FILED FOR RECORD IN MAP BOOK 7 AT PAGE  
 19, (RECORD OF SURVEY FOR MATT BARR)  
 YOLO COUNTY RECORDS.



**SUBDIVIDER:** EMERALD HOMES LT, LLC  
 ATTN: JEFFREY L. ROBINSON  
 634 N. SANTA CRUZ AVE, SUITE 100  
 LOS GATOS, CA 95030  
 (925) 831-0575

**ENGINEER/SURVEYOR:** LAUGENOUR & MEIKLE  
 608 COURT STREET  
 WOODLAND, CALIFORNIA 95695  
 (930) 682-1755

**EXISTING USE:** AGRICULTURE  
**PROPOSED USE:** SINGLE-FAMILY RESIDENTIAL  
**EXISTING ZONING:** R-1-PD  
**PROPOSED ZONING:** R-1-PD  
**SEWER SERVICE:** ESPARTO COMMUNITY SERVICES DISTRICT  
**STORM DRAIN SERVICE:** ONSITE DETENTION BASIN  
**WATER SERVICE:** ESPARTO COMMUNITY SERVICES DISTRICT  
**GAS & ELECTRIC SERVICE:** PACIFIC GAS & ELECTRIC  
**TELEPHONE SERVICE:** SBC  
**FLOOD ZONE:** ZONE C  
**GROSS AREA:** 16.18 ACRES±  
**APN:** 049-250-01, 049-250-08,-05  
**NO. OF PROPOSED LOTS:** 78  
**DENSITY PER NET ACRE:** 9 UNITS / NET ACRE  
 (A PLANNED DEVELOPMENT PROJECT)

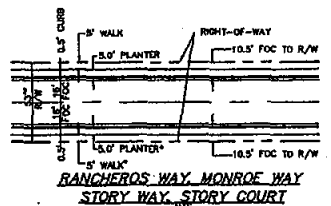
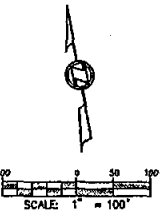


**LEGEND**

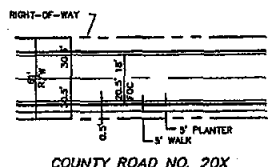
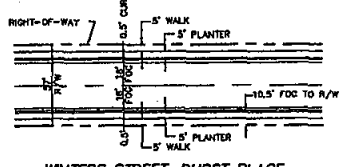
| PROPOSED | EXISTING | DESCRIPTION                    |
|----------|----------|--------------------------------|
| (Symbol) | (Symbol) | STORM DRAIN & MANHOLE          |
| (Symbol) | (Symbol) | SANITARY SEWER, 18" & CO       |
| (Symbol) | (Symbol) | FIRE HYDRANT AND VALVE         |
| (Symbol) | (Symbol) | WATER MAIN & VALVE             |
| (Symbol) | (Symbol) | POWER, SERVICE POLE            |
| (Symbol) | (Symbol) | DRAINAGE WILEY                 |
| (Symbol) | (Symbol) | FLOWLINE OF SWALE              |
| (Symbol) | (Symbol) | SURFACE DRAINAGE FLOW          |
| (Symbol) | (Symbol) | CUT OR FILL SLOPE              |
| (Symbol) | (Symbol) | SURFACE ELEVATION CONTOUR      |
| (Symbol) | (Symbol) | PROPERTY LINE                  |
| (Symbol) | (Symbol) | ELEVATION AT HIGH POINT        |
| (Symbol) | (Symbol) | ELEVATION AT STORM DRAIN GRATE |

**FIRST PHASE FINAL MAP EXHIBIT**  
**STORY SUBDIVISION**  
 LOCATED IN A PORTION OF LOT  
 25 OF THE BONYNGE TRACT  
 RECORDED IN BOOK 1 OF MAPS, AT PAGE 8  
 YOLO COUNTY RECORDS

**LM** CIVIL ENGINEERING  
 LAND SURVEYING  
 PLANNING  
**LAUGENOUR AND MEIKLE**  
 WOODLAND, CALIFORNIA  
 Sheet 1 of 1 JANUARY 30, 2007

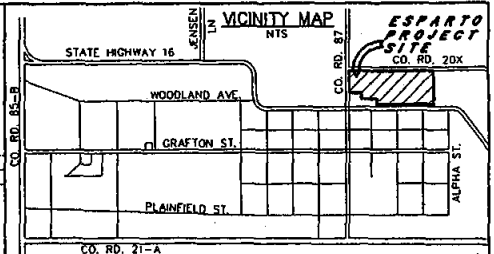


\* ATTACHED SIDEWALK WITH NO PLANTER FROM STORY WAY WEST  
 ELBOW TO WINTERS STREET.



**FIGURE 3**

**BASIS OF BEARINGS:**  
 N 79°45'00" W, CENTERLINE OF COUNTY ROAD  
 20X, SAME AS SHOWN ON THAT CERTAIN MAP  
 FILED FOR RECORD IN MAP BOOK 7 AT PAGE  
 19, (RECORD OF SURVEY FOR MATT BARR)  
 YOLO COUNTY RECORDS.

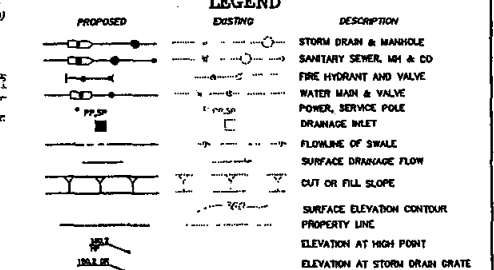


**SUBDIVIDER:** EMERALD HOMES LT, LLC  
 ATTN: JEFFREY L. ROBINSON  
 834 N. SANTA CRUZ AVE. SUITE 100,  
 LOS GATOS, CA 95030  
 (925) 831-0575

**ENGINEER/SURVEYOR:** LAUGENOUR & MEIKLE  
 608 COURT STREET  
 WOODLAND, CALIFORNIA 95685  
 (530) 862-1755

**EXISTING USE:** AGRICULTURE  
**PROPOSED USE:** SINGLE-FAMILY RESIDENTIAL  
**EXISTING ZONING:** R-1-PD  
**PROPOSED ZONING:** R-1-PD  
**SEWER SERVICE:** ESPARTE COMMUNITY SERVICES DISTRICT  
**STORM DRAIN SERVICE:** ONSITE DETENTION BASIN FOR PHASE 1  
 FINAL MAP, REGIONAL DETENTION BASIN  
 FOR PHASE 2 FINAL MAP

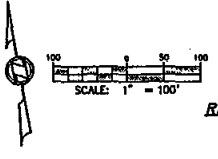
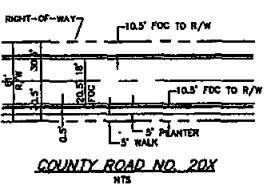
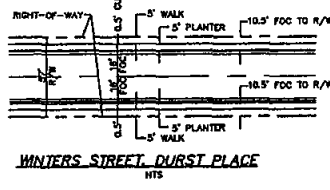
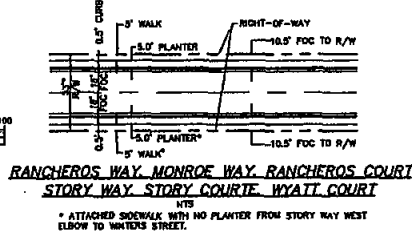
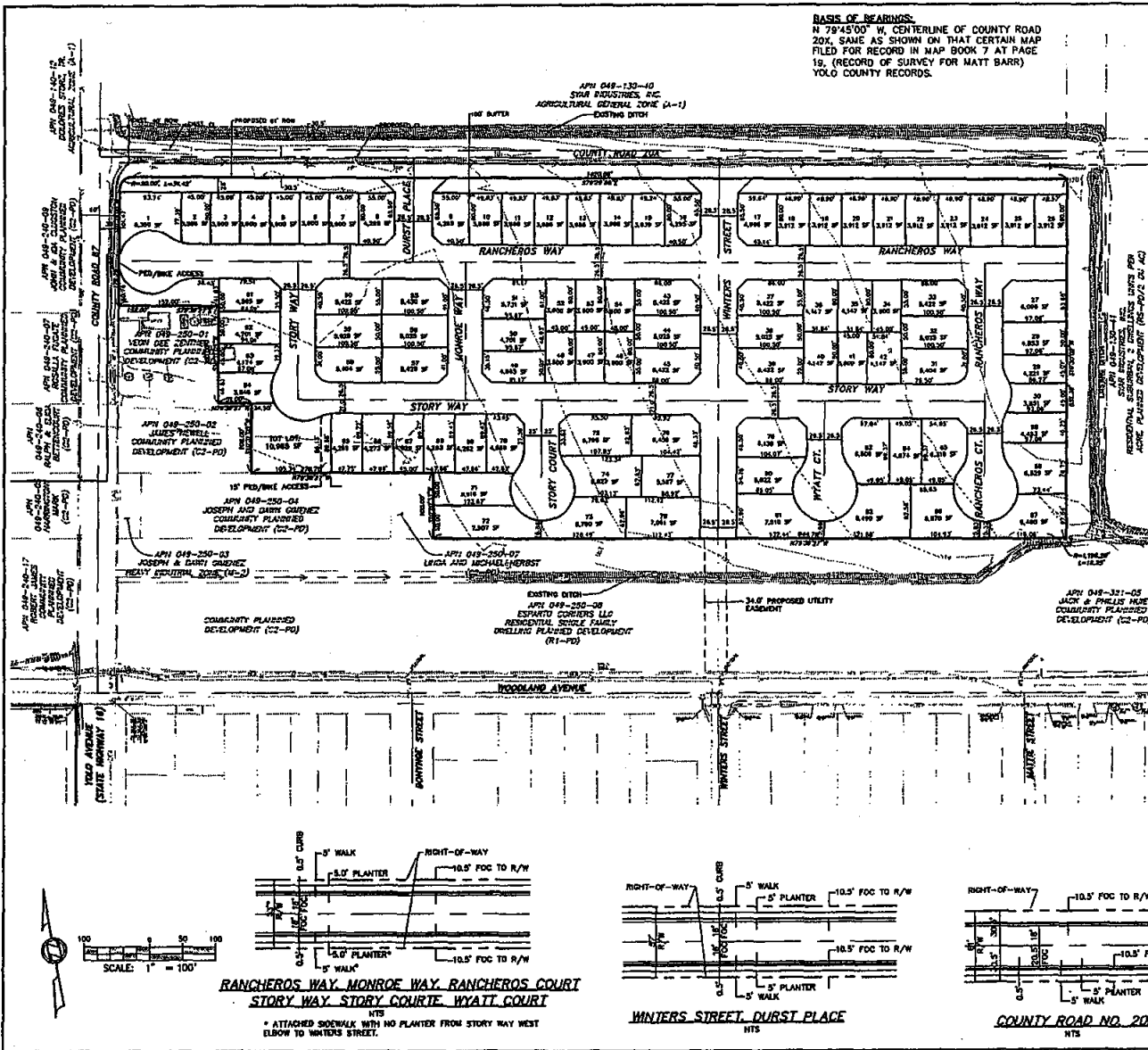
**WATER SERVICE:** ESPARTE COMMUNITY SERVICES DISTRICT  
**GAS & ELECTRIC SERVICE:** PACIFIC GAS & ELECTRIC  
**TELEPHONE SERVICE:** SBC  
**FLOOD ZONE:** ZONE X AND ZONE A, FIRM 0604230359 C  
**GROSS AREA:** 16.16 ACRES±  
**APN:** 048-250-01, 048-250-06, -05  
**NO. OF PROPOSED LOTS:** 89  
**DENSITY PER NET ACRE:** 9 UNITS / NET ACRE  
 (A PLANNED DEVELOPMENT PROJECT)



