



County of Yolo

DEPARTMENT OF COMMUNITY SERVICES
PLANNING DIVISION

Leslie Lindbo
DIRECTOR

292 West Beamer Street
Woodland, CA 95695-2598
(530) 666-8775
www.yolocounty.org

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Notice is hereby given that the County of Yolo, as lead agency, has prepared an Initial Study/Negative Declaration (IS/ND) for the below referenced project. The IS/ND analyzes the potential environmental effects associated with the proposed project in accordance with the California Environmental Quality Act (CEQA). In accordance with Section 15072 of the CEQA Guidelines, Yolo County has prepared this Notice of Intent to provide responsible agencies and other interested parties with notice of the availability of the IS/ND and solicit comments and concerns regarding the environmental issues associated with the proposed project.

LEAD AGENCY: Yolo County Department of Community Services
292 West Beamer Street
Woodland, CA 95695

CONTACT PERSON: JD Trebec, Senior Planner
530-666-8036
jd.trebec@yolocounty.org

PROJECT TITLE: 2024 Dunnigan Community Plan (GPA2023-01)

PROJECT LOCATION: The unincorporated town of Dunnigan, located in the northern portion of Yolo County, is adjacent to Interstate 5 approximately 14 miles north of the City of Woodland.

PROJECT DESCRIPTION:

The project is a proposal to the Board of Supervisors for a General Plan Amendment to update the community plan for the town of Dunnigan. The 2024 Dunnigan Community Plan (Community Plan) is a focused policy and design document that is part of the Countywide General Plan, which includes proposed land use designation and zoning changes, as well as specific community goals and policies. The Community Plan is an update of the 2001 Dunnigan Community Plan and would serve as the long-range development guide for the unincorporated community of Dunnigan.

PUBLIC REVIEW PERIOD: A 31-day public review period of the Initial Study/Negative Declaration will commence **on January 31, 2024 and end on March 1, 2024** during which interested individuals and public agencies may submit written comments on the document. Any written comments on the IS/ND must be received at the above address within the public review period.

AVAILABILITY OF DOCUMENTS: The Initial Study/Negative Declaration is now available for public review at the following location during normal business hours: Yolo County Community Services Department, 292 W. Beamer Street, Woodland, CA 95695. **The IS/ND has been posted to the Yolo County Web site and may be downloaded and printed at**

<https://www.yolocounty.org/government/general-government-departments/community-services/planning-division/current-projects> A PDF digital file of the IS/ND, or a hard (paper) copy of the IS/ND, is also available upon request from the Planning Division at the address or e-mail below.

The Initial Study/ Negative Declaration may be obtained from, and comments (written, e-mailed, or oral) may be directed to:

JD Trebec, Senior Planner
Yolo County Department of Community Services
292 W. Beamer Street
Woodland, CA. 95695
(530) 666-8036
jd.trebec@yolocounty.org

The Yolo County Planning Commission is **tentatively** scheduled to hold a public hearing on the proposed Community Plan on **March 14, 2024** at 9:00 a.m. in the Board of Supervisors Chambers (Room 206) at 625 Court Street, Woodland, to hear public comments, discuss the project, and consider a recommendation to the Board of Supervisors. A separate notice will be sent out in advance of the Planning Commission hearing.

All interested parties are invited to attend the public hearing(s) or send written communications to the Yolo County Community Services Department no later than the relevant hearing date(s).

Pursuant to California Government Code Section 65009(b)(2) and other provisions of law, any lawsuit challenging the approval of a project described in this notice shall be limited to only those issues raised at the public hearings before the Planning Commission and Board of Supervisors or described in written correspondence delivered for consideration before the hearings are closed.



**YOLO COUNTY
DEPARTMENT OF COMMUNITY SERVICES**

INITIAL STUDY/NEGATIVE DECLARATION

**2024 DUNNIGAN COMMUNITY PLAN-
AMENDMENT TO
THE 2030 COUNTYWIDE GENERAL PLAN**

January 2024

1. Project Title: 2024 Dunnigan Community Plan – Amendment to the 2030 Countywide General Plan

2. Lead Agency Name and Address:
Yolo County Department of Community Services
292 West Beamer Street
Woodland, CA 95695

3. Contact Person, Phone Number, E-Mail:
JD Trebec, Senior Planner
(530) 666-8036
jd.trebec@yolocounty.org

4. Project Location: Unincorporated town of Dunnigan, located in the northern portion of Yolo County on Interstate 5, 19 miles north of Woodland. (Figure 1 Vicinity Map).

5. Project Sponsor’s Name and Address:
Yolo County Department of Community Services
292 W. Beamer St.
Woodland, CA 95695

6. General Plan Designations and Zoning:
Dunnigan Land Use Designations and Zoning Consistency

<u>Land Use Designations¹ (Symbol)</u>	<u>Zoning Districts² (Symbol)</u>
<u>Residential Low (RL)</u>	<u>Low Density Residential (R-L) Zone</u>
<u>Residential Medium (RM)</u>	<u>Medium Density Residential (R-M) Zone</u>
<u>Residential High (RH)</u>	<u>High Density Residential (R-H) Zone</u>
<u>Commercial Local (CL)</u>	<u>Local Commercial (C-L) Zone</u>
<u>Commercial General (CG)</u>	<u>General Commercial (C-G) Zone</u>
<u>Industrial (IN)</u>	<u>Light Industrial (I-L) Zone</u>
<u>Open Space (OS)</u>	<u>Public Open Space (POS) Zone</u>
<u>Public/Quasi-Public (PQ)</u>	<u>Public/Quasi-Public (PQP) Zone</u>
<u>Parks and Recreation (PR)</u>	<u>Parks and Recreation (P-R)</u>
<u>Specific Plan (SP)</u>	<u>Specific Plan Overlay (SPO)</u>
<u>--</u>	<u>Planned Development (PD) Overlay</u>

¹Land Use Designations as prescribed in the 2030 Countywide General Plan
²Zoning Districts designated in Chapter 2 of Title 8 in the Yolo County Code

7. Description of the Project: The “project” is a proposal to the Yolo County Board of Supervisors for a General Plan Amendment to update the community plan for the

unincorporated town of Dunnigan. The 2024 Dunnigan Community Plan (Community Plan) is a focused policy and design document that is part of the Countywide General Plan, which includes proposed land use designation and zoning changes, as well as specific community goals and policies. The Community Plan would serve as the long-range development guide for Dunnigan.

8. Surrounding Land Uses and Setting:

The lands outside, but immediately adjoining, the Dunnigan community growth boundary are designated Agriculture (AG) under the General Plan and zoned Agricultural Intensive (A-N). These agricultural lands surrounding Dunnigan are primarily planted in row crops and orchards. A large nut huller facility is located west of Interstate 5 at County Road 8. There are also several small private wastewater settling ponds along the west side of Interstate 5 and California American Water Company’s facility is located southeast of CR 99W and CR 7.

9. Other public agencies whose approval is required: none.

10. Document Preparation: This Initial Study/Negative Declaration (IS/ND) has been prepared to address the potential environmental effects of the 2024 Dunnigan Community Plan update. The IS/ND contains a project description, description of the existing environmental setting, identification and explanation of environmental effects, and evaluation of the Community Plan’s consistency with the adopted General Plan.

This IS/ND has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, Cal. Pub. Res. Code §2100 et seq. The CEQA lead agency for this project is the County of Yolo.

Project Summary

The project involves a General Plan Amendment to the 2030 Countywide General Plan through the update of the 2001 Dunnigan Community Plan, which is a component of the Countywide General Plan. This update of the Dunnigan Community Plan provides consistency with the 2030 Countywide General Plan, preserves agricultural lands, and sets goals and policies for resilient future development.

The “Project” Under CEQA

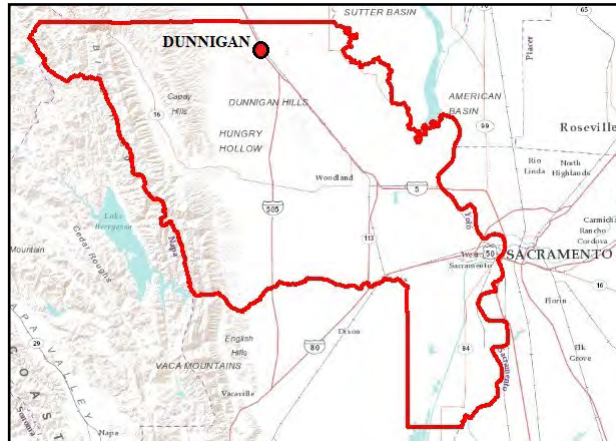
This Environmental Initial Study is prepared in accordance with the California Environmental Quality Act (CEQA). The term “project” is defined by CEQA as the whole of an action that has the potential, directly or ultimately, to result in a physical change to the environment (CEQA Guidelines Section 15378). This includes all phases of a project that are reasonably foreseeable, and all related projects that are directly linked to the project.

This Initial Study is “tiered off,” or is based upon, the previous environmental analysis that was completed for the 2030 Countywide General Plan (SCH No. 2008102034) which retained the 2001 Dunnigan Community Plan. The EIR found that all impacts related to the adoption of the 2030 Countywide General Plan could be mitigated to a less than significant level, except for loss of prime agricultural land. This Tiered Negative Declaration incorporates the findings of the 2030 Countywide General Plan EIR, a copy of which is available at <https://www.yolocounty.org/general->

PROJECT SETTING

Dunnigan is a small unincorporated town of approximately 1,400 residents, located along Interstate 5 in northern Yolo County, 19 miles north of Woodland (Figure 1).

Figure 1. Community Location



When the Yolo County Board of Supervisors adopted the 2030 Countywide General Plan in November 2009, Dunnigan was one of five areas in unincorporated Yolo County designated as “Specific Plan” (the other four Specific Plan areas included Madison, Knights Landing, Elkhorn, and Covell). The designated Specific Plan areas encompassed agricultural lands located outside the designated growth boundaries of existing unincorporated towns or other areas. The purpose of the Specific Plan (SP) land use designation is to require that a Specific Plan be adopted prior to undertaking any urban development in a SP designated area.

In Dunnigan, the Specific Plan designation applied to approximately 2,250 acres of mostly vacant agricultural land located generally west of County Road (CR) 99W and Interstate 5 (I-5), south of CR 5 and north of Bird Creek (Figure 2). The existing developed land uses in Dunnigan (generally located in three distinct areas consisting of the Hardwood Grove north of CR 5, Old Town at CR 6, and the Country Fair Estates and the highway commercial uses at CR 8) were not included in the Specific Plan (SP) General Plan land use designation. Subsequent to the adoption of the 2030 Countywide General Plan, an application was filed with the County to draft the Dunnigan Specific Plan. From 2009 until 2016, the developer worked with Yolo County to refine a proposed project for the Dunnigan Specific Plan area that met all the General Plan policies and criteria. However, the residentially focused development project did not align with General Plan goals and policies that require a jobs/housing balance in all phases of growth and the application was eventually withdrawn.

In February 2017, the Board of Supervisors amended the General Plan and adopted a resolution to remove the Dunnigan Specific Plan area from the 2030 Countywide General Plan. Developed areas within the Old Town area, the Dunnigan Grove rural residential area, and the existing highway commercial uses around the I-5 interchanges retained their existing underlying land use designations and base zoning. Thus, the previous 1996 Dunnigan Community Plan that was adopted

in 2001, and is also known as the 2001 Dunnigan Community Plan, remains intact, but is in need of an update.

As part of the General Plan Amendment to remove the Dunnigan Specific Plan, the Board of Supervisors added Policy CC-3.10 (now numbered Policy CC-3.8) to the 2030 Countywide General Plan Land Use and Community Character Element to ensure that two future growth areas in Dunnigan, previously a part of the Dunnigan Specific Plan, would be retained until funds become available to consider their addition to an updated Dunnigan Community Plan. These locations include the area west of the I-5/County Road 6 interchange, between CR 5 and CR 6; and the area between the I-5/County Road 6 interchange and CR 7, between I-5 and CR 99W.

In 2022, the County received a Sustainable Agricultural Lands Conservation Program (SALC) grant from the California Department of Conservation to create a new Dunnigan Community Plan. The proposed Dunnigan Community Plan includes the two aforementioned designated growth areas and a developed portion of the original Hardwood Subdivision Map east of CR 99W (Figure 3). In addition, the proposed Plan updates the community goals and policies from the 2001 Dunnigan Community Plan and revises the land uses and zoning for the Dunnigan area to meet the updated policies.

Project Components

The proposed 2024 Dunnigan Community Plan includes the following specific components, which are described in detail below:

- Expansion of the Community Growth Boundary by 415 acres to include 355 acres for development, as identified in General Plan Policy CC-3.8, and 60 acres of existing rural residential development in the Hardwood Grove.
- Removal of redundant 2001 plan policies included in the Countywide General Plan and County-adopted Design Guidelines and update the remaining policies to meet current community goals.
- Amending the Agricultural Conservation and Mitigation Program Ordinance to include the agricultural land around the Dunnigan community growth boundary as a priority conservation area.
- Addition of policies to establish water and wastewater services for the community.

Changes to the Community Growth Boundary

The proposed Plan adds to the community growth boundary a total of 415 acres, as opposed to the 2,250 acres identified in the former Specific Plan area addressed in the 2030 Countywide General Plan EIR. All but 60 acres of the area to be added to the community growth boundary were also included in the Specific Plan area, namely:

- 215 acres west of I-5 between County Road 5 and County Road 6 is included with a Specific Plan (SP) designation to be known as the West Dunnigan SP, which would provide a mix of parks, housing, and public services.
- 140 acres between I-5 and CR 99W from CR 6 to CR 7 are included to bridge the disconnected areas of Dunnigan along the Interstate 5 corridor with a mix of residential, commercial, and industrial uses.