**TENTATIVE SUBDIVISION MAP NO. 4691  
 STORY SUBDIVISION**

LOCATED IN A PORTION OF LOT  
 25 OF THE BONYNGE TRACT  
 RECORDED IN BOOK 1 OF MAPS, AT PAGE 8  
 YOLO COUNTY RECORDS

**LM CIVIL ENGINEERING**  
 LAND SURVEYING  
 PLANNING  
**LAUGENOUR AND MEIKLE**  
 WOODLAND, CALIFORNIA  
 Sheet 1 of 1 JANUARY 30, 2007



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project. These issues have been discussed in detail below, and mitigation measures have been recommended to reduce impacts to a less than significant level.

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

DETERMINATION: (To be completed by the Lead Agency)

On behalf of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions 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 the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Ivor F. Benci-Woodward  
Planner's Signature

1/31/07  
Date

Ivor F. Benci-Woodward  
Planner's Printed name

## EVALUATION OF ENVIRONMENTAL IMPACTS

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect, and construction as well as operational impacts.

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact". The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

A determination that a "Less Than Significant Impact" would occur is appropriate when the project could create some identifiable impact, but the impact would be less than the threshold set by a performance standard or adopted policy. The initial study should describe the impact and state why it is found to be "less than significant."

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration, pursuant to Section 15063 (c)(3)(D) of the California Government Code. Earlier analyses are discussed in Section XVII at the end of the checklist.

Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individual contacts should be cited in the discussion.

**I. AESTHETICS**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock croppings, and historic buildings within a state scenic highway? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**Discussion of Impacts**

- a) *No Impact.* The proposed project site is not located within view of any scenic highways or vistas.
- b) *No Impact.* The proposal would not damage scenic resources. The adjoining roadways and highways are not listed or designated as a "scenic highway" and there are no scenic resources on or within view of the project site.
- c) *Less Than Significant Impact.* The project site is currently vacant. The proposed tentative subdivision map would allow for the creation of up to 89 single-family residential lots. Any new homes would minimize through design any potential visual impact. The resulting density of approximately six homes per acre would be consistent with surrounding properties and would not significantly impact the visual character of the site and its surroundings.
- d) *Less Than Significant Impact.* The project would provide additional light and glare into an area currently limited in artificial nighttime light sources. However, lighting associated with any new residence(s) and associated outbuildings would be required to meet the subdivision design criteria of the Esparto General Plan requiring that lighting be shielded from neighboring properties and that exposed bulbs are prohibited.

**II. AGRICULTURAL 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| (b) Conflict with existing zoning for agricultural use or a Williamson Act contract?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) Involve other changes in the existing environment which due to their location or nature, could result in conversion of farmland, to non-agricultural use?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |

## Discussion of Impacts

(a,c) *Less Than Significant with Mitigation Incorporated.* The project would convert 17.32 acres of agricultural land to urban uses. The soils of the project site are classified as Tehama loam (TaA) and Capay silty clay (Ca), both considered a Class II (prime) soil. Thus, the subdivision would convert prime soils. The environmental impact report prepared for the 1996 Esparto General Plan found that the plan would cause the loss of approximately 275 acres of prime farmland, and that this loss is a significant and adverse impact that cannot be mitigated. A Statement of Overriding Considerations was adopted in 1996.

Yolo County requires mitigation for loss of most agricultural lands through its Agricultural Land Conversion ordinance (Section 8-2.2416 of the County Code). However, the project would not be required to mitigate under the existing ordinance since the site is already zoned for urban use. At the time of this writing (February, 2007), the County is updating the Agricultural Land Conversion ordinance to require mitigation of all agricultural land conversions, regardless whether the land has been zoned for development or not. An in-lieu agricultural mitigation fee, which may be paid by projects under 40 acres, will also be established as part of the ordinance revision. The ordinance is expected to be approved prior to approval of this subdivision. The following mitigation measure incorporates the revision of the ordinance and applies it to this project.

### **Mitigation 1:**

*Yolo County has initiated a zoning ordinance amendment that would require mitigation for any farmland loss, regardless of whether the land is included in an existing plan and designated for growth. The following proposed amendment to Sec. 8-2.2416 of the zoning ordinance (Agricultural Land Conversion) shall be as applied to the project follows:*

1. Requirements. Agricultural mitigation shall be required for ~~zone changes from an Agricultural Zoning Classification to a Non-Agricultural zoning Classification~~ conversion or change from agricultural use to a predominantly non-agricultural use prior to, or concurrent with, approval of a zone change, in-zoning permit, or other discretionary or ministerial approval ~~change in zoning~~ by the County. A minimum of ~~One~~ (2) acres of agricultural land shall be required preserved for each acre of agricultural land changed to a non-agricultural zoning classification use (12:1 ratio). Application for a zone change, in-zoning permit, or other discretionary or ministerial approval shall include provisions for agricultural mitigation land. The following uses shall be exempt from this requirement: affordable housing projects, where a majority of the units are affordable; and public uses such as parks, schools, and cultural institutions.

The proposed project is eligible to pay an in-lieu agricultural mitigation fee. The fee established by the County will be approximately \$5,525 per acre. Thus, the project shall be required to pay approximately \$ 105,743.00 or (17.32 acres multiplied by 2 multiplied by \$5,525).

- b) *Less than Significant Impact.* The proposed subdivision would not conflict with existing zoning for agricultural use or with any Williamson Act contracts, since the site is not under contract and the site is zoned for housing. Conversion of this agricultural parcel, however, could have an indirect, and less than significant, impact on other lands in the area that are under contract and/or that are zoned for agricultural use.
- d) *Less than Significant Impact.* The project would not result in the premature conversion of agricultural land, since the property has been designated for growth since adoption of the previous 1996 plan.

### III. AIR QUALITY:

Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

|   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### Discussion of Impacts

(a, b) *Less than Significant with Mitigation Incorporated.* The project is within the Yolo-Solano Regional Air Quality Management District (YSAQMD). The district is currently a non-attainment area for ozone (State and Federal ambient standards) and Particulate Matter (State ambient standards). While air quality plans exist for ozone, none exists (or is currently required) for PM<sub>10</sub>. Esparto is in an attainment area for carbon monoxide (the State and Federal ambient standards are met), since Yolo County has relatively low background levels of carbon monoxide. The project would contribute incrementally to the non-attainment of these air quality standards. There would be short-term construction impacts as well as long-term mobile source (traffic) emissions due to new growth. The project could substantially conflict with or obstruct implementation of the Sacramento Area Regional Ozone Attainment Plan (November, 1994), or the goals and objectives of the County's General Plan.

Effects on air quality can be divided into short-term construction-related effects and those associated with long-term aspects of the project, e.g., auto trips generated by residents in the new subdivision.

The YSAQMD sets threshold levels for use in evaluating the significance of criteria air pollutant emissions from project-related mobile and area sources in the *CEQA Air Quality Handbook* (YSAQMD, 2002). These significance thresholds include:

Reactive Organic Gases (ROG): 82 pounds per day (ppd)  
 Oxides of Nitrogen (NOx): 82 ppd  
 Particulate Matter (PM<sub>10</sub>): 150 ppd

The YSAQMD also indicates the "trigger levels" for specific land uses that are generally associated with the threshold levels. For example, a subdivision of 340 single family units, or an industrial park of 465,000 square feet, or a supermarket of 18,000 square feet, are all assumed to generate emissions that exceed the thresholds noted above.

The proposed subdivision of 89 homes would be expected to generate 9.57 daily trips per unit, or approximately 852 daily vehicle trips. This traffic would create air emissions equal to 69.9 daily pounds of ROG, about 98.8 pounds of NOx, and 17.04 pounds of PM<sub>10</sub> (Table 1). These air emissions do not exceed the thresholds set by the YSAQMD for NOx, and PM<sub>10</sub>.

TABLE 1

Comparison of Vehicle Emissions Generated by  
The Project with YSAQMD Thresholds  
Year 2015

|                                 | COG | NOx | PM <sub>10</sub> |
|---------------------------------|-----|-----|------------------|
| Project Mobile Source Emissions | 6.9 | 9.9 | 1.7              |
| YSAQMD Significance Threshold   | 82  | 82  | 150              |
| Significant Impact?             | No  | No  | No               |

Note: Assumes emissions based on EMFAC7F (1.1) for year 2015, as noted in Appendix B, *CEQA Air Quality Handbook* (YSAQMD, 2002). All values are total unmitigated values in pounds per day (ppd).

The updated Esparto General Plan, anticipated for adoption in February 2007, requires all new construction to incorporate standard measures to reduce PM<sub>10</sub>, NOx, and other pollutants, as recommended by the YSAQMD.

**Mitigation Measure 2:**

The project shall be required to reduce air quality impacts by incorporating trip reduction measures and specific design features into the project, and/or adopting other measures that are recommended by the YSAQMD. Construction activities on the site shall incorporate the standard PM<sub>10</sub> dust suppression requirements recommended by the YSAQMD, including:

*The project shall be required to reduce air quality impacts by incorporating trip reduction measures and specific design features into the project, and/or adopting other measures that are recommended by the YSAQMD. Construction activities on the site shall incorporate the standard PM<sub>10</sub> dust suppression requirements recommended by the YSAQMD, including:*

- *Nontoxic soil stabilizers according to manufacturer's specifications shall be applied to all inactive construction areas (previously graded areas inactive for ten days or more).*
- *Ground cover shall be reestablished in disturbed areas quickly.*
- *Active construction sites shall be watered at least three times daily to avoid visible dust plumes.*
- *Paving, applying water three times daily, or applying (non-toxic) soil stabilizers shall occur on all unpaved access roads, parking areas and staging areas at construction sites.*
- *Enclosing, covering, watering daily, or applying non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) shall occur.*
- *A speed limit of 15 MPH for equipment and vehicles operated on unpaved areas shall be enforced.*
- *All vehicles hauling dirt, sand, soil, or other loose materials shall be covered or shall be maintained at least two feet of freeboard.*

- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent public paved roads.

The project shall incorporate the standard NOx reduction requirements recommended by the YSAQMD, including:

- Construction equipment exhaust emissions shall not exceed District Rule 2-11 Visible Emission limitations.
- Construction equipment shall minimize idling time to 10 minutes or less.
- The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. District personnel, with assistance from the California AirResources Board (CARB), will conduct initial Visible Emission Evaluations (VEE) of all heavy duty equipment on the inventory list

An enforcement plan shall be established to weekly evaluate project-related on-and off-road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, Sections 2180 - 2194. An Environmental Coordinator, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours.

Construction contracts shall stipulate that at least 20% of the heavy-duty off-road equipment included in the inventory be powered by CARB certified off-road engines, as follows:

- 175 hp - 750 hp 1996 and newer engines
- 100 hp - 174 hp 1997 and newer engines
- 50 hp- 99 hp 1998 and newer engines

In lieu of or in addition to this requirement, the applicant may use other measures to reduce particulate matter and nitrogen oxide emissions from project construction through the use of emulsified diesel fuel and or particulate matter traps. These alternative measures, if proposed, shall be developed in consultation with District staff.

In addition, the project shall comply with the following Esparto General Plan policy: Any new residential projects with wood burning appliances shall use only pellet-fueled heaters, U.S. EPA Phase II certified wood burning heaters, or gas fireplaces. Installation of openhearth wood burning fireplaces shall be prohibited.

- c) *Less than Significant Impact.* Development projects are considered cumulatively significant by the YSAQMD if the following two conditions are met:
1. The project requires a change in the existing land use designation (i.e., general plan amendment, rezone); and
  2. Projected emissions (ROG, NOx, or PM10) of the project are greater than the emissions anticipated for the site if developed under the existing land use designation.

Under these criteria, the proposed subdivision would not be considered cumulatively significant as a General Plan Amendment is not required, and projected emissions are due to the existing land use designation.

- d) *Less than Significant Impact.* Sensitive receptors in Esparto consist of the existing elementary, middle, and high schools. The project is located near the Esparto High School. During construction the various diesel-powered vehicles and equipment in use on site could create odors, although these odors are

temporary and not likely to be noticeable much beyond the project boundaries. The impact is considered less than significant because any potentially sensitive receptors would be exposed to minor amounts of construction dust and equipment emissions for short periods of time with no long-term exposure to potentially affected groups.

- e) No Impact. The project does not include any commercial or industrial development of restaurants and other uses that have the potential to create objectionable odors.

#### IV. BIOLOGICAL RESOURCES

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 4040 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?                                    | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors or impede the use of native wildlife nursery sites?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

#### Discussion of Impacts

(a) *Less Than Significant with Mitigation Incorporated.* According to a biological study prepared by the applicant (*Jurisdictional Delineation and Special Status Species Evaluation for the Story Property*, Gibson & Skordal, June, 2005), the California Natural Diversity Data Base identifies 19 "special status" species that may be found in the vicinity of the project site (Table 2).

The applicant's biological study concludes that the project site does not include the appropriate habitat for following species: tricolored blackbird; bank swallow; Valley elderberry longhorn beetle; California tiger salamander; foothill yellow-legged frog; vernal pool fairy or tadpole shrimp; western spadefoot; and the three of the four plant species (Brewer's wester flax, Heckard's pepper-grass, and Baker's navarretia).

The study concludes that the following species could use the site: Swainson's hawk, burrowing owl; mountain plover; white-tailed kite; and peregrine falcon.

**TABLE 2  
SPECIAL STATUS SPECIES**

| Species  | Status                          | Potential Habitat in Area?                            |
|--|---------------------------------|---|
| <b><u>Birds</u></b>  |                                 |   |
| <i>Agelaius tricolor</i><br>(Tri-colored blackbird)                          | State – SSC/Fed – SC            | No  |
| <i>Athene cunicularia</i><br>(Burrowing owl)                                 | State – SSC/Fed – SC            | Yes – marginal nesting and foraging habitat           |
| <i>Buteo swainsoni</i><br>(Swainson's hawk)                                  | State – T/Fed – none            | Yes – suitable foraging and marginal nesting habitat  |
| <i>Charadrius montanus</i><br>(Mountain plover)                              | State – SSC/Fed – none          | Yes – marginal foraging habitat                       |
| <i>Falco peregrinus anatum</i><br>(American peregrine falcon)                | State – E/Fed – delisted        | Yes – marginal foraging and nesting habitat           |
| <i>Riparia riparia</i><br>(Bank swallow)                                     | State – T/Fed – SC              | No  |
| <i>Elanus leucurus</i><br>(White-tailed kite)                                | State- Fully protected/Fed-none | Yes – foraging habitat, specimen was observed on site |
| <b><u>Amphibians &amp; Reptiles</u></b>                                      |                                 |   |
| <i>Ambystoma triginum californiense</i><br>(California tiger salamander)     | State – SSC/Fed – threatened    | No  |
| <i>Clemmys marmorata marmorata</i><br>(Northwestern pond turtle)             | State – SSC/Fed – SC            | No  |
| <i>Rana boyii</i><br>(Foothill yellow-legged frog)                           | State – SSC/Fed – none          | No  |
| <i>Spea(=Scaphiopus) hammondi</i><br>(Western spadefoot)                     | State – SSC/Fed – SC            | No  |
| <b><u>Invertebrates</u></b>  |                                 |   |
| <i>Desmocerus californicus dimorphus</i> (Valley elderberry longhorn beetle) | State – none/Fed – T            | No, elderberry bushes not present                     |
| <i>Branchinecta lynchi</i><br>(Vernal pool fairy shrimp)                     | State – none/Fed – T            | No  |
| <i>Lepidurus packardi</i><br>(Vernal pool tadpole shrimp)                    | State – none/Fed – T            | No  |
| <i>Lindieriella occidentalis</i><br>(California linderiella)                 | State – none/Fed – none         | No  |

| <u>Plants</u>  |      |                 |
|--|------|-----------------|
| <i>Erodium macrophyllum</i><br>(Round-leaved filaree)                        | CNPS | Habitat present |
| <i>Hesperolinon breweri</i><br>(Brewer's wester flax)                        | CNPS | No              |
| <i>Lepidium laipes</i> var. <i>heckardii</i><br>(Heckard's pepper-grass)     | CNPS | No              |
| <i>Navarretia leucocephala</i> ssp,<br><i>bakeri</i><br>(Baker's navarretia) | CNPS | No              |

Source: *Special Status Species Habitat Evaluation for the Parker Property*, Gibson & Skordal, April, 2006

Abbreviations Key:

SSC = Species of Special Concern (State)      CNPS = Identified by the California Native Plant Society  
 SC = Species of Concern (Federal) as rare, threatened, or endangered plants  
 T = Threatened  
 E = Endangered

The County participates in the Yolo County Joint Powers Agency, which requires mitigation for every acre of habitat land that is developed. The project would be required to pay a fee of \$8,660 per acre. The fees are used to purchase conservation easements on habitat lands used by the hawk.