The remaining 60 acres are part of the original 1909 Yolo Hardwood Company's Subdivision, now referred to as the Grove or Hardwood Grove by residents, between CR 99 and CR 89 that would be redesignated from Agriculture to Residential Rural in recognition that, like the rest of the

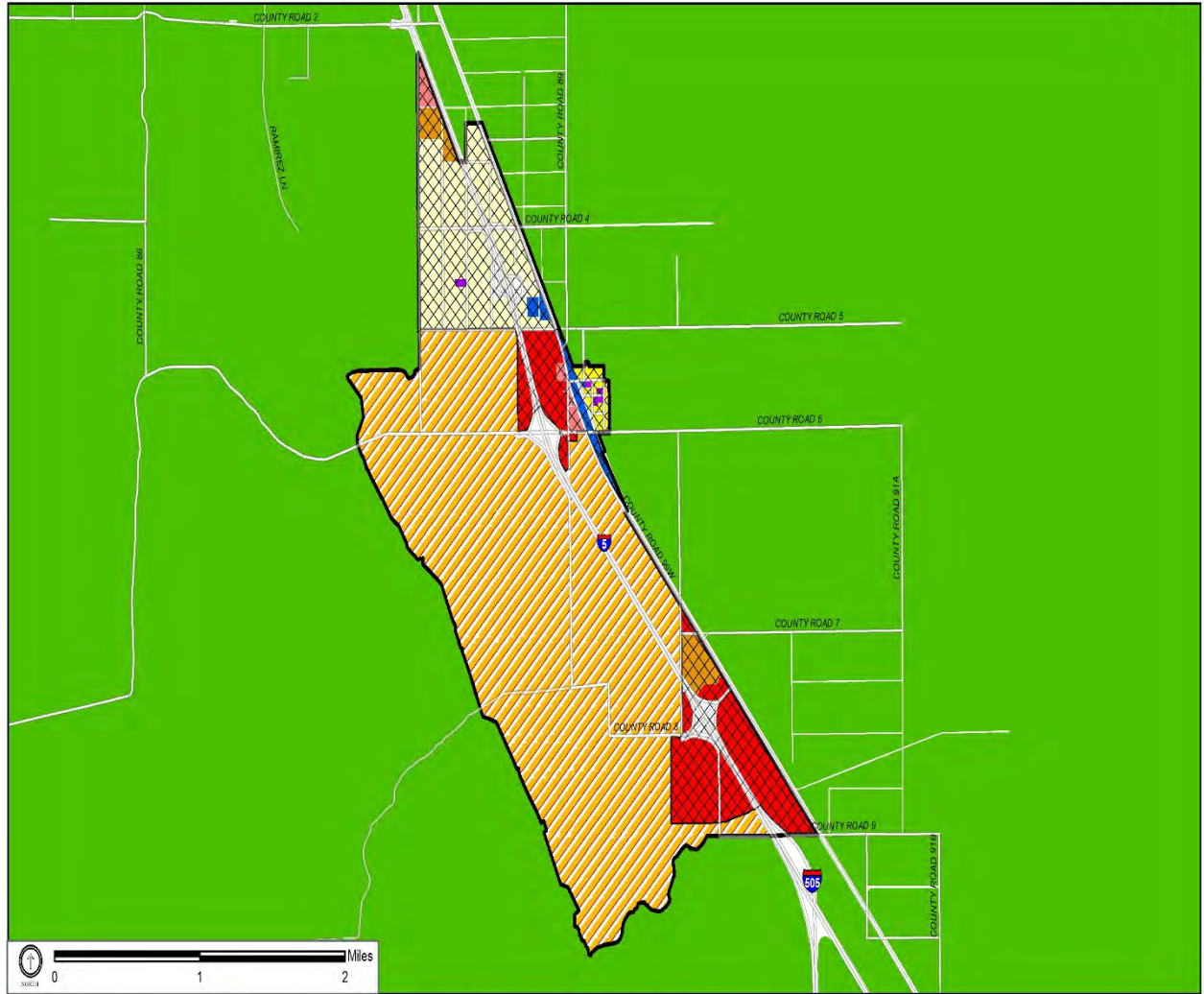
Hardwood Grove, this area consists of predominantly two to five acre lots in rural residential use. The area is designated as Other Land by the Farmland Mapping and Monitoring Program and is not suitable for farming.

FIGURE 2. FORMER DUNNIGAN SPECIFIC PLAN AREA

LAND USE AND COMMUNITY CHARACTER ELEMENT

FIGURE LU-1B GENERAL PLAN LAND USE MAP

Dunnigan

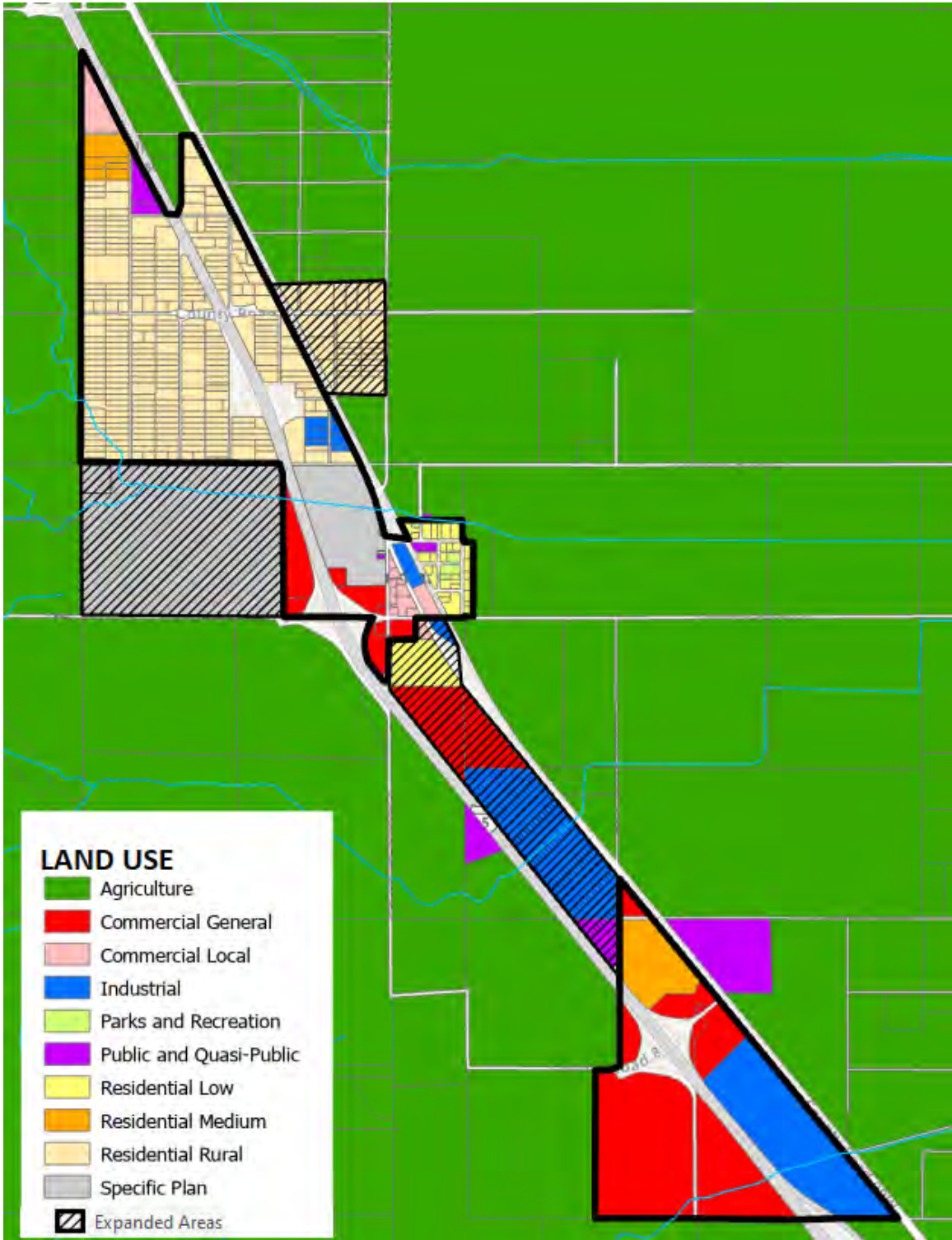


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|---------------------------|-------------------------|------------------------------|-----------------------------|
| Open Space (OS) | Residential Low (RL) | Commercial Local (CL) | Growth Boundaries |
| Agriculture (AG) | Residential Medium (RM) | Industrial (IN) | Specific Plan Overlay (SPO) |
| Parks and Recreation (PR) | Residential High (RH) | Public and Quasi-Public (PQ) | Specific Plan (SP) |
| Residential Rural (RR) | Commercial General (CG) | | |

Source: Yolo County GIS

COUNTY OF YOLO 2030 COUNTYWIDE GENERAL PLAN

FIGURE 3. PROPOSED DUNNIGAN COMMUNITY PLAN AREA



Revisions to Dunnigan Community Plan Policies

Since the adoption of the 2001 Dunnigan Plan, many of the policies included in that plan have been adopted in the 2030 Countywide General Plan approved in 2009 or no longer apply to current conditions. Therefore, they were not carried over into the proposed 2024 Dunnigan Community Plan to allow the new plan to focus on policies that are unique to Dunnigan and important to the community. The following table summarizes the changes:

2001 Community Plan Sections	2024 Community Plan Sections	Reason
Land Use Goals- 26 policies	Land Use Goals- 6 policies	Most of the policies in the 2001 plan addressed land use priorities at that time which have since been developed or have changed.
Circulation Goals- 9 policies	Transportation Goals- 6 policies	Very broad 2001 policies updated to policies specifically focused on improving safety, accessibility, and multimodal transportation in Dunnigan.
Housing- 4 policies	Removed.	Covered in 2030 Countywide General Plan Housing Element.
Community Design Goals- 47 policies	Removed.	Covered in Countywide Design Guidelines.
Public Facilities Goals- 9 policies	Public Services Goals- 5 policies	Schools, water and wastewater services, and emergency services covered in new Public Services goals.
Economics and Fiscal Goals- 3 policies	Transportation Goals- 6 policies	Dealt with roads and drainage so they are included in Transportation Goals.
Conservation Goals- 11 policies	Environment Goals 1 policy	Conservation and Natural Hazards combined and policies duplicating those in the 2030 Countywide GP removed.
Natural Hazards Goals- 9 policies	Environment Goals 2 policies	Same as above.
Public Safety and Emergency Services Goals- 5 policies	Public Services Goals- 5 policies	Public facilities and Public Safety combined.
Noise Goals- 4 policies	Removed.	Covered in 2030 Countywide General Plan Health and Safety Element.

The largest change in the number of policies is the removal of nearly 100 policies from the 2001 Dunnigan Community Plan that are duplicative of policies in the 2030 Countywide General Plan. Most of the 2001 policies are included in the 2030 Countywide General Plan or adopted Countywide Design Guidelines. The following policies are proposed for the 2024 Dunnigan Community Plan and will supersede the 127 plan policies in the 2001 Dunnigan Community Plan:

Land Use Goals

Goal 1: Provide Dunnigan and the surrounding area with a wider variety of goods and services with a focus on infill development around the town center.

D-LU-1 Include the easternmost part of the Hardwood Subdivision between CR 99W and CR 89 within the Community Boundary with a Rural Residential land use designation

D-LU-2 Development of the Town Center Specific Plan between Old Town and Interstate 5 shall require a Master Plan to include a mix of residential, commercial, public, and open space land uses.

D-LU-3 The two growth areas for Dunnigan described in the 2030 Countywide General Plan (Community Character Policy CC-3.8) will be designated for a balanced mix of housing and job-providing commercial and industrial development. The area designated as the West Dunnigan Specific Plan shall require a Master Plan for a mix of residential, recreational, local commercial, and public land uses and include a future T/K-8 school site. The South Dunnigan growth area will include industrial, general commercial, open space, public, and a limited amount of residential land uses.

D-LU-4 New development shall pay its fair share of providing additional public services needed to accommodate such development.

D-LU-5 Target Old Town and the Hardwood Grove for 7 acres of Parks and sports fields to meet the General Plan requirement of 5 acres of neighborhood parks per 1,000 residents.

D-LU-6 Development at County Road 8 will continue to support highway-oriented commercial land uses that provide economic opportunities for the community.

Agriculture Goals

Goal 2: Support farmland conservation and agricultural support services

D-AG-1 Agricultural lands surrounding Dunnigan shall be protected from the encroachment of urban development. Land uses which are not agricultural or public shall not occur outside the Community Growth Boundary.

D-AG-2 Areas within one mile of the Dunnigan Community Boundary shall be highlighted as an agricultural mitigation area in the County's Agricultural Conservation and Mitigation Program Ordinance.

D-AG-3 Provide opportunities for agricultural support uses near the community by providing industrial and general commercial zoning infill between County Roads 6 and 89B on the east side of Interstate 5, west of the Southern Pacific Railroad and County Road 99W. Agricultural support uses could include farm machinery sales and repair, agricultural processing facilities, product or equipment warehousing, and farm supply stores.

Transportation Goals

Goal 3: Provide a safe and efficient circulation network for Dunnigan.

D-TR-1 Street sections for residential streets should have a 50-foot right-of-way and 32 feet of pavement from curb to curb, and five-foot sidewalks.

D-TR-2 Improve access to the southern end of the Hardwood Grove by extending and improving County Road 5 to provide a complete street connection between County Road 88 and County Road 89.

D-TR-3 Development of the West Dunnigan Specific Plan area shall provide a road between County Roads 5 and 6 by extending County Roads 88A, 88B, or 88C.

D-TR-4 Streets shall be arranged on a grid pattern to provide access and connectivity.

D-TR-5 Strict enforcement of keeping roads clear of parked vehicles and encroachment into the public right-of-way.

D-TR-6 Development of the Town Center Specific Plan will include measures to improve safety at the intersection of County Roads 89, 99W, and Main Street.

Environment and Public Service Goals

Goal 4: Protect natural resources and community health and resiliency.

D-EPS-1 To mitigate noise and potential health hazards due to poor air quality along Interstate 5, the County shall require a minimum 300-foot setback for residential development from the right of way for Interstate 5. All development along Interstate 5 is encouraged to provide vegetative screening to provide a visual and noise buffer.

D-EPS-2 To protect riparian habitats and prevent risk to property, the County shall enforce a 100-foot development setback along Buckeye Creek, Bird Creek, Dunnigan Creek, and Azevedo Draw.

D-EPS-3 Landowners within the Hardwood Grove should maintain a 100-foot defensible space around their homesite clear of dense eucalyptus groves and thin eucalyptus on undeveloped lots. Where eucalyptus has been removed, replace with oaks and other native tree species.

Goal 5: Provide the level of public services desired by the residents at an equitable cost.

D-EPS-4 The County shall explore private and public funding sources for providing community water and wastewater service.

D-EPS-5 The County shall work with the Dunnigan Fire Protection District to improve emergency access and fire prevention through road additions and improvements, water storage and distribution, eucalyptus thinning, and trash abatement.

D-EPS-6 Establish a Sheriff's substation and ambulance service in the community to shorten response times.

D-EPS-7 Health care and emergency services should be planned to precede or coincide with the increase in the demand beyond current capacities as a result of development.

D-EPS-8 The County shall ensure that new residential subdivisions within the Pierce Unified School District provide for additional student population with a focus on establishing a local school in Dunnigan to serve the community and neighboring region.

Six implementation programs are also included in the 2024 Dunnigan Community Plan:

1. The County will revise its zoning map to reflect the land use designations of this community plan.
2. Development of the Specific Plan areas shall require installation of or contributions toward community water and wastewater treatment systems. The County shall continue to

pursue sources of funding to provide community water and wastewater systems for existing development. If community water and sewer systems are created, the County will work with public and private interests to determine the best mechanism for managing and maintaining utilities within the Community Growth Boundary, whether that be a creation or expansion of a Community Service District or a State regulated business such as California American Water.

3. The County shall prioritize an Emergency Access and Fire Prevention Plan for the Hardwood Grove area to ensure best practices for protection of the community.
4. The County shall identify and pursue funding sources to implement an Emergency Access and Fire Prevention Plan for the Hardwood Grove area of the community.
5. County shall pursue Green Means Go grant funds from Sacramento Area Council of Governments (SACOG) to improve traffic safety at the intersection of Main Street, CR 99W, and CR 89.
6. The Dunnigan Citizen Advisory Committee will undertake an annual review and evaluation of implementation of this plan.

Proposed Re-Designation and Re-Zoning of Certain Properties

Finally, the updated plan includes a recommendation from the Dunnigan Citizen Advisory Committee (DCAC) and County staff to re-zone (change the zoning designation) and/or re-designate (change the General Plan land use designation) 57 parcels within the town to better meet the proposed policies. The properties that are proposed for re-zoning and/or re-designation are specified in the appendices of the 2024 Dunnigan Community Plan and summarized below.