**Mitigation Measure 3:**

- (a) *The project shall be required to pay a fee of \$8,660 per acre to the Yolo County Joint Powers Agency, for Swainson's hawk habitat.*
- (b) *Prior to any site preparation or construction activity, the applicant shall protect raptor nesting habitat as described in this mitigation measure. All surveys shall be submitted to the Yolo County Planning, Resources and Public Works Department for review.*
- (c) *Prior to any site preparation or construction activity in both the breeding and nonbreeding season, the applicant shall conduct burrowing owl surveys in conformance with CDFG burrowing owl recommendations (CDFG, 1995). If burrowing owls are detected during preconstruction surveys, the applicant shall implement the following mitigation measures, consistent with CDFG recommendations:*
  - (1) *Avoid occupied burrows during the burrowing owl breeding season, February 1 through August 31.*
  - (2) *Prior to this breeding season, September 1 through January 31, occupied burrows should be avoided. If avoidance is not possible, owls may be evicted, and the Applicant must provide compensation for loss of burrows per CDFG standards.*
- (d) *The applicant should schedule the removal of trees and shrubs outside of the raptor breeding season (March 15 through September 15). For any vegetation removal and site preparation that occurs during the breeding season (March 15 through September 15), the applicant shall conduct preconstruction surveys as described in (e), below.*
- (e) *For construction that will occur between March 15 and September 15 of any given year, the applicant shall conduct a minimum of two preconstruction surveys for (a) suitable nesting habitat within one-half mile of the project site for Swainson's hawk; (b) within 500 feet of the project site for tree-nesting raptors and northern harriers; and (c) within 165 feet of the project site for burrowing owls prior to construction. Surveys shall be conducted by a qualified biologist and will conform to the Swainson's Hawk Technical Advisory Committee (2000) guidelines and CDFG*

burrowing owl recommendations (CDFG, 1995) for those species. These guidelines describe the minimum number and timing of surveys. If nesting raptors are detected during preconstruction surveys, the applicant shall implement mitigation measures described in (f), below.

(f) If nesting raptors are recorded within their respective buffers, the applicant shall adhere to the following buffers:

(1) Maintain a 1/4-mile buffer around Swainson's hawk nests, a 500-foot buffer around other active raptor nests, and 165 feet around active burrowing owl burrows. These buffers may be reduced in consultation with CDFG; however, no construction activities shall be permitted within these buffers except as described in (2), below.

(2) Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined in consultation with CDFG), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall immediately inform the construction manager and CDFG. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the project receives approval to continue from CDFG.

(b,c) *Less Than Significant.* The biological assessment, *Jurisdictional Delineation and Special Status Species Evaluation for the Story Property* (Gibson & Skordal, December, 2005), identified a roadside drainage ditch along County Road 20X totaling 0.1045 acre within the study area. Though the feature may provide intermittent contributions of surface water to the Sacramento River by way of Lamb Valley Slough, the report concluded that it was not subject to regulation under Section 404 of the Clean Water Act.

d) *Less than Significant Impact.* Development of the 17.23 acre parcel has little potential to affect existing wildlife migration corridors used by animals such as deer, since the property is within the existing town limits of Esparto and has been farmed intensively.

e) *No Impact.* The updated plan would not conflict with the provisions of any adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. There is a draft County HCP/NCCP which is consistent with the development planned in the Esparto General Plan.

## V. CULTURAL RESOURCES

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

### Discussion of Impacts

a) *No impact.* The project site is not known to have any historical significant or significant characteristics as defined by the criteria within the CEQA Guidelines.

- b) *No Impact.* The project site does not have any archaeologically significant characteristics as defined by the criteria in the CEQA Guidelines.
- c) *No impact.* No paleontological resources are known or suspected and no unique geologic features exist on the project site.
- d) *Less than Significant Impact.* No human remains are known or predicted to exist in the project area. However, the potential exists during construction to uncover previously unidentified resources. Section 7050.5 of the California Health and Safety Code states that, when human remains are discovered, no further site disturbance shall occur until the county coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours.

## VI. GEOLOGY AND SOILS

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving 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. | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Expose people or structures to potential substantial adverse effects including the risk of loss injury, or death involving strong seismic ground shaking?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Expose people or structures to potential substantial adverse effects including the risk of loss injury, or death involving seismic-related ground failure, including liquefaction?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving landslides?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| h) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

## Discussion of Impacts

- a) *Less than Significant Impact.* The project site can be expected to experience moderate to strong ground shaking during future seismic events along major active faults throughout Northern California or on smaller active faults located in the project vicinity. However, the project will comply with all applicable Uniform Building Code requirements, to obtain Building Permit approval from the Yolo County Planning and Public Works Department. A geotechnical report prepared for the applicant (*Geotechnical Engineering Report for the Story Property*, Wallace, Kuhl & Associates, December, 2005) indicates that there area no Type "A" faults located within 15 kilometers (km) of the site, but a segment of the Great Valley Fault, a Type "B" fault, is located within 0.3 km. The report concludes that "near-fault effects will not be a factor in seismic design according to the 1997 or 2001 Uniform Building Code for Seismic Zone 3." A condition of approval for the project will require implementation of the recommendations included in the geotechnical report.
- b) *Less than Significant Impact.* See response to (a), above. Any major earthquake damage on the project site is likely to occur from ground shaking and seismically related ground and structural failures. Local soil conditions, such as soil strength, thickness, density, water content, and firmness of underlying bedrock affect seismic response. Seismically induced shaking and some damage should be expected to occur during an event but damage should be no more severe in the project area than elsewhere in the region. Framed construction on proper foundations constructed in accordance with Uniform Building Code requirements is generally flexible enough to sustain only minor structural damage from ground shaking. Therefore, people and structures would not be exposed to potential substantial adverse effects involving strong seismic ground shaking.
- c) *Less than Significant Impact.* Geologic hazard impacts that are associated with expansive soils include long-term-differential settlement and cracking of foundations, disruption and cracking of paved surfaces, underground utilities, canals, and pipelines. However, under the Yolo County Code, any future residences would be required to provide a geotechnical report for the building foundation in order to obtain a Building Permit from the Yolo County Planning, Resources and Public Works Department. The geotechnical report prepared for the applicant indicates that "the upper 12 inches of soils across the site are disturbed from past agricultural uses and are not suitable for support of foundations or pavements in their current condition. These soils must be thoroughly processed and compacted to adequately support the future residential construction." The report recommends that engineered fill composed of native soils are placed and compacted for the project. A condition of approval for the project will require implementation of the recommendations included in the geotechnical report.
- d) *No impact.* The project site is relatively level and approval of the project would not expose people or structures to potential landslides.
- e) *Less Than Significant Impact.* Existing Yolo County regulations require a Storm Water Pollution Prevention Plan be obtained before any grading can occur and requires the use of soil erosion control techniques which in turn would reduce the possibility of any significant soil erosion from occurring.
- f) *Less Than Significant Impact.* See comments in VI(a-d) above.
- g) *Less Than Significant Impact.* See comments in VI(c) above. Soils on the site are described by the geotechnical report as "moderately expansive." The report recommends deepened foundations and presaturation of soil subgrades prior to floor slab placement." A condition of approval for the project will require implementation of the recommendations included in the geotechnical report.
- h) *Less Than Significant Impact.* No new septic system(s) would be required for this project as it will apply for annexation into and connection with the Esparto Community Services District.

## VII. HAZARDS AND HAZARDOUS MATERIALS

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

### Discussion of Impacts

- No impact.* No herbicides and/or pesticides are currently used on the project site and the proposed project would not result in any new transport, use, or disposal of hazardous materials as the proposed project is residential.
- Less than Significant Impact.* The construction of any new homes and/or outbuildings will involve the use of equipment, which uses small amounts of oils and fuels and other potentially flammable substances typically associated with such activities. The proposed project would not, however, result in a significant risk of explosion or accidental release of hazardous substances and is, therefore, considered to have a less than significant impact.
- No impact.* Herbicides and/or pesticides are not currently used on the project site, and the proposed project would not result in any new hazardous emissions or hazardous materials. Normal construction techniques and materials would be used for any on-site structures and no hazardous materials would be used or removed from the site. In addition, the project is not located within a quarter mile of a school.
- No impact.* The project is not located on a site that is included on a list of hazardous materials sites compiled by the Yolo County Environmental Health Department-Hazardous Waste Site Files pursuant to Government Code 65962.5. The proposed project would not expose people to known existing sources of potential health hazards.

- e) *No impact.* The project is not within ten miles of a public airport, and is not within the runway clearance zones established to protect the adjoining land uses in the vicinity from noise and safety hazards associated with aviation accidents.
- f) *No impact.* The project site is not located within the vicinity of a private airstrip.
- g) *No impact.* The project would not interfere with any adopted emergency response or evacuation plans.
- h) *No impact.* The project site is not located in a wildland area and, therefore, would not be at risk from wildland fires.

**VIII. HYDROLOGY AND WATER QUALITY**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Significantly deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| j) Inundation by seiche, tsunami, or mudflow?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

## Discussion of Impacts

- a) *Less than Significant Impact.* Project related runoff associated with the 89 potential homes is planned to drain into on-site detention ponds for subsequent treatment. A Storm Water Pollution Prevention Plan (SWPPP) would be required for the residential development. In addition, the detention basin for the project would be maintained by either a homeowners association or by the Madison Esparto County Service Area. The detention basin will be required by a condition of approval to comply with the Yolo County Stormwater Quality Improvement Standards, which require various best management practices to reduce water quality impacts. Therefore, the project would not violate any water quality standards or waste discharge requirements.
- b) *Less than Significant Impact.* The project would utilize the Esparto Community Services District domestic water supplies. The amount of domestic water used would not exceed the recharge capacity of the agricultural land. The ECSD water wells would not contribute in depleting groundwater supplies in the basin and would not create a net deficit in aquifer volume or a lowering of the local groundwater table level in the project area.
- c) *Less than Significant Impact.* Implementation of the proposed project will result in modified drainage patterns to accommodate proposed residential uses. Absorption rates would likely decrease slightly and run-off would increase incrementally on-site, but would be detained so as not to impact adjoining areas. The overall effects of the proposed project would not substantially alter the existing drainage pattern of the project site or the surrounding area and, therefore, would not result in substantial erosion or siltation on- or off-site.
- d) *Less than Significant Impact.* The project has the potential to change absorption rates, drainage patterns, and the rate and amount of surface runoff. Absorption rates would likely decrease slightly and run-off would increase incrementally on-site, but would be detained at the detention basin so as not to impact adjoining areas. Even though surface runoff would increase incrementally with the introduction of pavement, the project would not result in flooding on-site or off-site.
- e) *Less than Significant Impact.* The project site does not have access to any existing or proposed storm water drainage systems, but would rely on the proposed detention basin. The applicant would be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to the Central Valley Regional Water Quality Control Board (CVRWQCB), for the disturbance of any area greater than one acre. In addition, grading plans would be required for any proposed construction that would address erosion control and drainage. Therefore, the project would not provide significant additional sources of runoff pollution.
- f) *Less than Significant Impact.* No additional impacts to water quality are anticipated other than the less than significant impacts as discussed in VIII(e).
- (g, h) *Less Than Significant with Mitigation Incorporated.* A small southeastern portion of the subject site is located within the 100-year floodplain, as designated by the Federal Emergency Management Agency. The site is subject to flooding when Lamb Valley Slough overtops during storm events. The project does not propose to place any structures in a 100-year flood hazard area that would impede or redirect flood flows. The project includes a 2.55-acre detention basin in the southeastern portion of the property. In the long term, if the project eventually connects to some form of regional drainage or flood control system developed for Esparto in the future, the detention basin may be subdivided as part of a second phase and developed with 11 additional homes. The first phase of the project (the first 78 homes of the potential total 89 homes) would not require or result in the construction of any new regional storm water drainage facilities or the expansion of existing facilities beyond those proposed in the Esparto General Plan.

### **Mitigation Measure 5:**

*Prior to approval of a second phase of the subdivision map to allow subdivision of the existing detention basin and construction of additional homes, the proponent shall verify that long term plans to provide a regional drainage system have been implemented and that the project's flood control can be accommodated by the system. If required to implement the regional plan, the applicant (or the*

project residents or Homeowners Association) shall pay a "fair share" toward identified future regional improvements.

- i) *Less Than Significant Impact.* The project site is not located immediately down stream of a dam, but is located adjacent to the Lamb Valley Slough levee, which could expose individuals to risk from flooding (see response to (h), above).
- j) *No Impact.* The project area is not located near any large bodies of water that would pose a seiche or tsunami hazard. In addition, the project site is relatively flat and is not located near any physical or geologic features that would produce a mudflow hazard.

**IX. LAND USE AND PLANNING**

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

**Discussion of Impacts**

- a) *No impact.* The project is located within a residential area approximately one mile east of the town of Esparto. The project would not physically divide any components of the established Esparto community.
- b) *No impact.* The project is consistent with the 2007 Esparto General Plan, the Yolo County General Plan, and with Yolo County zoning requirements.
- c) *No Impact.* The County does not have an adopted HCP or NCCP. The project would not conflict with any applicable habitat conservation plan or natural community conservation plan, including the County Draft Natural Community Conservation Plan.

**X. MINERAL RESOURCES**

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

**Discussion of Impacts**

- a) *No Impact.* The project site is not designated as an area of significant aggregate deposits, as classified by the State Department of Mines and Geology.
- b) *No Impact.* See above response to X (a).

**XI. NOISE**

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

**Discussion of Impacts**

- a) *No Impact.* Any new residences constructed as a result of the proposed project would not be located near any significant sources of noise generation and would not be exposed to levels in excess of any standards established in the Esparto General Plan or County noise ordinance.
- b) *Less than Significant Impact.* Potential ground borne vibration may occur during construction of the project. However, this is not expected to be significant and would be short term in nature.
- c) *Less than Significant Impact.* The proposed residential use would slightly increase overall ambient noise within the immediate area, but would not create a substantial permanent noise source and is anticipated to be less than significant.
- d) *Less than Significant Impact.* Construction of any new residences could involve the use of trucks and equipment which create noise. See comments from section (a) and (b) for comments concerning construction noise. Temporary and periodic impacts related to construction noise are expected to be less than significant.
- e) *No Impact.* The nearest public airport is over ten miles away and the project site is not within an airport land use plan.
- f) *No Impact.* The project site is not located near a private airstrip and would not be exposed to noise from any private airstrip.

## XII. POPULATION

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

### Discussion of Impacts

- a) *Less than Significant Impact.* The project includes the potential development of 89 new additional residences. These homes are consistent with the densities and population projections included in the adopted Yolo County General Plan, Esparto General Plan and applicable zoning. As a result, the proposed project would not induce any substantial population other than that projected by the General Plan anticipated growth projections in the area.
- b) *No Impact.* Construction of the proposed project would not displace any existing housing.
- c) *No Impact.* There are no existing residences onsite. Construction of the project would not displace any people.

## XIII. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response time or other performance objectives for any of the public services:

|                             | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|-----------------------------|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Fire protection?         | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Police Protection?       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Schools?                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Parks?                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Other public facilities? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

### Discussion of Impacts

- a) *Less than Significant Impact.* The Esparto Fire District provides primary service to the project site. Any new residences will be required to pay for their fair share amount of the fire protection equipment and facilities needed to provide adequate service through development fees.
- b) *Less than Significant Impact.* The proposed project would not significantly impact police services provided by the Yolo County Sheriff's Department.

- c) *Less than Significant Impact.* The 89 new homes allowed by the proposed Tentative Subdivision Map would generate approximately 33 new elementary, 16 middle school, and 20 high school students. The existing school facilities are at or near capacity. All new homes would be required to pay all applicable school fees prior to issuance of the building permit. Existing State law (SB 50) allows school districts to set development fees, which are \$3.12 per square foot of residential use in the Esparto Unified School District.
- d) *Less than Significant Impact.* The proposed project would create an additional need for parks and additional demands on the current park facilities would be generated by this project. New homes would be required to pay applicable park and recreation fees prior to issuance of building permits. The 1996 Esparto General Plan set a development fee for park facilities of \$2,150 per housing unit. The fee has not been raised during the last ten years. The project will construct two new pedestrian and bicycle pathway connections to Woodland Avenue.
- e) *No Impact.* All other service providers have been provided an opportunity to comment on the proposed project. No potentially significant impact has been identified by any service providers.

**XIV. RECREATION**

|  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have been an adverse physical effect on the environment?                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion of Impacts**

- a) *Less than Significant Impact.* The project would provide new recreation amenities in the form of new pedestrian and bicycle connections to Woodland Avenue and a neighborhood park. New homes would be required to pay applicable park and recreation fees prior to issuance of the building permits (see response to XIII (d), above).
- b) *Less than Significant Impact.* Any new residences would be required to pay all applicable park and recreation fees prior to issuance of the building permit.

**XV. TRANSPORTATION/TRAFFIC**

| Would the project:   | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase on either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Result in inadequate parking capacity?
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

**Discussion of Impacts**

- a) *Less than Significant Impact.* The project would generate approximately 851 vehicle trips per day, assuming 9.57 trips for each of the 89 additional residences that are constructed. This increase would add approximately 157 peak hour trips to the town's and region's transportation network. This increment would not significantly affect volume to capacity ratios and/or traffic congestion on nearby roads and/or highways, except for those intersections noted below in (b).

**TABLE 4  
TRIP GENERATION FOR THE PROJECT**

| Land Use                       | Trip Generation Rate | Average Daily Trips | Average Peak Hour Trips (AM) | Average Peak Hour Trips (PM) |
|--------------------------------|----------------------|---------------------|------------------------------|------------------------------|
| 89 single family housing units | 9.57 trips/SF unit   | 851                 | 67                           | 90                           |

Source: Fehr & Peers, *Eastern Esparto Circulation Study*, December, 2006

- b) *Less Than Significant with Mitigation Incorporated.* A traffic study was recently completed by the firm Fehr & Peers (Fehr & Peers, *Eastern Esparto Circulation Study*, 2006), which examines potential impacts related to three pending subdivisions in eastern Esparto, including this project. The study looked at short term (year 2010) and long term (year 2030 buildout) conditions for Esparto. The two objectives of the analysis were to identify impacts of three pending subdivision applications (the E. Parker and Story subdivisions proposed by Emerald Homes, and the Deterding/Capay Cottages subdivision) and to propose a circulation system for the eastern portion of Esparto that could accommodate buildout growth expected under the Esparto General Plan.

For purposes of the study, near term development anticipated by year 2010 amounts to 457 single family housing units. This assumes the following projects would be completed by 2010: Ryland/ Lopez (72 units); Emerald/Story (89 units); Emerald/E. Parker (77 units); Deterding/Capay Cottages (22 units); Castle/Orciuolo (180 units). Approximately 1.9 acres of downtown mixed use commercial would also be expected, equal to approximately 17,400 square feet of leasable space. This amount of growth would generate approximately 7,162 daily vehicle trips.

The Fehr & Peers study concluded that under traffic conditions for short-term development by 2010, most of the intersections in Esparto would continue to operate at level of service (LOS) C or better, which is acceptable. However, during the PM peak hour, two intersections along SR 16 would operate at unacceptable levels: Plainfield Street/Yolo Avenue (SR 16); and SR 16/County Road 86A. Both of the intersections would operate unacceptably at LOS E, which is below the Caltrans concept LOS for SR 16 (LOS D). The Plainfield Street/Yolo Avenue degradation in service occurs mainly due to traffic from the proposed three subdivisions (Story, E. Parker, Capay Cottages) going through the intersection, which results in higher delays for the minor street approaches. Right-of-way is limited at this intersection due to

the Lamb Valley Slough bridge crossing to the south and existing development. In addition, a traffic signal is not warranted at the intersection based on Caltrans' peak hour volume warrants. Therefore, Fehr & Peers has recommended the improvements included in the mitigation measure, below.