Designation/Zoning Change	Effect
26 Parcels redesignated Rural Residential (RR-5 zoning)	These parcels are part of the 1909 Yolo Hardwood Company’s Subdivision but have not been designated Residential Rural as has the rest of the subdivision. They are between 2 and 5 acres in size. One parcel contains 12 antiquated 1-acre lots that have not been recognized as separate legal lots. Two parcels are adjacent to but not part of a mobile home park.
11 parcels redesignated Specific Plan (SPO zoning)	These are two growth areas identified in the 2030 Countywide General Plan and the 55-acre commercial area west of Old Town. An additional parcel is being redesignated to allow more flexibility in development.
6 parcels redesignated Public and Quasi-public (PQP zoning)	In recognition of existing wastewater settling pond infrastructure and a parcel obtained by the Dunnigan Fire Protection District
4 parcels redesignated Parks and Recreation (P-R zoning)	Parcels currently designated Public/Quasi-Public but are intended as community parks.

6 parcels redesignated Commercial General (C-G zoning)	Parcels are currently zoned Highway Services Commercial which is not in alignment with community desire to not to encourage heavy truck traffic on CR 6.
2 parcels redesignated Industrial (I-H and I-L zoning)	To recognize the existing industrial uses at the Richie Brothers auction yard (I-H) and the parcel at the SE corner of CR 6 and 99W (I-L).
1 rezoned from A-N to A-I	To recognize the Vann Brothers nut hulling facility and provide flexibility for additional ag industrial development and future economic growth.
1 parcel rezoned to remove the PD-56 overlay	To facilitate revisions to the Dunnigan Truck and Travel Center.

Potential Impacts of 2024 Dunnigan Community Plan

The California Environmental Quality Act (CEQA) requires an analysis of potential environmental effects from the “baseline” (current) conditions to buildout of the project. Section 15125(e) of the CEQA Guidelines specifically requires that where a proposed project is compared with an adopted plan, the analysis shall examine the physical conditions at the time the environmental analysis is commenced, as well as potential future conditions discussed in the plan. This means that a CEQA analysis cannot rely just on a comparison of the buildout of the adopted plan versus buildout after implementation of the proposed project. In this case, the adopted plan refers to the 2001 Dunnigan Community Plan, a component of the 2030 Countywide General Plan, and the 2017 general plan amendment that removed the Dunnigan Specific Plan . The 2017 amendment added General Plan Policy CC-3.8, which identifies two potential growth areas in Dunnigan as addressed elsewhere in this project description.

The following section describes the proposed land uses of the draft 2024 Dunnigan Community Plan in comparison to the adopted 2030 Countywide General Plan:

Development in Dunnigan has not changed significantly since adoption of the 2030 Countywide General Plan in 2009. The 2024 Dunnigan Community Plan proposes to define land uses in the two areas designated for development in the General Plan and revise land uses within the existing community boundary. The proposed new and revised land uses seek to balance new residential development with job-producing commercial and industrial uses as well as land designated public/quasi-public for services. Sufficient land designated for Parks and Recreation and Open Space is provided for residents.

Residential. Since adoption of the Countywide General Plan in 2009, there have been homes permitted within the Rural Residential zoned area in the northern part of the community, but it remains difficult to fit well and septic systems on the small lots in the central Old Town part of the community. The population of the community has decreased slightly in the last decade due to an aging population and limited new home availability. The addition of the 60 acres of Rural Residential east of CR 99W is already developed with residential uses and would not lead to significant new growth or development.

As discussed above, the 2030 Countywide General Plan designated approximately 2,250 acres of land for the Dunnigan Specific Plan. The Dunnigan Specific Plan included 1,136 acres of

residential development which would have yielded 5,000 to 7,500 new dwelling units. By comparison, the 2024 Dunnigan Community Plan adds 150 acres of residential land use in the expanded areas and allows 18 additional residential acres in the Town Center area. Water and wastewater utilities would have to be provided to allow a proper density of residential development. However, at the same density modeled for the General Plan EIR, between 4.5 and 6.6 units per acre, the number of new dwelling units for the additional residential land uses proposed in the 2024 Dunnigan Community Plan would be between 750 and 1,100 dwelling units, far below the amount accounted for in the EIR prepared for the Countywide General Plan.

Commercial and Industrial. In order to provide goods and services for community members and add local jobs, 166 acres of commercial and industrial land uses are proposed in the 2024 Dunnigan Community Plan. The majority of these land uses occur east of I-5 in the former Highway Services Commercial zoned parcel north of CR 6 and the new expansion area between CR 6 and CR 7. These areas contain a total of approximately 77 acres of Industrial land use and 78 acres of Commercial land use, which nearly equals the area proposed for new residential uses.

The number of jobs produced by these areas is highly dependent on the type of industry or businesses that are eventually attracted to the developed areas, but employment can be estimated through the calculation of building size and employment intensity. For example, an estimated Floor Area Ratio (FAR) of between .25 and .33 for the industrial acreage and an employment intensity of 1,500 square feet per employee might yield between 560 and 734 industrial jobs. A slightly lower FAR for commercial and retail uses of .17 and .28 with a denser employment intensity of 600 square feet per employee yields a potential of 962 to 1,585 jobs.

Parks, Open Space, and Public/Quai-Public. These land uses are based on community need. The 2030 Countywide General Plan requires 5 acres of parks for every 1,000 residents. Adding 1,000 new residents to the current 1,400 residents in the community would require approximately 12 acres of parks. Approximately 50 acres have been identified as Open Space mainly to protect Dunnigan Creek, but some of this area could be used for recreation. The County is seeking to acquire 3 acres of land within Old Town to help meet current park needs. Public land uses include five wastewater settling ponds for various residential and commercial businesses and future land for a school site.

Agriculture. The 2024 Dunnigan Community Plan would continue to preserve agricultural areas by limiting development to previously identified growth areas and encouraging agricultural conservation by including farmland around Dunnigan as a priority area in the County Agricultural Conservation and Mitigation Program Ordinance.

Potential future development from the 2024 Dunnigan Community Plan is far less than the development initially proposed under the 2030 Countywide General Plan. With the removal of the Dunnigan SP in 2017, two areas were earmarked for future development and are included in the current plan. The 2024 Dunnigan Community Plan seeks to better balance the potential number of new dwellings with potential jobs as promoted in General Plan Policy CC-2.10 which provides the goal of 1.2 jobs for every new dwelling unit. The additional 750-1,100 homes would require 900-1,320 jobs to meet the goal. It is expected that the commercial and industrial zoning proposed in the 2024 Plan could provide approximately 1,500-2,300 local jobs over the next few decades.

CHANGE IN DEVELOPMENT POTENTIAL FOR DUNNIGAN

<u>Land Use</u>	<u>2030 Countywide General Plan Additional acreage</u>	<u>2024 Dunnigan Plan Additional acreage</u>	<u>Difference</u>
<u>Residential</u>	1,136 (5,000-7,500 DU)	168 (135 ^a , 18 ^b , 15 ^c) (750-1,100 DU)	-968 acres
<u>Commercial and Industrial</u>	450	166 (20 ^a , 18 ^b , 140 ^c) (1,582-2,319 jobs)	-284 acres
<u>Parks and Open Space</u>	344	52 (40 ^a , 12 ^b , 0 ^c)	-292 acres
<u>Public</u>	324	34 (20 ^a , 6 ^b , 8 ^c)	-290 acres
NET TOTAL	2,254	420	-1,834 acres

- a. acres from the West Dunnigan Specific Plan;
- b. acres from the Town Center Specific Plan;
- c. acres between CR 6 and 7

The following environmental analysis focuses largely on the difference between the current conditions under the 2030 Countywide General Plan and the updated development potential based on implementation of the proposed 2024 Dunnigan Community Plan, which includes the two growth areas retained in the Countywide General Plan and an existing rural residential area.

Environmental Factors Potentially Affected

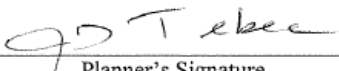
The environmental factors checked below could potentially be affected by this project as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have an impact on the environment that is “potentially significant” or “potentially significant unless mitigated” but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

 _____ Planner's Signature	1/31/24 _____ Date	JD Trebec _____ Planner's Printed name
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Purpose of this Initial Study

This Initial Study has been prepared consistent with CEQA Guideline Section 15063, to determine if the project as described herein may have a significant effect upon the environment that was not examined as a significant effect on the environment in the 2030 Countywide General Plan EIR or that is susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means. (*See* CEQA Guidelines § 15152(d).)

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. "Negative Declaration: 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 lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. 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. CEQA Guidelines Section 15152. In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

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

DISCUSSION

1. a,c. Less than Significant Impact. For purposes of determining significance under CEQA, a “scenic vista” is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The 2030 Countywide General Plan EIR places Dunnigan within the Dunnigan Hills subarea extending from the town of Yolo at the south end north to the County line. The area immediately surrounding Dunnigan is agricultural. These agricultural lands include orchards with some field crops. The landscape is predominantly flat rising to low hills to the west with expansive views of cultivated fields with intermittent farmhouses, barns, and agricultural industry.

Interstate 5 is the dominant road through the area. County Road 99W which runs parallel to the interstate serves as Dunnigan’s local connection passing through the Old Town. From the interchange of Interstates 5 and 505, views of the southern end of the community from these roads include industrial uses such as heavy equipment yards and an almond huller to large signs advertising highway services such as fast food and gas at County Road 8. A solar array, RVs, and manufactured homes can be seen beyond a low screening wall around Country Fair Estates just north of County Road 8. Around County Road 6, highway commercial and equipment yards come into view again until large eucalyptus trees that characterize northern Dunnigan encroach on the interstate screening the community.

The 2024 Dunnigan Community Plan would seek to preserve the visual and scenic resources of the town by protecting agricultural land use. Yolo County also has an adopted set of design guidelines that addresses commercial development in the unincorporated communities. The Citizens Advisory Committee would review any discretionary proposal for consistency with applicable Community Plan goals and policies. Impacts to scenic resources are expected to be less than significant, and the updated 2024 plan will not substantially degrade the existing visual character or quality of the town of Dunnigan.

1. b. No impact. Yolo County has no designated federal or State Scenic Highways. Neither Caltrans or the County have designated any roads around Dunnigan as a local scenic highway or eligible for recognition, thus there would be no impacts to scenic resources.

1. d. Less than Significant Impact. Existing sources of ambient nighttime lighting generally include exterior lighting along buildings for safety and architectural accent; lights within buildings that illuminate the exteriors of buildings through windows; landscape and wayfinding signage lighting; street and parking lot lighting; and vehicle headlights. Glare comes from reflection of natural (i.e., sunlight) and artificial light off existing windows and building surfaces. Any new lighting, as a result of the proposed project, would be required to be low-intensity and shielded and/or directed away from adjacent properties, the public right-of-way, and the night sky to ensure that a new source of light does not adversely affect views in the area.

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

DISCUSSION

2. a,b. Less than Significant Impact. Growth allowed under the Countywide General Plan, as well as the proposed 2024 Dunnigan Community Plan would result in prime farmland being converted to urban uses. The Environmental Impact Report prepared for the 2030 Countywide General Plan considered a Specific Plan for Dunnigan that would have converted approximately 2,250 acres of farmland to other uses. A Statement of Overriding Considerations was adopted for the loss of agricultural land with the adoption of the 2030 Countywide General Plan. This Initial Study/Negative Declaration has been “tiered off” the General Plan EIR, and no further analysis is required for significant effects that were already examined as significant in the prior EIR, and no means are available to substantially reduce or avoid impacts beyond those identified in the prior EIR. The 2024 Dunnigan Community Plan would not result in any additional farmland being converted since no new agricultural lands are designated for development or have already been developed, including the 60 acres that are to be redesignated from Agriculture to Residential Rural. In addition, the designation of the area around Dunnigan as a priority conservation area will encourage the placement of agricultural preservation easements in the nearby vicinity that will help prevent the conversion of agricultural lands to non-agricultural uses.

2.c,d. No Impact. There are no natural forest lands in Dunnigan. The old eucalyptus grows in the Hardwood Grove would continue to be managed to reduce fire risk, but the proposed community plan would not conflict with existing zoning for, or cause rezoning of, or result in the loss or conversion of forest or timberland.

2.e. No Impact. The 2024 Dunnigan Community Plan would not result in the premature conversion of agricultural lands, since all of the land proposed for growth was previously designated for growth in the 2030 Countywide General Plan or has already been developed, including the 60 acres that would be designated as Residential Rural.

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

Environmental Setting

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

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

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

- Reactive Organic Gases (ROG): 10 tons per year (approx. 55 pounds per day)
- Oxides of Nitrogen (NO_x): 10 tons per year (approx. 55 pounds per day)
- Particulate Matter (PM₁₀): 80 pounds per day
- Carbon Monoxide (CO): Violation of State ambient air quality standard

DISCUSSION

3 a. No Impact. The 2024 Dunnigan Community Plan would not substantially conflict with or obstruct implementation of the Yolo Solano Air Quality Management District Air Quality Attainment Plan (1992), the Sacramento Area Regional Ozone Attainment Plan (1994), or the goals

and objectives of the Yolo County 2030 Countywide General Plan. The 2024 Dunnigan Community Plan is being implemented through specific policy actions contained within the 2030 Countywide General Plan and previously analyzed in the General Plan EIR. As discussed above, the growth areas proposed in the 2024 Dunnigan Community Plan would meet the jobs to housing ratio goals set in the General Plan. This is compatible with regional air quality plans since it would potentially reduce vehicle miles traveled between work and home, and center residential uses around County Road 6 and central Dunnigan to encourage transit opportunities.

3 b, c. Less than Significant Impact. The plan update will not violate any air quality standard or contribute to an existing or projected air quality violation. Future project construction/grading will likely generate air emissions in the form of particulate dust from grading and equipment activities. With respect to these temporary emissions, any future applicant will be required to comply with all standards as applied by the Yolo-Solano Air Quality Management District (AQMD) to minimize dust and other construction related pollutants.

As indicated above, the Yolo-Solano Region is a non-attainment area for state particulate matter (PM₁₀) and ozone standards, the federal ozone standard, and the partial non-attainment of the federal particulate matter 2.5 (PM_{2.5}) and classified as a moderate maintenance area for carbon monoxide (CO) by the state. The project is a general plan amendment to the 2030 Countywide General Plan through an update to the Dunnigan Community Plan.

The 2024 Dunnigan Community Plan provides guidance for the two growth areas identified in General Plan Policy CC-3.8 and recognizes the rural residential development east of County Road 99W in the Hardwood Grove. Air pollutant emissions as a result of the proposed land use changes are anticipated to be those normally associated with visitor services and small-town rural development, and only to the extent which development occurs. Dust generated by any future construction activity would be required to be controlled through effective management practices, such as water spraying, and would therefore be a less than significant impact, as already noted above.

3 c. Less than Significant Impact. See discussion above. Sensitive receptors (“sensitive receptors” refer to those segments of the population most susceptible to poor air quality, i.e. children, elderly, and the sick, and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities) in Dunnigan include older populations found at the Country Fair Estates manufactured home development. The State of California provides guidelines to avoid siting sensitive users with 500 feet of highways and roads in rural areas that see over 50,000 vehicle trips per day. Although Interstate 5 through Dunnigan does not meet that threshold, the 2024 Dunnigan Community Plan includes a policy to provide a 300-foot buffer between the interstate and residential development to protect residents from the impacts of noise.

Development in Dunnigan may temporarily produce increased levels of dust and diesel fumes during construction; however, only for temporary periods which along with ongoing operation would not result in any more significant air quality impacts than was anticipated in the Countywide General Plan EIR.

3 d. Less than Significant Impact. None of the proposed policies of the 2024 Dunnigan Community Plan would result in development that could generate emissions such as significant objectionable odors that would adversely affect a substantial number of people.

4. BIOLOGICAL RESOURCES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

4.a. Less Than Significant Impact. According to the Yolo Habitat Conservancy, there is potential habitat for seven special-status species found in the Dunnigan area: California tiger salamander (*Ambystoma californiense*), Giant garter snake (*Thamnophis gigas*), Western Pond Turtle (*Actimys marmorata*), Tricolor Blackbird (*Agelaius tricolor*), Western Burrowing Owl (*Athene cuniculora hypugaea*), Swainson’s hawk (*Buteo swainsoni*) and White-tail Kite (*Elanus leucurus*). The Yolo County Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) adopted by the member agencies, including the County and Cities of Davis, West Sacramento, Woodland, and Winters, covers twelve species including the seven identified in Dunnigan. The HCP/NCCP identifies avoidance and mitigation measures to protect special-status species and requires that local agencies review all discretionary applications for potential impacts to special-status species’ and their habitat, and either pay a per-acre in-lieu fee or purchase a conservation easement (or mitigation credits) to mitigate for loss of habitat so that any potential impacts are less than significant. The proposed 2024 Dunnigan Community Plan does not propose any changes that would result in significant impacts to special status species. Any new development resulting from the Plan is expected to have a less than significant impact.

4 b, c. Less Than Significant Impact. The 2024 Dunnigan Community Plan area specifically avoids identified flood hazard areas and wetlands and adopts specific policies to better protect waterways that run through the community including Dunnigan Creek, Bird Creek, and Azevedo Draw. Protections include a required 100-foot buffers around the water ways which will receive the Open Space land use designation so that impacts to riparian habitat will be less than significant.

4 d. No Impact. The 2024 Dunnigan Community Plan does not interfere with the movement of any known native or migratory species. Interstate 5 likely provides the biggest interruption of wildlife movement. Although the area has no identified wildlife corridors, the 2024 Dunnigan Community Plan proposes the enforcement of a 100-foot wide minimum buffer along waterways designated as Open Space to provide clear areas for potential wildlife movement.

4 e,f. No Impact. The Yolo Habitat Conservancy, a joint powers agency comprised of the County and Cities of Davis, West Sacramento, has prepared the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (Yolo HCP/NCCP), which is a conservation plan to provide endangered Species Act permits and associated mitigation for infrastructure and development activities. The 2024 Dunnigan Community Plan falls under the adopted HCP/NCCP and is compatible with the provisions therein. As such, any future development as a result of the 2024 Dunnigan Community Plan would be required to comply with the HCP/NCCP permitting process. The updated Community Plan would not conflict with any other local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The County does not have any other conservation ordinances, except for a voluntary oak tree preservation ordinance that seeks to minimize removal and/or damage and describes a process for replacement when oak groves are affected by development.

5. CULTURAL RESOURCES.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	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

5 a,b. Less than Significant Impact. The 2024 Dunnigan Community Plan includes discussion, recognition, and policies that address the plan area’s unique cultural and historical resources. The Union Church of Dunnigan is recognized as a historical resource by the 2030 Countywide General Plan and is listed on the National Register of Historic Places. Proposed policies in the 2024 Dunnigan Community Plan encourage use of and rehabilitation of historic structures for educational, community, and visitor-serving purposes, and are consistent with the policies identified in the 2030 Countywide General Plan that address preservation of heritage communities.

The Yocha Dehe Wintun Nation, Cortina Rancheria Band, Ione Band, Wilton Rancheria, Torres Martinez Desert Cahuila were given formal notice and invitation by Yolo County to initiate consultation for the 2024 Dunnigan Community Plan as an amendment to the 2030 Yolo Countywide General Plan. A notice was sent on December 12, 2023. No response was received. Policies contained in the 2030 Countywide General Plan include preservation and conservation efforts to ensure impacts to cultural resources are protected. Impacts to historical and archaeological resources are expected to be less than significant.

5 c. Less than Significant Impact. Although the 2024 Dunnigan Community Plan does not identify any human remains that would be impacted by the plan, development resulting from the plan could uncover them. Human remains discovered during development in Dunnigan would require actions described in the 2030 Countywide General Plan and Section 7050.5 of the California Health and Safety Code, requiring notification of the County Coroner. If the coroner determines that the remains are those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours so that the remains may be repatriated. Impacts resulting from the 2024 Dunnigan Community Plan are expected to be less than significant.

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

DISCUSSION

6 a. Less than significant Impact. The 2024 Dunnigan Community Plan amends the 2001 Dunnigan Community Plan, which is a component of the 2030 Countywide General Plan. The 2024 Dunnigan Community Plan proposes to site new development adjacent to the town center to better connect the community and increase opportunities for alternative transportation. New construction would be compliant with all State and General Plan energy efficiency requirements so that impacts from wasteful, inefficient, or unnecessary energy consumption would be less than significant.

6 b. Less than significant Impact. The Dunnigan Community Plan is compliant with the 2030 Countywide General Plan and new development would be required to comply with all building code and State law requirements including renewable energy and energy efficiency requirements. Impacts would be less than significant.

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

DISCUSSION

7 a-e. No Impact. The 2030 General Plan identifies only two active or potentially active faults in the County: a small section of the Hunting Creek Fault in the extreme northwestern corner of the County and the Dunnigan Hills Fault, which extends west of Interstate 5 between the town of Dunnigan and northwest of the town of Yolo. The Hunting Creek Fault has been identified by the California Geological Survey to be subject to surface rupture (i.e., is delineated as an Alquist-Priolo Earthquake Fault zone), but lies mainly in Lake County some 20 miles away. No known faults are located in Dunnigan or any of the major inhabited areas of the County.

In addition to the Hunting Creek and Dunnigan Hills faults discussed above, major regional faults outside the County but in the Coast Ranges and in the Sierra Nevada foothills are capable of producing ground shaking in the County. Any development in Dunnigan would have to comply with all applicable Uniform Building Code requirements.

Aside from the residential and some of the commercial development at County Road 8 that are served by California American Water Co, development in Dunnigan is dependent on onsite domestic wells and individual septic systems, though a few properties share wastewater treatment ponds which are regulated by the state. Yolo County Community Services Environmental Health Division requires a Site Evaluation for proposed development to ensure that soils are appropriate to support onsite domestic disposal and treatment of wastewater.

7 f. No Impact. There are no known paleontological resources of features within the Dunnigan Community Plan area.

8.	GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

8 a, c. Less than Significant Impact. The 2024 Dunnigan Community Plan amends the 2001 Dunnigan Community Plan, a component of the 2030 Countywide General Plan. At the time of adoption of the EIR for the General Plan, the State was in the process of adding a greenhouse gas (GHG) emissions review requirement to the CEQA process. The General Plan EIR considered this impending requirement and included an analysis of the impact of GHG emissions at buildout. General Plan Action CO-A118, states “impacts associated with GHG emissions from projects that are consistent with the General Plan, fall within the assumptions of the General Plan EIR, are consistent with the Climate Action Plan, and not exempt from CEQA are determined to be less than significant or mitigated to a less than significant level, and further CEQA analysis for this area of impact is generally not required.”

The 2024 Dunnigan Community Plan proposes to centralize new development adjacent to the town center to better connect the community and increase opportunities for alternative transportation. It also seeks to balance the ratio of jobs to housing by expanding commercial and industrial land use opportunities in Dunnigan to potentially reduce vehicle miles travelled between residents in Dunnigan and work. These updates to the plan would potentially reduce GHG emissions further resulting in less than significant impacts.

8 b. No Impact. The 2024 Dunnigan Community Plan would not conflict with any applicable plan, policy or regulation adopted to reduce GHG emissions, including the numerous policies of the adopted 2030 Yolo Countywide General Plan and Climate Action Plan.

8 c. Less than Significant Impact. The year after adoption of the 2030 Countywide General Plan, the Governor’s Office of Planning and Research adopted changes to the California Environmental Quality Act (CEQA) Guidelines, which incorporated the above two questions related to a project’s GHG emissions impacts. A third question has been added by Yolo County to consider potential impacts related to climate change effect on individual projects.

As discussed below in the Hydrology and Water Quality section, only a small part of the Dunnigan community area along Dunnigan Creek lies within a Category ‘A’ Flood Hazard Zone, as designated by the Federal Emergency Management Agency (FEMA). The 2024 Dunnigan

Community Plan designates the 100-foot buffer from the waterway required in the Countywide General Plan as Open Space to prevent significant flood risks to property and people.

The eucalyptus groves within the Community Plan area present some risk of wildfire danger and there is concern about diminished ground water supplies caused by climate change. The 2024 Dunnigan Community Plan provides policies to mitigate the fire hazard presented by the eucalyptus groves by enforcing proper management and pursuing community scale water and wastewater systems to consolidate the proliferation of small lot wells and septic systems.

9. HAZARDS AND HAZARDOUS MATERIALS.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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.	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"/>
g.	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

9 a-c. Less than Significant Impact. The 2024 Dunnigan Community Plan update is not expected to create significant hazards due to the transport, use, disposal, or release of hazardous materials beyond what was previously anticipated in the 2030 Countywide General Plan EIR. Additionally, development plans would be required to comply with all hazardous materials standards of the federal and State regulatory agencies, and the Yolo County Environmental Health Division.

9 d. No Impact. Dunnigan does not have any Cortese list sites. Therefore, development would not be located on a such a site that could cause impacts to the environment or public.

9 e-g. No Impact. Dunnigan is approximately 13 miles northwest of the Watts-Woodland Airport and there are no private airfields in the vicinity. No portion of the town planned for growth is within the runway clearance zones established to protect the adjoining land uses in the vicinity from noise and safety hazards associated with aviation accidents. Areas along County Road 99W have dense

groves of eucalyptus including the 60-acre rural residential area that is proposed to be included within the community boundary. Policy D-EPS-8 promotes maintenance of defensible space for rural residences in the Hardwood Grove and Implementation Programs 3 and 4 call for an Emergency Access and Fire Prevention Plan for the community to reduce risk from wildfires. Development allowed under the 2024 Dunnigan Community Plan would not be expected to interfere with any adopted emergency response or evacuation plans.

10. HYDROLOGY AND WATER QUALITY.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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, or through the addition of an impervious surface in a manner that would: (i) result in substantial erosion or siltation on-site or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

10 a. Less than Significant Impact. The central and northern parts of Dunnigan rely on onsite well and septic systems. Some areas of southern Dunnigan receive water and wastewater service from California American Water Company. In addition to the California American Water facilities, there are five other detention ponds for businesses and rest stop facilities within the Dunnigan area. All these facilities are reviewed and permitted by State or County regulators. Groundwater in the region has been found to have high levels of nitrates. The Dunnigan Community Plan includes policies to consolidate water and wastewater services to provide water treatment and improve water quality.

10 b, e. Less than Significant Impact. Dunnigan is within the North Yolo Management Area of the Yolo Subbasin Groundwater Agency. Although the area has not seen significant groundwater level decreases, it is still an area of concern due to the number of small private wells. The Dunnigan Community Plan contains policies to consolidate the high number of domestic wells to create a more controlled and resilient water system so that impacts of the Dunnigan Community Plan are less than significant.

10 c. Less than Significant Impact. New growth of one acre or more would be required to conform to existing water quality standards through preparation of a Storm Water Pollution Prevention Plan

(SWPPP), as required by the State. The Dunnigan Community Plan requires a 100-foot buffer between drainages such as Dunnigan Creek, Bird Creek, and the Acevedo Draw to protect water quality and riparian habitat features. New construction could modify existing drainage patterns or change absorption rates, or the rate and amount of surface runoff, but to less than significant levels since individual development projects would be required to mitigate for increased runoff by constructing onsite detention basins.

10 d. No Impact. The only flood hazard areas identified within the Dunnigan community boundary are along Dunnigan and Bird Creeks. The Dunnigan Community Plan requires a 100-foot development setback from the drainages and proposes to designate these areas as Open Space to prevent the potential for future damage to property and impediments to flood flows. There are no large bodies of water near Dunnigan that might result in seiche, tsunami, or mudflow hazards.

11. LAND USE AND PLANNING.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

11 a. No Impact. The 2024 Dunnigan Community Plan includes two growth areas as identified in the 2030 Countywide General Plan under Community Character Policy CC-3.8. Development of these areas is intended to provide connections between the current disjointed community. The growth area west of Interstate 5 would improve connection between the Hardwood Grove and Old Town and the growth area south of County Road 6 would better connect Old Town and the residential and highway services development along County Road 8. The effect is that the community will be better connected and the proposed Plan would better implement policies laid out in the 2030 Countywide General Plan.

11 b. No Impact. The 2024 Dunnigan Community Plan clarifies and expands on the policies set forth in the 2030 Countywide General Plan. It would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The 2024 Dunnigan Community Plan falls under the adopted Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP) prepared by the Yolo Habitat Conservancy. The HCP/NCCP would cover the development anticipated by the community plan.

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

DISCUSSION

12 a,b. No Impact. The principal legislation addressing mineral resources in California is the State Surface Mining and Reclamation Act of 1975 (SMARA) (Public Resources Code Sections 2710–2719), which was enacted in response to land use conflicts between urban growth and essential mineral production. Most aggregate resources in Yolo County are located along Cache Creek in the Esparto-Woodland area. No areas in or around Dunnigan lie within the State designated Mineral Resource Zone. Therefore, it is expected that there would be no impacts to mineral resources.

13. NOISE.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:					
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

13 a, b. Less than Significant Impact. Yolo County has not adopted a noise ordinance that sets specific noise levels for different zoning districts or for different land uses in the unincorporated area. However, the State of California Department of Health Services developed recommended Community Noise Exposure standards, which are set forth in the State’s General Plan Guidelines (2003). These standards are also included in the Yolo County 2030 Countywide General Plan and used to provide guidance for new development projects. The recommended standards provide acceptable ranges of decibel (dB) levels. The noise levels are in the context of Community Noise Equivalent Level (CNEL) measurements, which reflect an averaged noise level over a 24-hour or annual period. The Countywide General Plan identifies up to 75 dB CNEL as an acceptable exterior noise environment for agricultural and industrial land uses, 70 dB for commercial and business land uses, and up to 60 dB CNEL for residential land uses. The 77-acre Industrial land use area above County Road 7 is separated from residential development by right-of-way and two parcels designated for commercial and public use so as to provide distance to diminish potential noise from industrial uses. Thus, impacts from resulting development proposed in the 2024 Dunnigan Community Plan are expected to be less than significant.

13 c. No Impact. There are no public or private airfields near the 2024 Dunnigan Community Plan area.

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

DISCUSSION

14 a, b. Less than Significant. The project consists of an amendment to the 2030 Countywide General Plan through an update of the 2024 Dunnigan Community Plan. The 2024 Dunnigan Community Plan provides an outline for development of two Specific Plan areas that were previously analyzed in the EIR for the 2030 Countywide General Plan. This could potentially provide 155 acres of new residential development and between 750 and 1,100 dwelling units. This would mean 1,600 to 2,400 new residents at Dunnigan’s current average of 2.2 residents per household. New development would be dependent on provision of utilities, roads, and other infrastructure and contributions to services by the developer. Due to the currently dispersed and limited number of homes, this would not be expected to displace existing homes or residents. Impacts would be less than significant.