**Mitigation Measure 6:**

- (a) *To improve the level of service (LOS) to acceptable levels at the Plainfield Street/Yolo Avenue intersection in the near term (year 2010), one of the following improvements shall be implemented: construct a receiving lane in the median of Yolo Avenue to provide storage for one vehicle from the westbound left-turn on Plainfield Street. This improvement would result in acceptable LOS C operations at the intersection. This improvement may require additional right-of-way and/or widening of the Lamb Valley Slough bridge crossing to accommodate the vehicle storage and taper back to two lanes that would be required by Caltrans. An alternative option to this improvement would be to construct the Alpha Street bridge crossing of the Lamb Valley Slough. Therefore, the proposed project shall contribute a fair-share towards the cost of constructing this bridge crossing, which would provide an additional crossing of the Lamb Valley Slough and reduce traffic volumes at the Plainfield Street/Yolo Avenue intersection. The project's fair share contribution percentage shall be based on the projects contribution to peak hour vehicle trips in the cumulative scenario, assuming no contribution from other than the immediate pending projects.*
- (b) *The combination of additional through traffic on SR 16 from the three residential projects and the new connection proposed to the Story residential subdivision would also affect the second intersection at SR 16/County Road 86A, causing the LOS to degrade from LOS C to LOS E. Improvements at this intersection would be required. The ultimate improvement at the SR 16/County Road 86A intersection will require a traffic signal, as determined by Caltrans and Yolo County. Under near-term (year 2010) conditions, a traffic signal is not warranted at this intersection based on Caltrans' peak hour volume warrant. However, a traffic signal is warranted under future year conditions. The project's fair share contribution percentage shall be based on the project's contribution to peak hour vehicle trips in the cumulative scenario, assuming no contribution from other than the immediate pending projects.*
- c) *No Impact.* The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The project does not include any improvements to airports or change in air traffic patterns.
- d) *Less than Significant Impact.* The project does not incorporate design features that would substantially increase hazards or introduce incompatible uses.
- e) *Less than Significant Impact.* The project would be required to comply with the requirements of the Esparto Fire District and the County Planning, Resources and Public Works Department for driveway design. The project would not result in inadequate emergency access.
- f) *No Impact.* The project would be required to meet standard parking standards established in the Yolo County Zoning Code. Therefore, approval of the project would result in adequate parking supply.
- g) *No Impact.* The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project will provide bicycle parking, lanes and bicycle safety enhancements.

**XVI. UTILITIES AND SERVICE SYSTEMS**

| Would the project:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Comply with federal, state, and local statutes and regulations related to solid waste.   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion of Impacts**

- a) *No Impact.* The proposed project would discharge wastewater into the Esparto Community Services District (ECSD) sewer system. The Yolo County Environmental Health Department regulates the design and monitoring of public sewer systems and the project proponent is required to obtain will serve letters prior to approval of the Tentative Subdivision Map.
- b) *Less than Significant Impact.* The proposed project would be served by Esparto Community Services District. Overall, the proposed project would not require or result in the construction of new water or wastewater treatment facilities not already included in ECSD expansion plans.
- c) *Less than Significant Impact.* The project would retain storm drainage onsite. The proposed project would not require or result in the construction of new storm water drainage facilities or the expansion of existing facilities beyond those proposed in the Esparto General Plan.
- d) *Less than Significant Impact.* Domestic water supplies are available in the project area. New or expanded water supply entitlements are not identified as being needed for the project by the service provider.
- e) *No Impact.* The project proponent is required to obtain will serve letters from the service provider prior to approval of the Tentative Subdivision Map.
- f) *Less than Significant Impact.* The existing landfill would adequately accommodate the additional development; therefore, the project would not significantly impact the disposal capacity of the landfill.
- g) *No Impact.* The project would be required to comply with all solid waste regulations as implemented and enforced by the County of Yolo.

|  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
|--|--------------------------------|--|------------------------------|-----------|

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE --**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion of Impacts**

- a) *Less Than Significant Impact.* Based on the analysis and mitigation provided in this Initial Study, potential environmental impacts of the Tentative Parcel Map would be less than significant. No important examples of major periods of California history or prehistory in California were identified. Habitat and/or range of any special status plants, habitat, or plants would not be substantially reduced or eliminated after mitigation measures for Biological Resources (Section IV) are implemented as conditions of project approval.
- c) *Less than Significant Impact.* Based on the analysis and mitigation provided in this Initial Study, potential environmental impacts of the project would be less than significant. The project would not have a significant cumulative impact because impacts are below the significant threshold. Mitigation measures for Agricultural Resources (Section II), Air Quality (Section III), Biology Resources (Section IV), Hydrology and Water Quality (Section VIII), and Transportation/Traffic (Section XV) will be implemented as conditions of project approval for less than significant cumulative impacts.
- c) *Less than Significant Impact.* Based on the analysis provided in this Initial study, less than significant impacts to human beings would result from the proposed project. The project as proposed would not have substantial adverse effects on human beings, either directly or indirectly.

**REFERENCES:**

Application materials.

California Department of Fish and Game, Staff report regarding mitigation impacts to Swainson's hawks in the Central Valley of California, 1994.

Fehr & Peers, Eastern Esparto Circulation Study, December, 2006

Gibson & Skordal, Special Status Species Habitat Evaluation for the Story Property, April, 2006.

Sacramento Air Quality Management District, Sacramento Area Regional Ozone Attainment Plan, 1994.

Wallace, Kuhl & Associates, Geotechnical Engineering Report for the Story Property, December, 2005.

Yolo County, 1983 Yolo County General Plan.

Yolo County, 1996 Town of Esparto General Plan and EIR.

Yolo-Solano Regional Air Quality Management District, CEQA Air Quality Handbook, 2002.

**FILED**

OCT 31 2007

**ATTACHMENT C**

RESOLUTION NO. 2007- 150

ANA MORALES, CLERK OF THE BOARD  
BY Julie Sachs  
DEPUTY

**RESOLUTION OF THE YOLO COUNTY BOARD OF SUPERVISORS  
ADOPTING THE MITIGATED NEGATIVE DECLARATION FOR THE  
STORY TENTATIVE SUBDIVISION MAP**

**WHEREAS**, the County of Yolo ("County") has received an application and prepared an environmental analysis of the proposed Story Tentative Subdivision Map ("Project"); and

**WHEREAS**, the Story Tentative Subdivision Map environmental document, consisting of an Initial Study/Mitigated Negative Declaration, has been prepared pursuant to the California Environmental Quality Act ("CEQA") (Pub. Res. Code Section 21000 et seq.); and

**WHEREAS**, the Story Tentative Subdivision Map Initial Study/Mitigated Negative Declaration was circulated for a 30-day public review period between January 31 and March 1, 2007; and

**WHEREAS**, on June 14, 2007, the Planning Commission held hearings to receive public testimony and take action on the Project, including the Initial Study/ Mitigated Negative Declaration, by developing a recommendation to the Board of Supervisors; and

**WHEREAS**, on June 14, 2007 the Planning Commission voted (5 AYES and 1 NO, 1 ABSENT) to recommend approval of the Story Tentative Subdivision Map; and

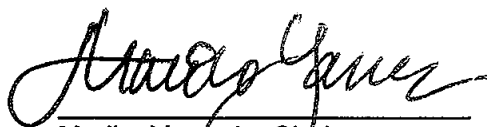
**WHEREAS**, the Board has reviewed the Initial Study/ Mitigated Negative Declaration, the Board letter pertaining to these documents, and all other written and oral comments received in connection with the project;


**NOW, THEREFORE, BE IT RESOLVED** by the Board of Supervisors of the County of Yolo as follows:

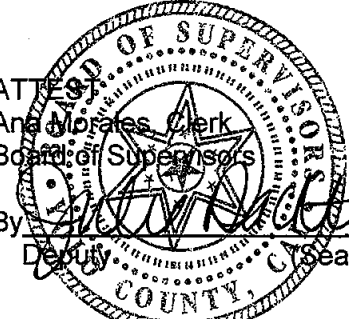
1. The foregoing recitals are hereby true and correct.
2. The Board of Supervisors has independently reviewed and analyzed the Initial Study/ Mitigated Negative Declaration, considered the information and analysis contained therein and all written and oral comments received on the project and these documents, and finds that the Initial Study/ Mitigated Negative Declaration reflects the independent judgment and analysis of the Board of Supervisors.
3. The Board of Supervisors further finds that the Initial Study/ Mitigated Negative Declaration has been completed in compliance with CEQA and all other legal requirements. The Board of Supervisors further finds that the Project has been modified to include all mitigation necessary to eliminate all significant or potentially significant environmental effects of the Project or to reduce such effects to a less than significant level.
4. A Notice of Determination shall be filed immediately after approval of the project.