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

DISCUSSION

15 a,b,e. Less than Significant Impact. The Dunnigan Community Plan would not have a significant impact on fire or police protection services. The Yolo County Sheriff’s Department provides law enforcement services throughout the plan area. Telephone calls for services are routed to the dispatch at the Yolo County Communications Emergency Services Agency in Woodland and response times can vary greatly depending on proximity of patrol vehicles. The Dunnigan Community Plan calls for establishing a Sheriff’s substation in response to expected growth.

The Dunnigan Fire Protection District located on Main Street is responsible for providing fire protection and medical emergency services to approximately 105 square miles of the northern County in addition to the community of Dunnigan. Fire district staffing consists of 24 firefighters. Several of the volunteers have emergency medical technician training. Dunnigan Community Plan Policy D-LU-5 requires that new development pay its fair share of additional public service to accommodate growth. Thus, impacts will be less than significant.

15 c. Less than Significant Impact. The Pierce Unified School District that serves Dunnigan has stated that further growth will require an expansion of schools. The Dunnigan Community Plan has included a future school site with the public/quasi-public land designation as part of the West Dunnigan Specific Plan area. Additionally, Dunnigan Community Plan Policy D-EPS-8 requires new residential subdivisions to provide for additional student population and State law (SB 50) allows school districts to set development fees, which would be implemented to meet needs resulting from population growth of Dunnigan. Impacts would be less than significant.

15 d. Less than Significant Impact. The only public recreation facility in Dunnigan currently is the Dunnigan Community Park which consists of a half-acre with a playground, half basketball court, and a portable toilet. The 2030 Countywide General Plan requires five acres per 1,000 residents, therefore, approximately seven acres are needed. The Dunnigan Community Plan includes policies to pursue acquisition of approximately three acres of federal surplus lands within Old Town Dunnigan and identifies areas within the Hardwood Grove to meet current requirements for parkland. Development of the West Dunnigan Specific Plan area would require park

development to meet additional population growth. However, impacts related to park development are expected to be less than significant.

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

DISCUSSION

16 a, b. Less than Significant Impact. As discussed in Chapter 15. Public Services above, the town of Dunnigan is deficient in parks. The only public recreation facility is the Dunnigan Community Park which consists of a half-acre with a playground, half basketball court and a port-a-potty. The 2030 Countywide General Plan requires five acres per 1,000 residents leaving approximately seven acres needed to serve the community of Dunnigan. The 2024 Dunnigan Community Plan includes policies to pursue acquisition of approximately three acres of federal surplus land within Old Town Dunnigan. Additionally, the Plan requires parks as part of the development of the West Dunnigan Specific Plan area to better provide recreational opportunities for the community.

17. TRANSPORTATION.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

17 a, b. Less than Significant Impact. There are currently limited pedestrian facilities and no bicycle or transit facilities in Dunnigan. The proposed 2024 Dunnigan Community Plan seeks to further the 2030 Countywide General Plan’s trail and transit policies by improving access around central Dunnigan and providing better access to the designated growth areas and the Hardwood Grove. These policies would improve alternative transportation options where none currently exist. Impacts associated with implementation of these policies would be less than significant.

17 c. No Impact. The 2024 Dunnigan Community Plan includes policies to improve safety and access for the community. Specifically, the County will pursue funding to improve safety at the three-way intersection of Main Street, County Road 99W and County Road 89. Several policies also seek to address safety and access issues for the Hardwood Grove portion of the community. Additionally, implementation actions are included to prioritize an Emergency Access and Fire Prevention Plan for the Hardwood Grove part of Dunnigan. No impacts are expected to occur with the implementation of the 2024 Dunnigan Community Plan.

17 d. No Impact. The proposed 2024 Dunnigan Community Plan does not expand the community boundary beyond currently developed or identified growth areas. Improved access for the Hardwood Grove would promote rather than block emergency access routes. There would be no additional impacts to emergency access than evaluated in the 2030 Countywide General Plan.

18.	TRIBAL CULTURAL RESOURCES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project					
a.	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				
	ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

DISCUSSION

18 a. Less than Significant Impact. As discussed in Section 5. Cultural Resources, the Yocha Dehe Wintun Nation, Cortina Rancheria Band, Ione Band, Wilton Rancheria, Torres Martinez Desert Cahuila were given formal notice and invitation by Yolo County to initiate SB 18 consultation for the 2024 Dunnigan Community Plan as an amendment to the 2030 Yolo Countywide General Plan. A notice was sent on December 12, 2023. No response was received. Policies contained in the 2030 Countywide General Plan include preservation and conservation efforts to ensure impacts to cultural resources are protected. Impacts to tribal cultural resources are expected to be less than significant.

19. UTILITIES AND SERVICE SYSTEMS.		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	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"/>
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

19 a, b, c. Less than Significant Impact. The majority of residents in Dunnigan have onsite water and wastewater systems. Several businesses have larger offsite settling ponds for wastewater treatment. California American Water Company provides water and wastewater service to the Country Fair Estates Mobile Home Park and Dunnigan Gateway commercial center at County Road 8. The larger facilities are required to comply with the waste discharge requirements issued by the Central Valley Regional Water Quality Control Board. Smaller onsite services are permitted by Yolo County Environmental Health Division. High levels of nitrates have been found in groundwater perhaps related to the high number of individual onsite wastewater systems. The Dunnigan Community Plan includes policies to find means to consolidate water and wastewater treatment systems in the community to provide higher levels of water quality. Development of the specific plan areas would require providing consolidated water and wastewater services to serve the new development so that the project would result in less than significant impacts with compliance to current standards and regulations along with planned capacity to serve at levels anticipated for growth.

19 d, e. Less than Significant Impact. Solid waste from new development projects in Dunnigan would be collected by Waste Management of Woodland and hauled to the Yolo County Central Landfill, a 722-acre facility. The landfill has a capacity of 12.3 million tons with an anticipated closure date of 2047. A recently approved addition to the landfill will double the capacity and push the closure date to approximately 2100. Solid waste from new development would account for a small portion of the existing capacity so that impacts from the Dunnigan Community Plan would be less than significant.

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

20 a. No Impact. The Dunnigan Community Plan includes policies and implementation actions to improve emergency access to the Hardwood Grove portion of northern Dunnigan and improve emergency services in general.

20 b, c, d. No Impact. Northern Dunnigan has the remains of thick stands of eucalyptus from historic tree lots that existed prior to rural residential development in the Hardwood Grove. The area is identified as a moderate risk fire hazard area. The Dunnigan Community Plan includes policies D-EPS-3 and 5 to improve wildfire safety through encouragement of thinning remaining stands, improving defensible space around structures, and improving emergency access. Additionally, implementation actions are included to prioritize an Emergency Access and Fire Prevention Plan for the Hardwood Grove part of Dunnigan.

21.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

21 a-c. Less than Significant Impact. Based on the analysis provided in this Initial Study and the implementation of uniformly applied County standards, all effects related to the 2024 Dunnigan Community Plan were examined and adequately addressed in the EIR for the 2030 Countywide General Plan, and any changes in the Dunnigan Community Plan would not degrade the quality of the environment or impact special status species of concern or their habitat. Development resulting from the proposed plan would be within a smaller community boundary area than previously analyzed in the certified EIR prepared for the 2030 Countywide General Plan. No important examples of major periods of California history or prehistory in California were identified as being impacted in the Community Plan update. All potential significant effects from the 2030 Countywide General Plan are mitigated or avoided as a result of the 2030 Countywide General Plan EIR, and there are no additional effects for which there is a fair argument that a significant impact might result from the Dunnigan Community Plan. Any significant new development that may be proposed as a result of the plan would require separate environmental review. This study considered potential cumulative impacts of future development resulting from the plan. Based on the analysis provided in this Initial Study, impacts to human beings resulting from the proposed 2024 Dunnigan Community Plan would be less than significant with the implementation of all applicable uniformly applied County and State standards. Overall impacts from implementation of the Dunnigan Community Plan will be less than significant.

Attachment

- Draft 2024 Dunnigan Community Plan

References

- Draft 2024 *Dunnigan Community Plan*
- 2001 *Dunnigan Community Plan*
- Yolo County, 2009. *Yolo County 2030 Countywide General Plan*, adopted November, 2009 and *Yolo County 2030 Countywide General Plan Final EIR*, April 2009, available at <https://www.yolocounty.org/general-government/general-government-departments/county-administrator/general-plan-update/final-environmental-impact-report-eir>
- Yolo-Solano Air Quality Management District, 2007. *Handbook for Assessing and Mitigating Air Quality Impacts*, July, 2007
- Yolo County Zoning Ordinance, *Title 8, Chapter 2 of the County Code*, 2014, as amended

Appendix A
2024 Dunnigan Community Plan

DUNIGAN COMMUNITY PLAN

Yolo County Board of Supervisors

Oscar E. Villegas, Chair
Lucas Frerichs, Vice Chair
Mary Vixie Sandy
Jim Provenza
Angel Barajas

Yolo County Planning Commission

Troy Bird, Chair
Brian Sala, Vice Chair
Elisabeth Dubin
Pat Reynolds
Amon Muller
Trini Campbell

Dunnigan Citizens Advisory Committee

Neil Busch, Chair
Bill Weber
Junior Guzman
David Hunt
Mel Smith
Anita Tatum
Erich Linse
Aimee Tibbs

Yolo County Department of Community Services

Leslie Lindbo, Director
Stephanie Cormier
JD Trebec, Liaison
Jeff Anderson
Tracy Gonzalez

The staff would like to acknowledge and to especially thank the Dunnigan Citizens Advisory Committee and all the community members who participated in the workshops and public meetings for their hard work and genuine concern about the future of their town.

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APPENDICES

Exhibit A. Parcels with Land Use Designation or Zoning Changes

Attachment 1: Dunnigan Infrastructure Feasibility Study

1. Introduction

Purpose

The purpose of the Dunnigan Community Plan is to protect the characteristics which make Dunnigan a pleasant place to live and to specify the changes which should occur to correct existing problems and to improve the quality of life. The Dunnigan Community Plan seeks to allow additional development that will help provide the services, housing, and commercial opportunities desired by the residents, while preserving and enhancing the agricultural lands and industry which are a vital part of the town's heritage and character.

Organization of the Plan

The Dunnigan Community Plan consists of seven chapters summarized below:

Chapter 1 introduces the Community Plan's purpose and describes legal requirements, organization, relationship to the County General Plan, and the process.

Chapter 2 describes the Community Plan's environment and extents including the Community Growth Boundary and a brief history of the community.

Chapter 3 is a statement of the community's vision and compilation of the Goals and Policies described in the Community Plan brought front and center for ease of use.

Chapters 4 through 7 are the body of the plan addressing specific areas of concern to the community including Land Use, Agriculture, Transportation, and Environment and Public Services. Each chapter describes existing and desired conditions in regard to each area of focus.

Legal Authority

The Dunnigan Community Plan is consistent with California State Government Code Section 65300 which permits cities and counties to prepare and adopt general plans for the physical development of land within their jurisdiction. Administration of a general plan requires the planning agency to investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan. Community and area plans are parts of the general plan that focus on a particular region or community within the overall general plan area. Such plans refine the policies of the general plan as they apply to a smaller geographic area and are implemented by ordinances and other discretionary actions, such as zoning.

Relationship to the Yolo County General Plan

The Dunnigan Community Plan supplements the Countywide General Plan. It provides guidance specific to Dunnigan which may not be relevant to other parts of the County. On the other hand, most of the goals and policies in the Countywide General Plan have some application to Dunnigan.

The focus of the Yolo County General Plan is to retain the rural character of the County, while directing urban development to existing cities and unincorporated communities such as Dunnigan. In order to retain a separate identity for these towns, Community Growth Boundaries are identified and development is to be located and designed in such a way as to protect, preserve, and perpetuate the small town characteristics and qualities of unincorporated communities.

The 2030 Countywide General Plan includes the following goals and policies that are directly applicable to the Dunnigan Community Plan:

Community Character Element

Goal CC-2 Community Planning lists 16 policies to enhance community planning including increased density and mixed-use development at town centers; communities serving local and surrounding residents as retail, service, and employment centers and where appropriate, regional tourism; providing neighborhood parks, and using sustainable design standards.

Goal CC-3 Planned Development has policies identifying future Dunnigan growth areas and to buffer residential development from Interstates.

Goal CC-4 Project Design includes policies to further sustainable development and “smart growth” planning principals.

Agriculture Element

Goals AG-1 Preservation of Agriculture and AG-3 Healthy Farm Economy include policies to mitigate the conversion of farmland and allow uses that support agriculture such as agricultural commercial and industrial uses, on agricultural lands with appropriate review and development standards.

Economic Development Element

Goals ED-1 Economic Diversity & ED-3 Community Revitalization identify policies to diversify local economies and revitalize communities by ensuring that there is an adequate supply of commercial and industrial land, supporting infill, and improving town center street corridors to protect historical aesthetics and stimulate economic activity.

Goal ED-4 Expansion of Tourism seeks to expand local economies through a variety of tourism and recreational opportunities with an agricultural and open space emphasis.

Circulation Element

Goals CI-1 Comprehensive and Coordinated Transportation System and CI-2 Mode and User Equity deal with developing a fully connected grid circulation system, reducing road flooding, and planning for alternatives to automobile use.

Public Facilities and Services Element

Goal PF-1 Wastewater Management promotes policies regarding wastewater management and preventing nitrates from entering ground water.

Goal PF-3 Community Parks sets policies including providing 5 acres of park per 1,000 residents in towns and creating greenbelts to connect schools, residential areas, and parks.

Conservation Element

Goal CO-5 Water Resources includes policies to protect water quality and manage surface and groundwater for sustainable use.

Housing Element

Goal HO-3 Reduce Housing Constraints calls for developing plans to provide adequate infrastructure and public facilities to serve new housing.

The Dunnigan Community Plan complies with the land use designations prescribed in the Countywide General Plan.

Table 1. Zoning Consistent with General Plan Land Designations

General Plan Land Use Designation	Consistent Zoning Districts	General Description
Residential Rural (RR)	RR-5	Single-family dwellings on estate size lots. (2 acre minimum)
Residential Low (RL)	R-L	Single family dwellings on urban size lots. (4 to 10 dwelling units per net acre)
Residential Medium (RM)	R-M	Single and multi-family dwellings on urban size lots and mobile home parks. (10 to 19 dwelling units per net acre)
Commercial General (CG)	C-G	Larger retail and other businesses that serve the everyday needs of the region, including grocery, restaurants, offices, and like uses.
Commercial General (CG)	C-H	Retail, commercial, amusements, and transient service uses (hotels/motels) appropriate to highway locations.
Commercial Local (CL)	C-L	Small local retail, service, and office uses that serve the everyday needs of nearby residents.
Industrial (IN)	I-L	Light industrial and service commercial businesses including those that serve the needs of agriculture.
Industrial (IN)	I-H	Heavy manufacturing and industrial uses that may create noise, odor, vibrations, or use hazardous materials.
Public/Quasi-Public (PQ)	PQP	Public services and facilities, including government offices, schools, libraries, and community infrastructure.
Parks and Recreation (PR)	P-R	Developed park facilities, play grounds, sports fields, and public pools.
Open Space (OS)	POS	Public open space, water bodies, agricultural buffer areas, and habitat.
Specific Plan (SP)	SP	Areas planned for future urban growth but which cannot be developed until detailed development standards as outlined in a specific plan are adopted.

Governmental Jurisdiction

Since the town is unincorporated, the Yolo County Board of Supervisors has the primary responsibility for providing most of the local government services, including planning and development regulations, review, and approval.