**APPROVED AND ADOPTED** by the Board of Supervisors of the County of Yolo following a noticed public hearing on the 23rd day of October, 2007, by the following vote:

**AYES:** Chamberlain, Rexroad, Yamada.  
**NOES:** McGowan, Thomson.  
**ABSENT:** None.  
**ABSTAIN:** None.

  
\_\_\_\_\_  
Mariko Yamada, Chair  
Yolo County Board of Supervisors

ATTEN: \_\_\_\_\_  
Angela Morales, Clerk  
Board of Supervisors  
By:   
\_\_\_\_\_  
Deputy (Seal)



**APPROVED AS TO FORM:**  
Robyn Truitt Drivon, County Counsel

By:   
\_\_\_\_\_  
Philip J. Pogledich, Senior Deputy

**FILED**

OCT 31 2007

## ATTACHMENT D

RESOLUTION NO. 07-151

ANA MORALES, CLERK OF THE BOARD  
BY *[Signature]*  
DEPUTY

### RESOLUTION OF THE YOLO COUNTY BOARD OF SUPERVISORS APPROVING THE STORY TENTATIVE SUBDIVISION MAP SUBJECT TO CERTAIN CONDITIONS AND MAKING CERTAIN RELATED DETERMINATIONS

**WHEREAS**, in a resolution adopted concurrently with this Resolution, which is incorporated by reference herein, the Board of Supervisors ("Board") of the County of Yolo ("County") certified that the Initial Study/Mitigated Negative Declaration ("MND") prepared for the Story Tentative Subdivision Map ("project") has been completed in compliance with the California Environmental Quality Act ("CEQA") (Pub. Resources Code, §21000 et seq.) and the CEQA Guidelines (Cal. Code Regs., tit. 14 §15000 et seq.); that the Board had reviewed and considered the information and analysis contained in the MND; and that the MND reflects the Board's independent judgment; and

**WHEREAS**, the project site in Esparto is the location of an agricultural field; and

**WHEREAS**, the project site is currently zoned Residential One Family Planned Development (R-1 PD) and is designated as "Residential Low Density" in the Esparto General Plan; and

**WHEREAS**, the project has been proposed by the current owners of the Story Subdivision site, Emerald Homes, LT, LLC ("applicant"); and

**WHEREAS**, the proposed project would rezone, and develop the 16.2-acre project site, identified as Assessor Parcel (049-250-01, -05, and -06); and

**WHEREAS**, the proposed project would include up to 78 single family residential homes, a detention basin, one tot lot park, contribution toward the cost of a new crossing of Lamb Valley Slough with extended Alpha Street, landscaped transportation improvements along County Road 20X, and other associated infrastructure improvements; and

**WHEREAS**, the MND identified certain significant effects on the environment, that, absent changes to the Project and the adoption of mitigation measures, would be caused by the adoption and implementation of the project; and

**WHEREAS**, applicant has agreed to revise the Project to include mitigation necessary to eliminate or reduce the environmental impacts of the Project to an insignificant level; and

**WHEREAS**, the Board is required by Public Resources Code Section 21081.6, subdivision (a), to adopt a mitigation monitoring or reporting program to ensure that the mitigation measures agreed to by the applicant are actually carried out; and

**WHEREAS**, a Mitigation Monitoring and Reporting Plan for the project has been prepared, and is incorporated by reference into this resolution and is attached hereto as Exhibit A; and

**WHEREAS**, mitigation and various community benefits will be further effected through the implementation of a Development Agreement that requires a tot lot park, a new crossing of Lamb Valley Slough with extended Alpha Street, landscaped transportation improvements along County Road 20X, downtown economic development, universal design/visitability features included in every home, higher energy efficient residential standards and solar ready home construction, and agricultural and habitat mitigation; among other requirements; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Supervisors of Yolo County as follows:


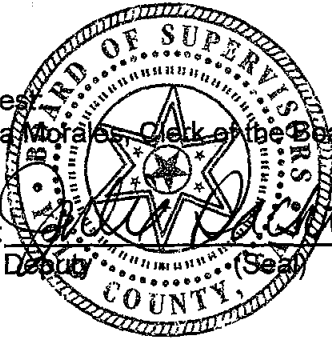
1. The above recitals are true and correct, and the Board hereby so finds.
2. The Board hereby approves the Story Tentative Subdivision Map, subject to certain Conditions of Approval (Attachment H of the October 23, 2007 staff report) and Findings (Attachment H to the Planning Commission Staff Report of June 14, 2007, which is Attachment I of the October 23, 2007 staff report).
3. The Board hereby determines that the project is consistent in all respects with the current Esparto General Plan and County General Plan, including all elements, policies and goals set forth in each, and that approval of the Story Subdivision is in the public interest and promotes the public health, safety, and general welfare of the Esparto area and the County.
4. Through this resolution, which incorporates by reference and adopts the Mitigation Monitoring and Reporting Plan included as Exhibit A, the Board has satisfied its obligations pursuant to Public Resources Code Section 21081.6, subdivision (a).
5. The Board further authorizes County staff to prepare and file a Notice of Determination within five working days following the date of adoption of this resolution with the County Clerk of the County of Yolo and with the Governor's Office of Planning and Research of State of California, and directs that copies of the MND be retained at the administrative offices of the County for review at 292 West Beamer Street in Woodland, California, together with the other documents comprising the administrative record.


**APPROVED AND ADOPTED** by the Board of Supervisors of Yolo County this 23rd day of October, 2007, by the following vote:

AYES: Chamberlain, Rexroad, Yamada.  
NOES: McGowan, Thomson.  
ABSTAIN: None.  
ABSENT: None.

  
\_\_\_\_\_  
Mariko Yamada, Chair  
Board of Supervisors

Approved As To Form:  
Robyn Truitt Drivon, County Counsel

Attest:  
Ana Morales, Clerk of the Board  
By:   
\_\_\_\_\_  
Deputy (Seal)  


By:   
\_\_\_\_\_  
Philip J. Pogledich, Senior Deputy

## EXHIBIT A

### MITIGATION MONITORING AND REPORTING PROGRAM STORY TENTATIVE SUBDIVISION MAP ZF 2004-015

| Mitigation Number             | Mitigation Measure  | Enforcement and Monitoring Responsibility                      | Timing/Implementation   | Verification (Date and Initials) |
|-------------------------------|---|--|---|----------------------------------|
| <b>Agricultural Resources</b> |   |  |   |                                  |
| 1                             | <p>Yolo County has initiated a zoning ordinance amendment that would require mitigation for any farmland loss, regardless of whether the land is included in an existing plan and designated for growth. The following proposed amendment to Sec. 8-2.2416 of the zoning ordinance (Agricultural Land Conversion) shall be applied to the project as follows:</p> <p>1. Requirements. Agricultural mitigation shall be required for <del>zone changes from an Agricultural Zoning Classification to a Non-Agricultural zoning Classification conversion or change from agricultural use to a predominantly non-agricultural use</del> prior to, or concurrent with, approval of a <u>zone change, in-zoning permit, or other discretionary or ministerial approval change in zoning</u> by the County. <u>A minimum of one (1) acre of agricultural land shall be required preserved for each acre of agricultural land changed to a non-agricultural zoning classification use (1:1 ratio).</u> Application for a <u>zone change, in-zoning permit, or other discretionary or ministerial approval</u> shall include provisions for agricultural mitigation land. <u>The</u></p> | <p><i>Yolo County Planning and Public Works Department</i></p> | <p><i>Require payment of in-lieu fee or dedication of easement at time of final subdivision map, included as a condition of approval.</i></p> |                                  |

| Mitigation Number  | Mitigation Measure   | Enforcement and Monitoring Responsibility                      | Timing/Implementation                                      | Verification (Date and Initials) |
|--------------------|--|--|--|----------------------------------|
|                    | <p><u>following uses shall be exempt from this requirement: affordable housing projects, where a majority of the units are affordable; and public uses such as parks, schools, and cultural institutions.</u></p> <p><u>The proposed project is eligible to pay an in-lieu agricultural mitigation fee or to dedicate a suitable agricultural conservation easement to mitigate for loss of agricultural land at a ratio of 1:1. The fee requirement shall be the one that has been adopted by the County and in effect at the time of the filing of the Final Subdivision Map for the project (the current County study proposes an in-lieu fee \$10,100 per acre). The conservation easement requirements shall be those in effect under the current agricultural conservation ordinance. The fee established by the County will be approximately \$5,525 per acre. Thus, the project shall be required to pay approximately \$179,010 (16.2 acres multiplied by 2 multiplied by \$5,525).</u></p> |  |  |                                  |
| <b>Air Quality</b> |  |  |  |                                  |
| 2                  | <p>The project shall be required to reduce air quality impacts by incorporating trip reduction measures and specific design features into the project, and/or adopting other measures that are recommended by the YSAQMD. Construction activities on the site shall incorporate the standard PM10 dust suppression requirements recommended by the YSAQMD, including:</p>  | <p><i>Yolo County Planning and Public Works Department</i></p> | <p><i>Require measures as a condition of approval.</i></p> |                                  |

| Mitigation Number | Mitigation Measure   | Enforcement and Monitoring Responsibility        | Timing/Implementation                        | Verification (Date and Initials) |
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|                   | <ul style="list-style-type: none"> <li>• Nontoxic soil stabilizers according to manufacturer's specifications shall be applied to all inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>• Ground cover shall be reestablished in disturbed areas quickly.</li> <li>• Active construction sites shall be watered at least three times daily to avoid visible dust plumes.</li> <li>• Paving, applying water three times daily, or applying (non-toxic) soil stabilizers shall occur on all unpaved access roads, parking areas and staging areas at construction sites.</li> <li>• Enclosing, covering, watering daily, or applying non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) shall occur.</li> <li>• A speed limit of 15 MPH for equipment and vehicles operated on unpaved areas shall be enforced.</li> <li>• All vehicles hauling dirt, sand, soil, or other loose materials shall be covered or shall be maintained at least two feet of freeboard.</li> <li>• Streets shall be swept at the end of the day if visible soil material is carried onto adjacent public paved roads.</li> </ul> |  |  |                                  |
| 2<br>(con.)       | <p>The project shall incorporate the standard NOx reduction requirements recommended by the YSAQMD, including:</p> <ul style="list-style-type: none"> <li>• <del>Construction equipment exhaust emissions shall not exceed District Rule 2-11 Visible Emission limitations.</del></li> <li>• <del>Construction equipment shall minimize idling time to 10 minutes or less.</del></li> <li>• <del>The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy duty off road</del></li> </ul>  | Yolo County Planning and Public Works Department | Require measures as a condition of approval. |                                  |