In addition to the County, several special districts are involved with shaping Dunnigan's future. The implementation of this plan will require a coordinated effort among these different public agencies. The Dunnigan County Service Area 11 (CSA 11) is a dependent special district that collects funds to install lighting at intersections that often become obscured by heavy fog. While currently providing only street lighting, CSA 11 could provide other services such as sewer, water, storm drainage, parking, parks and recreation, solid waste collection and ambulance service, among others. However, formation of a Community Service District would be preferable to serve new development.

The Dunnigan Water District distributes water from the Tehama-Colusa canal for irrigation to approximately 10,500 acres of agricultural land in the vicinity of Dunnigan. The district's water allocation contract is with the U.S. Bureau of Reclamation. The district does not currently have the infrastructure to serve additional non-agricultural lands but does provide water to some commercial businesses for landscaping and fire protection. A private company, California American Water, provides community water and wastewater services for the southern area of Dunnigan north of County Road 8.

Schools are provided to Dunnigan residents through the Pierce Unified School District (PJUSD). Children from the Dunnigan area are bused to schools in Arbuckle, about ten miles north of Dunnigan in Colusa County. The 2022-23 PJUSD Facilities Master Plan shows that 207 students originate from the Dunnigan area including 85 elementary school students. The district at one time operated an elementary school in Dunnigan, but that facility was closed because it was considerably more expensive to operate than busing the students to Arbuckle.

The Dunnigan Fire Protection District provides fire protection service to Dunnigan and the surrounding 105 square mile area. The district has about 24 volunteers including a fire chief, assistant chief, one captain, and two lieutenants. The general condition of all the equipment is good, though some of the individual units are quite old.

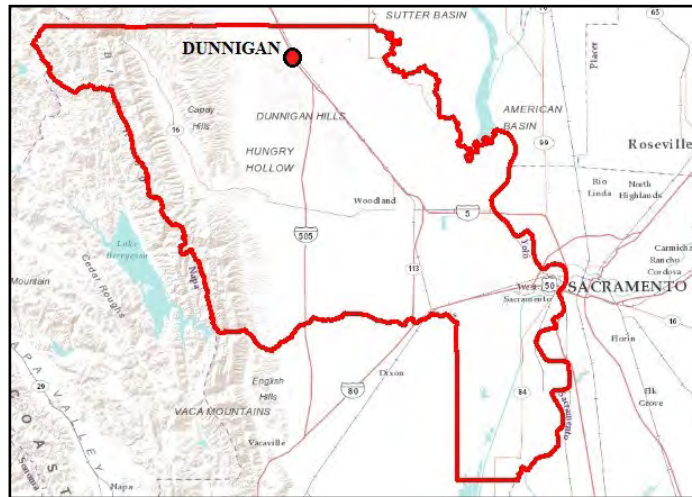
Process

The Dunnigan Community Plan builds on previous plans and was prepared in collaboration with the Dunnigan Citizen Advisory Committee (DCAC) and included a mailed community questionnaire and series of public meetings in Dunnigan between June 2022 and May 2023.

2. The Community Plan Area

Located near the northern boundary of Yolo County, Dunnigan lies within the fertile Sacramento Valley between the uplands of the Dunnigan Hills to the west and the floodplain of the Sacramento River to the east. Interstate 5 runs through the center of Dunnigan and connects it to its closest neighbor, the unincorporated community of Arbuckle in Colusa County approximately eight miles to the north, and the communities of Zamora, Yolo, and the City of Woodland to the south.

Figure 1. Community Location

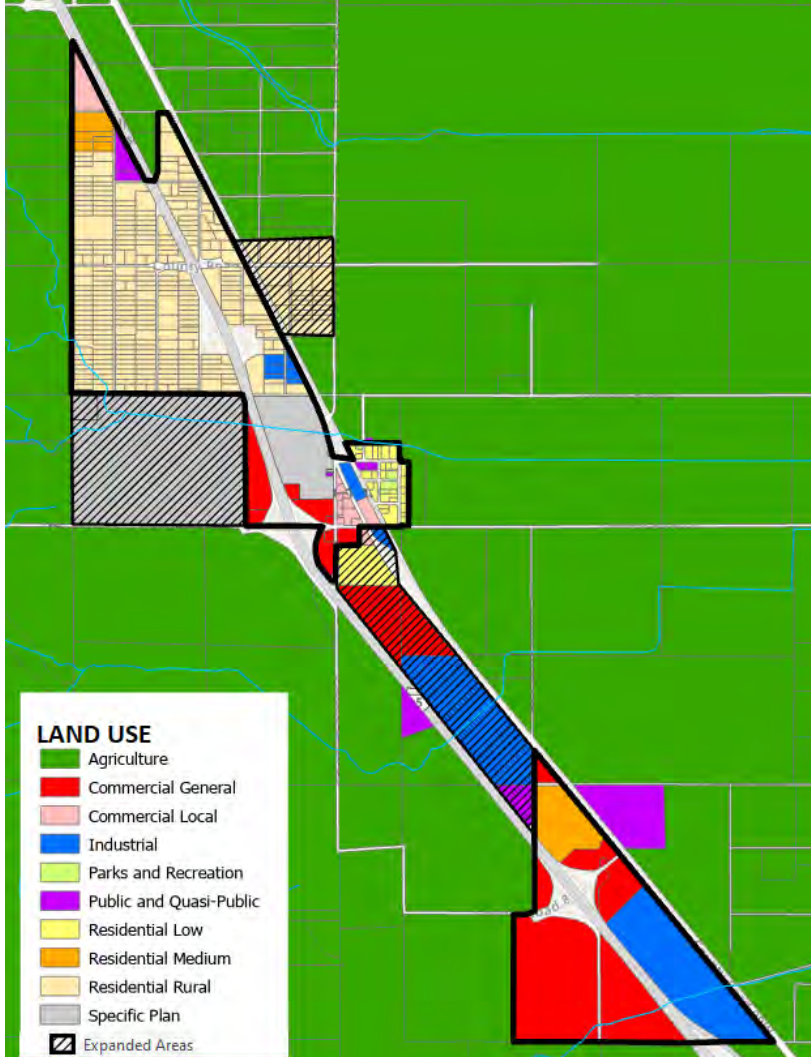


Community Boundary

The Dunnigan Community Plan focuses on the area within the Community Growth Boundary (CGB) of Dunnigan which contains approximately 840 acres along Interstate 5 in two discrete areas. The north and central parts of the community run roughly from County Road 2 at the north end to County Road 6 at the south end. The noncontiguous southern part of the community is located around County Road 8. The CGB serves to mark a clear separation between the urban development of the community and the productive agricultural land which surrounds the community on all sides.

The CGB is expanded modestly in this plan to include one area of existing residential development and the two areas identified in the 2030 Countywide General Plan (see Figure 2).

Figure 2. Community Boundary



From north to south, these areas include:

- 60 acres of the original 1901 Yolo Hardwood Company’s subdivision between County Road 99 and County Road 89 is included within the CGB in recognition that, like the rest of the Hardwood Grove, this area consists of predominantly two to five acre lots in residential use.

The two growth areas identified in Policy CC-3.8 of the 2030 Countywide General Plan:

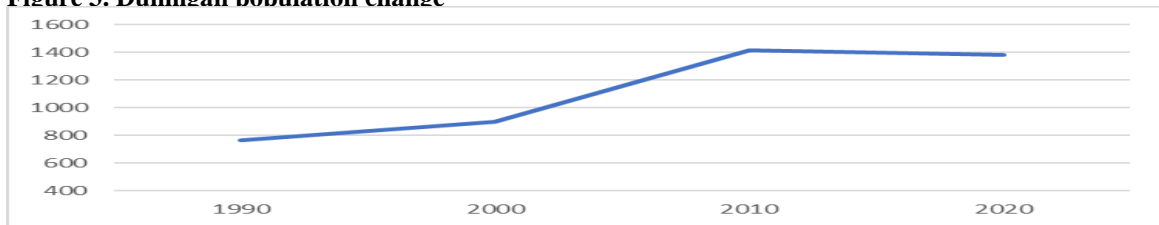
- 215 acres west of I-5 between County Road 5 and County Road 6 is included with a Specific Plan (SP) designation to be known as the West Dunnigan SP, which would provide a mix of parks, housing, and public services.
- 140 acres between I-5 and CR 99W from CR 6 to CR 7 is included to bridge the disconnected areas of Dunnigan along the Interstate 5 corridor with a mix of residential, commercial, and industrial uses.

Community Background

Dunnigan was originally founded under the name Antelope by a pair of settlers whose claim was washed out by the flooding of the Sacramento River. They decided to relocate well away from the floodplain at the town’s current location and the settlement grew, attracting an inn and drug store. When the railroad came through in 1876, the name was changed from Antelope to Dunnigan.

With access to the railroad and surrounded by farmland, Dunnigan became an agricultural service center. A failed scheme to commercially grow eucalyptus trees in the early twentieth century became the largest residential area in northern Yolo County when the wood lots of the Hardwood subdivision were later sold as homesites. When Interstate 5 was built in the 1960s, it divided the Hardwood subdivision from the main street area of Dunnigan, though the interstate traffic has been seen as a source of potential economic development. The 2001 Dunnigan Community Plan focused on providing highway commercial services in the hopes of providing the town with jobs for the community and tax revenue for the County. Three expansion areas were identified, two of which have since been developed with a truck stop, farm equipment auction, and travel centers. Currently, close to half of the community is zoned for Highway Services Commercial.

Figure 3. Dunnigan population change



Dunnigan saw its largest population growth in the first decade of the 21st century when the number of residents increased from 897 in 2000 to 1,416 in 2010. According to Census data, the number of households increased from 189 to 504 during this period. Over the last decade, however, population has decreased. The 2020 Census reports that the population of Dunnigan has fallen slightly to 1,382 people and 484 households.

A Specific Plan prepared for the entire community around 2010 proposed to greatly expand the Community Growth Boundary. Had the plan been approved, it would have increased the footprint of the community by developing approximately 2,250 acres of farmland and building a minimum of 5,000 new homes. The Specific Plan was not able to balance the increase in population with providing local jobs and was ultimately withdrawn.

Without the Specific Plan, the community reverted to a version of the previous set of land uses contained in the 2001 Dunnigan Community Plan. In the interim, however, Yolo County had adopted the 2030 Countywide General Plan and some of the land use designations and corresponding zones used in the 2001 community plan are now obsolete. The update of the Dunnigan Community Plan addresses some of the changes in the community over the last 20 years.

3. Vision, Goals, and Implementation

Vision

The guiding vision for this community is to promote development that preserves the character of the town, enhances and maintains agriculture, and protects the natural environment.

Goals and Policies

The Dunnigan Community Plan consists of a Land Use Map, which illustrates the location for different kinds and intensities of land uses, along with community goals, policies, and programs. Goals are statements about the preferred condition the town is aspiring toward. Policies give direction for accomplishing these goals. Programs are implementation actions needed to make the plan come about.

Following is a compilation of the goals and policies for the Community Plan. They are included in this chapter to facilitate review by community members, Yolo County staff, and members of the development community. Further information on the intention and reason for these policies can be found in the chapters that follow. The bolded heading gives the relevant chapter's name and the italicized goals discussed in that chapter with the resulting policies numbered sequentially for each chapter.

Land Use Goals

Goal 1: Provide Dunnigan and the surrounding area with a wider variety of goods and services with a focus on infill development around the town center.

D-LU-1 Include the easternmost part of the Hardwood Subdivision between CR 99W and CR 89 within the Community Boundary with a Rural Residential land use designation.

D-LU-2 Development of the Town Center Specific Plan between Old Town and Interstate 5 shall require a Master Plan to include a mix of residential, commercial, public, and open space land uses.

D-LU-3 The two growth areas for Dunnigan described in the 2030 Countywide General Plan will be designated for a balanced mix of housing and job-providing commercial and industrial development. The area designated as the West Dunnigan Specific Plan shall require a Master Plan for a mix of residential, recreational, local commercial, and public land uses and include a future T/K-8 school site. The South Dunnigan growth area will include industrial, general commercial, open space, public, and a limited amount of residential land uses.

D-LU-4 New development shall pay its fair share of providing additional public services needed to accommodate such development.

D-LU-5 Target Old Town and the Hardwood Grove for 7 acres of parks and sports fields to meet the General Plan requirement of 5 acres of neighborhood parks per 1,000 residents.

D-LU-6 Development at County Road 8 will continue to support highway-oriented commercial land uses that provide economic opportunities for the community.

Agriculture Goals

Goal 2: Support farmland conservation and agricultural support services

D-AG-1 Agricultural lands surrounding Dunnigan shall be protected from the encroachment of urban development. Land uses which are not agricultural or public shall not occur outside the Community Growth Boundary.

D-AG-2 Areas within one mile of the Dunnigan Community Boundary shall be highlighted as an agricultural mitigation area in the County's Agricultural Conservation and Mitigation Program Ordinance.

D-AG-3 Provide opportunities for agricultural support uses near the community by providing industrial and general commercial zoning infill between County Roads 6 and 89B on the east side of I-5, west of the Southern Pacific Railroad and County Road 99W. Agricultural support uses could include farm machinery sales and repair, agricultural processing facilities, product or equipment warehousing, and farm supply stores.

Transportation Goals

Goal 3: Provide a safe and efficient circulation network for Dunnigan.

D-TR-1 Street sections for residential streets should have a 50-foot right-of-way and 32 feet of pavement from curb to curb, and five-foot sidewalks.

D-TR-2 Improve access to the southern end of the Hardwood Grove by extending and improving County Road 5 to provide a complete street connection between County Road 88 and County Road 89.

D-TR-3 Development of the West Dunnigan Specific Plan area shall provide a road between County Roads 5 and 6 by extending County Roads 88A, 88B, or 88C.

D-TR-4 Streets shall be arranged on a grid pattern to provide access and connectivity.

D-TR-5 Strict enforcement of keeping roads clear of parked vehicles and encroachment into the public right-of-way.

D-TR-6 Development of the Town Center Specific Plan will include measures to improve safety at the intersection of County Roads 89, 99W, and Main Street.

Environment and Public Service Goals

Goal 4: Protect natural resources and community health and resiliency.

D-EPS-1 To mitigate noise and potential health hazards due to poor air quality along Interstate 5, the County shall require a minimum 300-foot setback from residential development from the right of way for Interstate 5. All development along Interstate 5 is encouraged to provide vegetative screening to provide a visual and noise buffer.

D-EPS-2 To protect riparian habitats and prevent risk to property, the County shall enforce a 100-foot development setback along Buckeye Creek, Bird Creek, Dunnigan Creek and Azevedo Draw.

D-EPS 3 Landowners within the Hardwood Grove should maintain a 100-foot defensible space around their homesite clear of dense eucalyptus groves and thin eucalyptus on undeveloped lots. Where eucalyptus has been removed, replace with oaks and other native tree species.

Goal 5: Provide the level of public services desired by the residents at an equitable cost.

D-EPS-4 The County shall explore private and public funding sources for providing community water and wastewater service.

D-EPS-5 The County shall work with the Dunnigan Fire Protection District to improve emergency access and fire prevention through road additions and improvements, water storage and distribution, eucalyptus thinning, and trash abatement.

D-EPS-6 Establish a Sheriff's substation and ambulance service in the community to shorten response times.

D-EPS-7 Health care and emergency services should be planned to precede or coincide with the increase in the demand beyond current capacities as a result of development.