| Mitigation Number | Mitigation Measure  | Enforcement and Monitoring Responsibility | Timing/Implementation | Verification (Date and Initials) |
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|                   | <p><del>equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. District personnel, with assistance from the California Air Resources Board (CARB), will conduct initial Visible Emission Evaluations (VEE) of all heavy duty equipment on the inventory list.</del></p> <p><del>An enforcement plan shall be established to weekly evaluate project-related on and off road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, Sections 2180-2194. An Environmental Coordinator, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project-related off road and heavy-duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours.</del></p> <p><del>Construction contracts shall stipulate that at least 20% of the heavy-duty off-road equipment included in the inventory be powered by CARB-certified off-road engines, as follows:</del></p> <p><del>175 hp-750 hp 1996 and newer engines<br/>100 hp-174 hp 1997 and newer engines<br/>50 hp-99 hp 1998 and newer engines</del></p> <ul style="list-style-type: none"> <li><del>• To the extent that equipment and technology is available and cost effective, the applicant shall encourage contractors to use catalyst and filtration technologies;</del></li> <li><del>• Minimize idling time to 5 minutes when construction</del></li> </ul> |   |                       |                                  |

| Mitigation Number           | Mitigation Measure   | Enforcement and Monitoring Responsibility                      | Timing/Implementation  | Verification (Date and Initials) |
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|                             | <p>equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required; and</p> <ul style="list-style-type: none"> <li>• District Rule 2.3 requires controlling visible emissions not exceeding 40% opacity for more than three minutes in any one-hour.</li> </ul> <p>In lieu of or in addition to this requirement, the applicant may use other measures to reduce particulate matter and nitrogen oxide emissions from project construction through the use of emulsified diesel fuel and or particulate matter traps. These alternative measures, if proposed, shall be developed in consultation with District staff.</p> <p>In addition, the project shall comply with the following Esparto General Plan policy: Any new residential projects with wood burning appliances shall use only pellet-fueled heaters, U.S. EPA Phase II certified wood burning heaters, or gas fireplaces. Installation of open hearth wood burning fireplaces shall be prohibited.</p> |  |  |                                  |
| <b>Biological Resources</b> |  |  |  |                                  |
| 3                           | <p>(a) The project shall be required to pay a fee of \$8,660 per acre to the Yolo County Joint Powers Agency, <u>or with written approval of the CDFG and subject to its conditions, secure a conservation easement over Swainson's hawk foraging habitat, along with appropriate enhancement and management funds, as provided for in the "Agreement Regarding Mitigation for Impacts To Swainson's Hawk Foraging Habitat in Yolo County."</u> (b) Prior to any site preparation or construction activity, the applicant shall protect raptor</p>   | <p><i>Yolo County Planning and Public Works Department</i></p> | <p><i>Require payment of in-lieu fee at time of final subdivision map. Require measures as a condition of approval. Require pre-construction surveys prior to grading.</i></p> |                                  |

| Mitigation Number | Mitigation Measure  | Enforcement and Monitoring Responsibility | Timing/Implementation | Verification (Date and Initials) |
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|                   | <p>nesting habitat as described in this mitigation measure. All surveys shall be submitted to the Yolo County Planning and Public Works Department for review.</p> <p>(c) Prior to any site preparation or construction activity in both the breeding and nonbreeding season, the applicant shall conduct burrowing owl surveys in conformance with CDFG burrowing owl recommendations (CDFG, 1995). If burrowing owls are detected during preconstruction surveys, the applicant shall implement the following mitigation measures, consistent with CDFG recommendations:</p> <p>(1) Avoid occupied burrows during the burrowing owl breeding season, February 1 through August 31.</p> <p>(2) Prior to this breeding season, September 1 through January 31, occupied burrows should be avoided. If avoidance is not possible, owls may be evicted, and the Applicant must provide compensation for loss of burrows per CDFG standards.</p> <p>(d) The applicant shall make very effort to schedule the removal of trees and shrubs outside of the raptor breeding season (March 15 through September 15). For any vegetation removal and site preparation that occurs during the breeding season (March 15 through September 15), the applicant shall conduct preconstruction surveys as described in (e), below.</p> <p>(e) For construction that will occur between March 15 and September 15 of any given year, the applicant shall conduct a minimum of two preconstruction surveys for (a) suitable nesting habitat within one-half mile of the project site for Swainson's hawk; (b) within 500 feet of the project site for tree-nesting raptors and northern harriers; and (c) within 165 feet of the project site for</p> |   |                       |                                  |

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|                   | <p>burrowing owls prior to construction. Surveys shall be conducted by a qualified biologist and will conform to the Swainson's Hawk Technical Advisory Committee (2000) guidelines and CDFG burrowing owl recommendations (CDFG,1995) for those species. These guidelines describe the minimum number and timing of surveys. If nesting raptors are detected during preconstruction surveys, the applicant shall implement mitigation measures described in (f), below.</p> <p>(f) If nesting raptors are recorded within their respective buffers, the applicant shall adhere to the following buffers:</p> <p>(1) Maintain a 1/4-mile buffer around Swainson's hawk nests, a 500-foot buffer around other active raptor nests, and 165 feet around active burrowing owl burrows. These buffers may be reduced in consultation with CDFG; however, no construction activities shall be permitted within these buffers except as described in (2), below.</p> <p>(2) Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined in consultation with CDFG), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the nest, the biologist shall immediately inform the construction manager and CDFG. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the project receives approval to continue from CDFG.</p> |   |                       |                                  |

| Mitigation Number                  | Mitigation Measure   | Enforcement and Monitoring Responsibility | Timing/Implementation | Verification (Date and Initials) |
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| <i>Hydrology and Water Quality</i> |  |   |                       |                                  |
| 5                                  | <p>Prior to any approval of a second phase of the subdivision map to allow subdivision of the existing detention basin and construction of additional homes, the proponent shall verify that long term plans to provide a regional drainage system have been implemented and that the project's flood control can be accommodated by the system. If required to implement the regional plan, the applicant (or the project residents or Homeowners Association) shall pay a "fair share" toward identified future regional improvements. <u>The developer shall be required to raise all residences out of the 100-year flood hazard area by elevating the pads of the individual homes so that the finished flood elevations would be above the flood level, as provided for in COA #31, above.</u></p> |   |                       |                                  |

| Mitigation Number     | Mitigation Measure  | Enforcement and Monitoring Responsibility        | Timing/Implementation                        | Verification (Date and Initials) |
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| <i>Transportation</i> |   |  |  |                                  |
| 6                     | <p>(a) To improve the level of service (LOS) to acceptable levels at the Plainfield Street/Yolo Avenue intersection in the near term (<del>year 2010</del>), <del>one of the following improvements shall be implemented: construct a receiving lane in the median of Yolo Avenue to provide storage for one vehicle from the westbound left turn on Plainfield Street. This improvement would result in acceptable LOS C operations at the intersection. This improvement may require additional right-of-way and/or widening of the Lamb Valley Slough bridge crossing to accommodate the vehicle storage and taper back to two lanes that would be required by Caltrans. An alternative option to this improvement would be to construct the Alpha Street bridge crossing of the Lamb Valley Slough. Therefore, the proposed project shall contribute a fair-share towards the cost of constructing this bridge crossing, which would provide an additional crossing of the Lamb Valley Slough and which will reduce traffic volumes at the Plainfield Street/Yolo Avenue intersection. The project's fair share contribution percentage shall be based on the project's contribution to peak hour vehicle trips in the cumulative scenario, assuming no contribution from other than the immediate pending projects. based on 2030 buildout under the 2007 Esparto General Plan.</del></p> <p>(b) The combination of additional through traffic on SR 16 from <del>the three residential projects under the existing General Plan along with</del> and the new connection proposed to the E. Parker residential</p> | Yolo County Planning and Public Works Department | Require measures as a condition of approval. |                                  |

| Mitigation Number | Mitigation Measure  | Enforcement and Monitoring Responsibility | Timing/Implementation | Verification (Date and Initials) |
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|                   | <p>subdivision would <del>also</del> <u>adversely</u> affects the <u>LOS</u> intersection at SR 16/County Road 86A, causing the <del>LOS to degrade</del> <u>ing it</u> from LOS C to LOS E. The ultimate improvement at the <del>SR 16/County Road 86A</del> <u>that</u> intersection will require a traffic signal, as determined by Caltrans and Yolo County. Under near-term <del>(year 2010)</del> conditions, a traffic signal is <u>may not be</u> warranted at this intersection based on Caltrans' peak hour volume warrant. <del>However, a traffic signal is</del> <u>but it will be</u> warranted under <u>in the future year</u> conditions. The project's fair share contribution <u>percentage for these two circulation improvements</u> is <del>for the signal shall be</del> based on the project's contribution to peak hour vehicle trips in the cumulative scenario, <del>assuming no contribution from other than the immediate pending projects.</del> <u>based on 2030 buildout under the 2007 Esparto General Plan. See COA #26 and the Development Agreement for the E. Parker Project at Section 4.01.02.B for the project's circulation improvement obligations which represent more than its fair share to mitigate its percentage of cumulative traffic impacts at the State Route 16 and County Road 86A intersection and at the Yolo Avenue and Plainfield Street intersection.</u></p> |   |                       |                                  |