D-EPS-8 The County shall ensure that new residential subdivisions within the Pierce Unified School District provide for additional student population with a focus on establishing a local school in Dunnigan to serve the community and neighboring region.

Implementation

Implementation of the Dunnigan Community Plan depends on both public and private participants. There are many challenges to revitalizing a small, unincorporated town, including the identification of funding for infrastructure improvements, phasing of improvements, and the coordination of multiple responsible agencies. Public expectations vary, and there are often competing interests. Community building occurs one step at a time and adoption of this Community Plan will not result in immediate change. The process does not end with the adoption of this document and it is important to continue with the steps necessary to bring about the vision of the plan. Periodically, it is desirable to reexamine the Community Plan's goals; the plan is intended to be a living document that can be changed and updated as local conditions change.

Implementation Programs

1. The County will revise its zoning map to reflect the land use designations of this community plan (see Exhibit A).

Responsible Agency/Department: Planning
Funding: SALC Grant
Timing: Included with adoption of Community Plan

2. Development of the Specific Plan areas shall require installation or contributions toward communitywide water and wastewater systems. The County shall continue to pursue sources of funding to provide community water and wastewater systems for existing development. If community water and sewer systems are created, the County will work with public and private interests to determine the best systems for managing and maintaining these systems, whether that be a creation or expansion of a Community Service District or a State regulated business such as California American Water.

Responsible Agency/Department: Planning, Environmental Health, Natural Resources, LAFCO
Funding: County General Fund, Grants, Private
Timing: Ongoing

3. The County shall prioritize an Emergency Access and Fire Prevention Plan for the Hardwood Grove area of the community.

Responsible Agency/Department: Planning, Public Works, Dunnigan Fire Protection District, Office of Emergency Services
Funding: County General Fund, Grants
Timing: 2027

4. The County shall identify and pursue funding sources to implement an Emergency Access and Fire Prevention Plan for the Hardwood Grove area of the community.

Responsible Agency/Department: Planning, Public Works
Funding: County General Fund, Grants
Timing: 2028

5. County shall pursue Green Means Go grant funds from SACOG to improve traffic safety at the intersection of Main Street and County Roads 99W and 89.

Responsible Agency/Department: Planning, Public Works
Funding: County General Fund, Grants
Timing: 2027

6. The Dunnigan Citizen Advisory Committee will undertake an annual review and evaluation of implementation of this plan.

2024 Dunnigan Community Plan

Responsible Agency/Department: Dept. of Community Services
Funding: County General Fund
Timing: Annual

Figure 4. Dunnigan Land Use Map

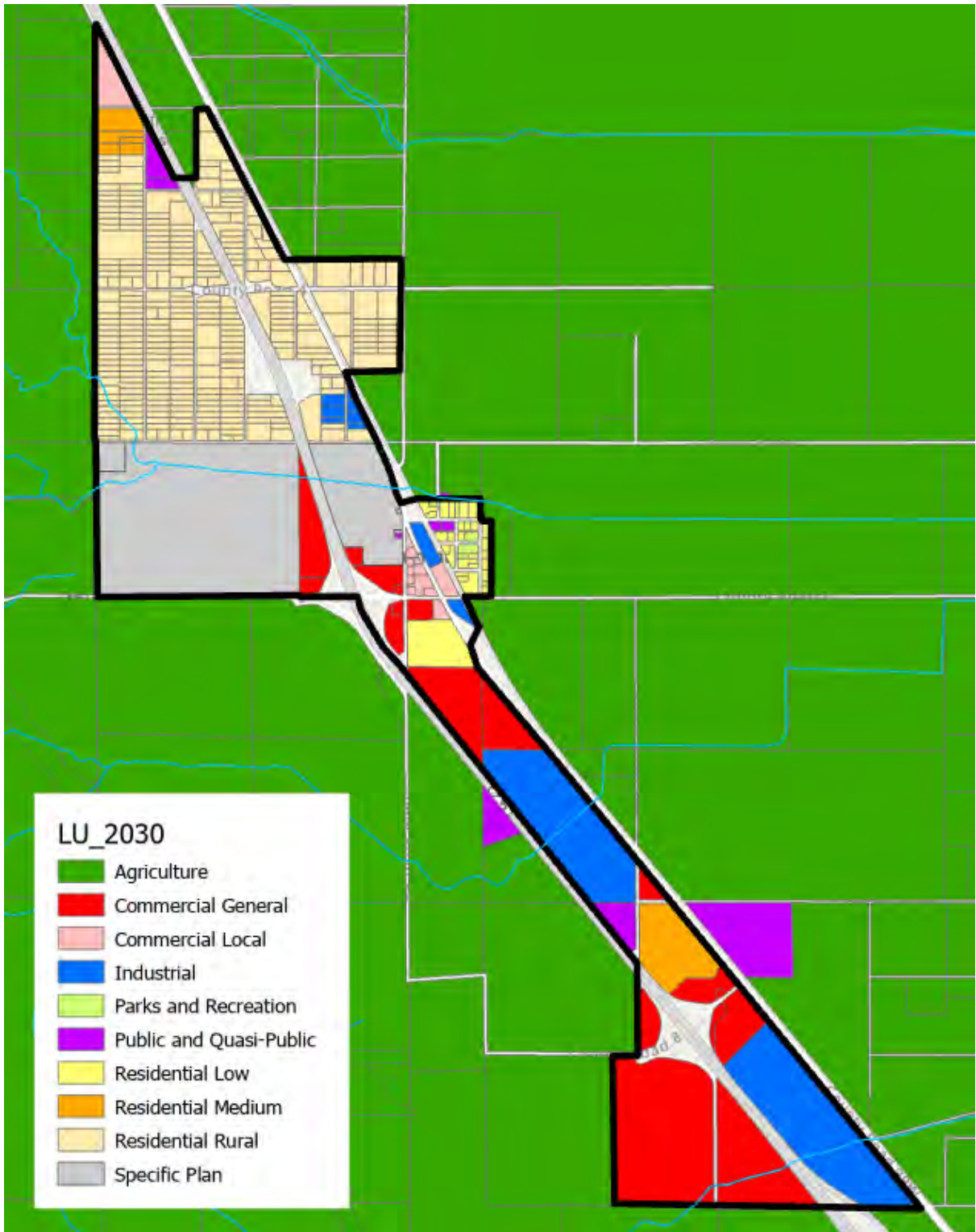
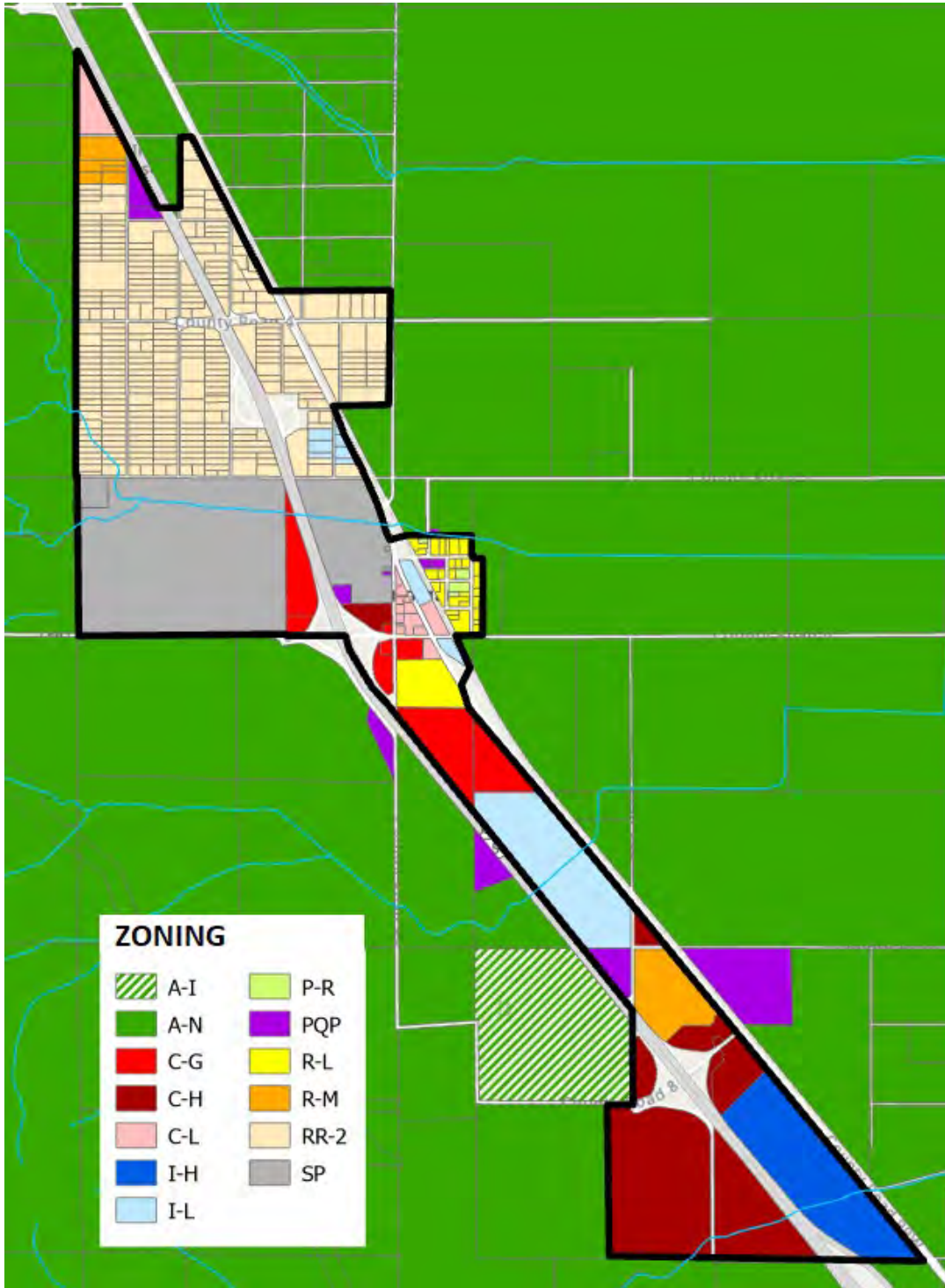


Figure 5. Dunnigan Zoning Map



4. Land Use

Existing Land Use Conditions

There are two important features, which make Dunnigan different from other small unincorporated towns in Yolo County. First, most of the community's residents live in the Hardwood Subdivision, also known as the Hardwood Grove, which was originally subdivided as woodlots devoted to growing eucalyptus trees. When it was recognized that these trees had little commercial value, the woodlots were sold as homesites, though the lots were not oriented to support residential use and lack adequate roads and infrastructure.

Second, the town is divided by Interstate 5, the major north-south transportation corridor in this part of the State. Thus, unlike other Yolo County towns which have a compact form, utilizing a traditional grid street pattern around a town center, Dunnigan consists of three discrete areas strung along the interstate: the northern area which includes the Hardwood Grove north of County Road 5, the central area which consists of Old Town at County Road 6, and the southern area which includes Country Fair Estates Mobile Home Park, Pilot Truckstop, and other highway-oriented commercial development at County Road 8.

Most of the residential development is in the Hardwood Grove area of northern Dunnigan. It consists primarily of one-acre lots on individual wells and septic systems. As mentioned above, this area was originally anticipated for timber production rather than residential development and provides challenges to access, circulation, water quality due to the density of individual well and septic systems, and fire concerns due to the remaining dense eucalyptus stands. At the northernmost end of this area is the Campers Inn Mobile Home and RV Park.

The central area of Dunnigan is the historic Old Town area on the east side of Interstate 5. The original 1876 plat for the town covered approximately 35 acres bounded by the Northern Railway on the west with Main Street at the north, Lincoln Street at the south, and Second Street on the east side. The Union Church of Dunnigan, also known as the Dunnigan Community Church, is the only historic public building still standing in Dunnigan. The Gothic revival church was completed in 1894 and registered as a National Historic Place in 2003.

Main Street is the site of the fire station, town hall, post office, and a small general store. The only community park, a half-acre plot with a playground, half-court basketball area, and portable toilets is located here. Most commercial development in Old Town, however, is at the intersection of County Road 6 and County Road 89 including two gas stations, a convenience store, a fast-food restaurant, and a motel. The 2001 Dunnigan Plan identified the approximately 54-acre parcel between the Old Town and I-5 as an expansion area to serve non-truck related highway services, but the area has remained undeveloped as this type of development has been drawn to the CR 8 interchange to the south.

The southern area of Dunnigan at County Road 8 has seen the most development recently with a 90-acre equipment auction, a truck stop, two gas stations, and four fast-food and one sit-down restaurants. Another truck stop on the west side of I-5 is currently being permitted. Country Fair Estates, a 174-site mobile home park predates the other development at this location by approximately a decade and a private water and wastewater utility owned by California American Water serves the residences and commercial uses north of CR 8.

The town of Dunnigan is surrounded by agricultural land. Much of this land is under Williamson Act agreement contracts. The Williamson Act provides a property tax reduction to farmers who agree to preserve their land in agricultural use.

Land Use Goals

Goal 1: Provide Dunnigan and the surrounding area with a wider variety of goods and services with a focus on infill development around the town center.

The community survey conducted for the plan found that many residents are dissatisfied with the amount of goods, services, and recreational opportunities available in Dunnigan. When asked their preferred non-residential land uses for the community, residents responded as follows ranked from most preferred to least: Local Businesses, Parks/Recreation, Agricultural Industry, Manufacturing, Highway-oriented Businesses, and Professional Offices. Local businesses that most respondents wanted to see were grocers and sit-down restaurants followed by pharmacy/clinics, hardware stores, and other retail. Parks, recreation centers, and gyms were the most requested recreational land uses followed by a pool, trails, ballfields, and dog parks.

Table 2. Dunnigan Zoning Area Comparison

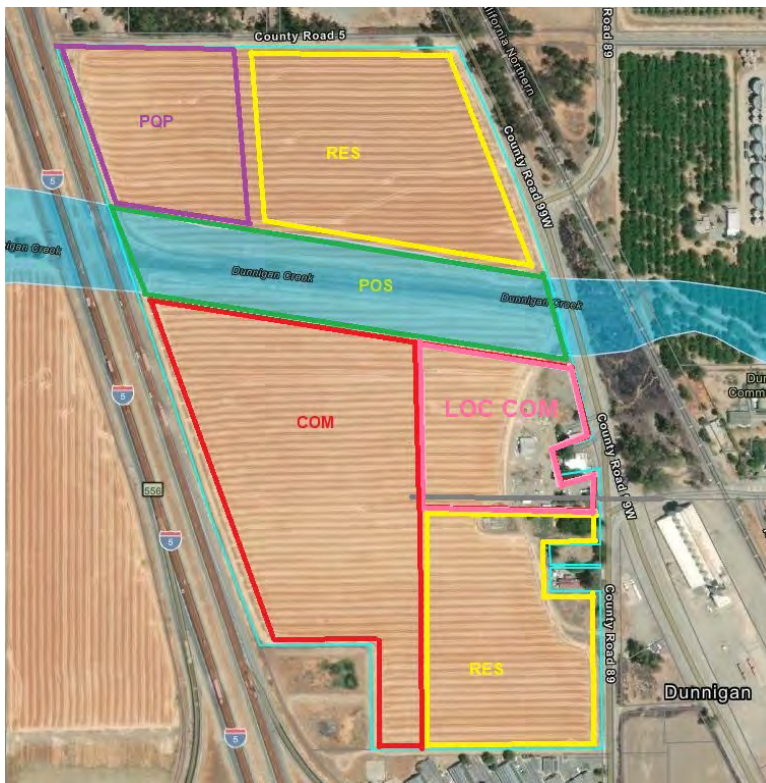
Zoning	Current Acreage	Proposed Acreage	Current % of Community	Proposed % of Community
Rural Residential	345	410	41%	33%
Low Density Residential	18	171	2%	14%
Medium Density Residential	64	50	8%	4%
Highway Commercial	362	188	43%	15%
General Commercial	0	102	0%	8%
Local Commercial	25	51	3%	4%
Heavy Industrial	19	90	2%	7%
Light Industrial	3	94	0.5%	7%
Public/Quasi-public	4	39	0.5%	2%
Parks and Recreation	0	8	0%	1%
Open Space	0	57	0%	5%
TOTAL	840	1260	100%	100%

As seen on Table 1. Dunnigan Zoning Area Comparison, 43% of the Community is zoned for Highway-Serving Commercial (C-H). Although, C-H does permit grocery stores and various types of restaurants and retail, the zoning implies and facilitates uses more likely to be used by interstate travelers such as truck stops, large motels, and fast-food restaurants. Thus, developers have focused on these types of uses rather than more community serving establishments. In particular, C-H zoning around the town center at County Road 6 is in opposition to the community desire not to have heavy truck traffic through the community center. The Community Plan will retain the existing C-H zoning at County Road 8, but rezone C-H at County Road 6 to General Commercial (C-G) which permits the existing gas station and fast food uses while C-H will be retained for the existing motel development.

The Community Plan seeks a better balance of land uses by providing more land for parks and public services and increasing the number of employers with an increase in non-highway services commercial and industrial land uses which typically require more employees. The number of acres available for residential development is also increased based on the potential development of the Specific Plans. The actual development of Low Density Residential development as well as any future potential development of Medium and High Density Residential land uses is dependent on the construction of water and wastewater services.

The approximately 54-acre parcel between I-5 and Old Town Dunnigan currently zoned for highway-services commercial would receive a Specific Plan (SP) designation to include a broader variety of land uses appropriate for the site. The area will be identified as the Town Center Specific Plan (TCSP) and allocate approximately 6 acres of land designated Public for infrastructure such as a wastewater treatment, 12 acres of land designated Open Space to protect Dunnigan Creek, 18 acres of Residential land use, 12 acres of General Commercial, and 6 acres of Local Commercial land use (see figure 6).

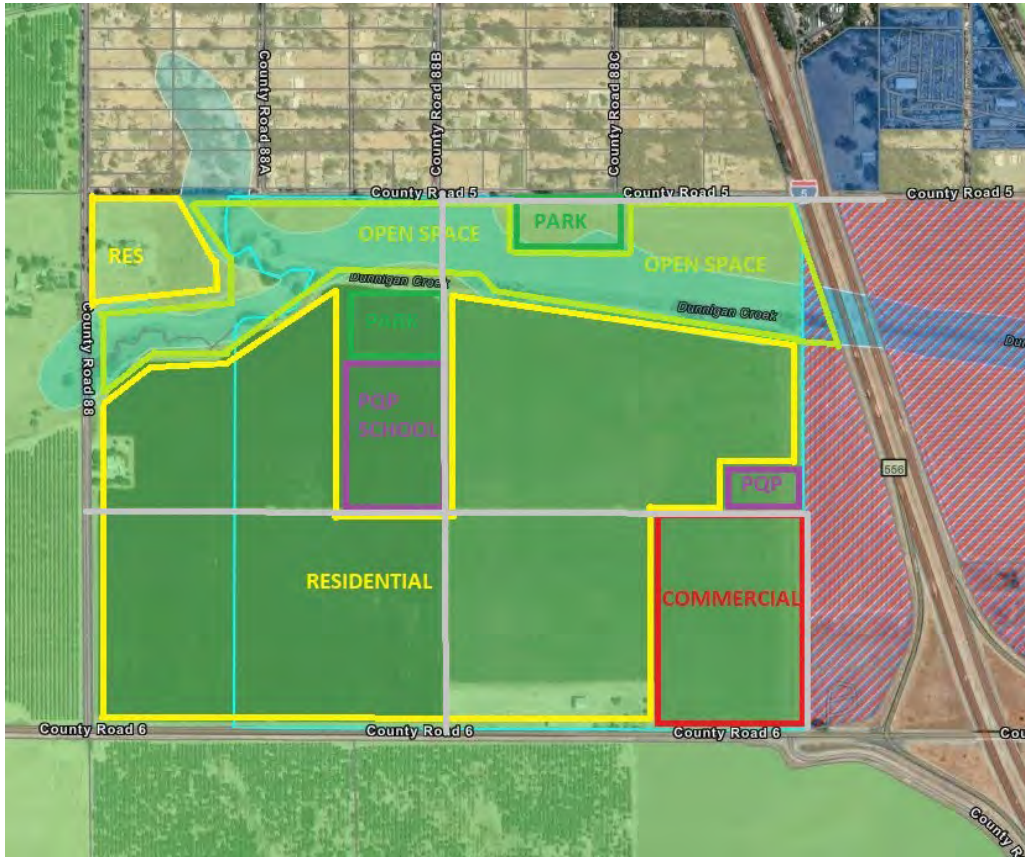
Figure 6. Potential Land Use Designations for the Town Center Specific Plan



Currently, Dunnigan has no land zoned for Parks and Recreational use despite the 2030 Countywide General Plan’s policy that communities provide 5 acres of parks per 1,000 residents. The only park area currently provided is the half-acre Community Park with a playground and half of a basketball court on County Road 89 designated for Public and Quasi-public land use. At

current population levels, the community should have at least six acres of park and recreation designated land. The existing park will have its land use designation changed to Parks and Recreation (PR) and the County has initiated a discussion with the Bureau of Land Management to purchase three acres of land at 1st and Hays Streets for recreation field. Other high priority locations to consider for new parks areas within the Hardwood Grove or a dedication within the West Dunnigan Specific Plan area discussed below.

Figure 7. Potential Land Use Designations for the West Dunnigan Specific Plan



The West Dunnigan Specific Plan (WDSP) has been designated to provide land for community growth and services. The three parcels totaling approximately 215 acres would help fill in the gap between northern and central Dunnigan. Approximately 135 acres would be designated for Residential use with about 20 acres of Local Commercial use in the southeast corner closest to I-5. Approximately 15 to 20 acres of land designated for public uses would be available to provide for community water, a school site or other community services. At least 5 acres of recreational parks should be provided for the increase in population. The WDSP would include approximately 40 acres of Open Space along Dunnigan Creek for stormwater detention and trails. (See Figure 7). As discussed in the Health and Safety Chapter, this limited growth would make the provision of community water and wastewater services more feasible as well.

The third highest preferred land use identified by the community is agricultural industry land uses. Currently, about 22 acres or 2.5% of the community is zoned for Industrial uses. These include the silo facility at Main Street along CR 99W, and the scrapyards north of CR 5. The parcel identified as ‘Expansion Area 3’ in the 2001 Dunnigan Plan which was developed by Richey Brothers Auctioneers, was originally designated as Agricultural Industry, but during the removal of the Dunnigan Specific Plan in 2017, the land received a zoning for Highway Services Commercial. Although farm equipment sales are permitted with a Site Plan Review permit in the C-H zones, Heavy Industrial (I-H) zoning permits the repair and sales of heavy equipment by right and it would be more appropriate to change this parcel’s land use designation to Industrial. Approximately half of the expansion area connecting central and southern Dunnigan is designated for new industrial use. The Agriculture chapter also identifies agriculturally designated parcels adjacent to the interstate and outside the community that are appropriate for agricultural industrial and other agricultural support uses.

As discussed in the following chapter on agriculture, there continues to be a high demand for agricultural processing facilities and other agricultural support uses in Yolo County. In order to focus this type of development near highway access and existing communities, the Dunnigan Community plan has identified the narrow strip of land between I-5 and CR 99W for industrial and commercial land use as an expansion area.

Economic Development

Industrial and commercial development, as called for by the proposed Dunnigan land use plan, can have significant economic and fiscal impacts on the surrounding area. First, such development will create jobs for local residents. Second, some of the income earned by local residents will be spent in the area, thus increasing the level of economic activity. Finally, commercial development typically generates substantially more tax revenues for local governments than it costs to provide public services for such uses.

One of the goals of this plan is to balance the development of new housing opportunities in the Dunnigan area with the availability of jobs in the area. Although there is a discrepancy between the number of residents and job availability, it is important to note that a higher percentage of Dunnigan residents are of retirement age with 33% of residents aged 65 or greater. This combined with the 21% of the population under the age of 18 means that less than half of the population is within the age range most likely to be considered part of the labor force. This is an important consideration when balancing local jobs with the available labor force.

Economists use multipliers to quantify the total economic activity that results from a given economic action. For example, if one spends a dollar in a doughnut shop, that dollar provides the baker with the opportunity to spend a dollar on shoes (or any other commodity). Various studies cite spending multipliers ranging from 1.5 to as high as 3.5, though a recent study cites 1.9 as a conservative figure. This suggests that for every dollar of wages, another 90 cents worth of economic activity will result.

Finally, one must consider the tax revenues generated by commercial development versus the cost of providing public services such as police and fire protection, or possibly water and sewer service.

The largest contribution of commercial development will likely come from retail sales taxes, property taxes, and in case of motels and hotels, transient occupancy taxes.

Typically, when revenues from commercial development are weighed against the cost of public services needed by the development, most commercial development is shown to be fiscally beneficial. Commercial development will need additional levels of police and fire protection; however, such uses generally require fewer parks, schools, and personal services than residential development. Combined with the significantly large revenues generated by commercial development, this fact generally causes commercial development to generate more revenues than expenses.

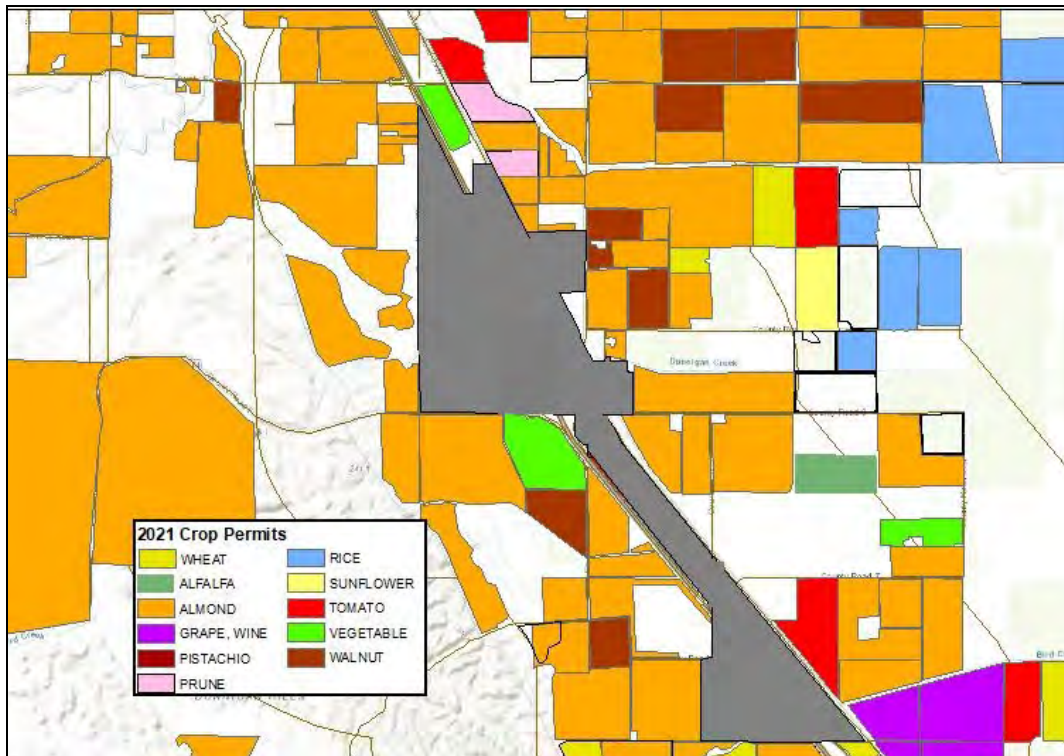
It is important to note that public services may also contribute to revenue generation. For example, the presence of a school in Dunnigan would improve the housing market, enhance the tax base, and help employers hire and retain local employees.

5. Agriculture

Existing Agriculture Conditions

Agriculture has played, and continues to play, an important role in the economy and development of the Dunnigan area. Almonds are the main crop grown around the community of Dunnigan with walnut orchards, rice, wheat, tomatoes and other fruits and vegetables also grown on the surrounding farms (Figure 5).

Figure 8. 2021 Crop Permits by Type



Soils

The U.S. Department of Agriculture, Natural Resources Conservation Service has developed a system for placing soils in land capability classes. The system uses a scale from I to VIII, with Class I having the most desirable characteristics and Class VIII having the least desirable characteristics. Soils Classes I and II are considered prime agricultural land. Class I soils are very deep and well drained, with moderately fine texture on nearly level topography. Class II soils are also prime agriculture land but may have minor problems, such as inferior drainage, too fine a texture, or a slight slope (between 0% and 2%). Class III and Class IV soils have additional restrictions (slopes, drainage, texture), but may still be suitable for agriculture. Class V and VI are generally unsuitable for farming because of excessive slopes or rocky soils.

In an effort to monitor the amount and productivity of the State's farmlands, the State of California Department of Conservation has mapped soils that it considers to be "prime" and of "statewide importance." Almost all the soils surrounding Dunnigan are considered "prime" on the State Important Farmland Map.

Much of the land around Dunnigan, in particular east of CR 99W and west of the Tehama-Colusa Canal, are part of agricultural preserves and have a Williamson Act Land Use Agreement with the County. Although these contracts provide protection for farmland at the decadal level, perpetual conservation easements are rather limited for the area. Currently, the Wildlife Heritage Foundation holds two conservation easements; the Dunnigan Agricultural Easement which includes approximately 247 acres west of CR 89 and south of Buckeye Creek; and the Ridge Cut Easement including approximately 200 acres west of the Colusa Basin Drainage Canal. Additionally, over 2,000 acres along the Colusa Basin Drainage canal east of Dunnigan is held federally by the US Natural Resources Conservation Service.

As discussed in the Yolo County Agricultural Conservation Priority Plan (April 2023), Yolo County has been very successful in preserving agricultural land by protecting agricultural land from conversion to nonagricultural uses through various land conservation and mitigation strategies including zoning with minimum parcels sizes that are large enough to sustain viable agriculture and discouraging land division for residential development outside of communities.

Agriculture industry is supported in the Dunnigan region as well. The Vann Brothers operate an almond huller at CR 8 west of I-5. Ritchie Bros Auctioneers sell farm equipment, truck tractors and other heavy equipment at their 90-acre facility at CR 8 on the west side of I-5.

Agriculture Goals

Goal 2: Support farmland conservation and agricultural support services

D-AG-1 Agricultural lands surrounding Dunnigan shall be protected from the encroachment of urban development. Land uses which are not agricultural or public shall not occur outside the Community Growth Boundary.

D-AG-2 Areas within one mile of the Dunnigan Community Boundary shall be highlighted as an agricultural mitigation area in the County's Agricultural Conservation and Mitigation Program Ordinance.

Farmland Conservation

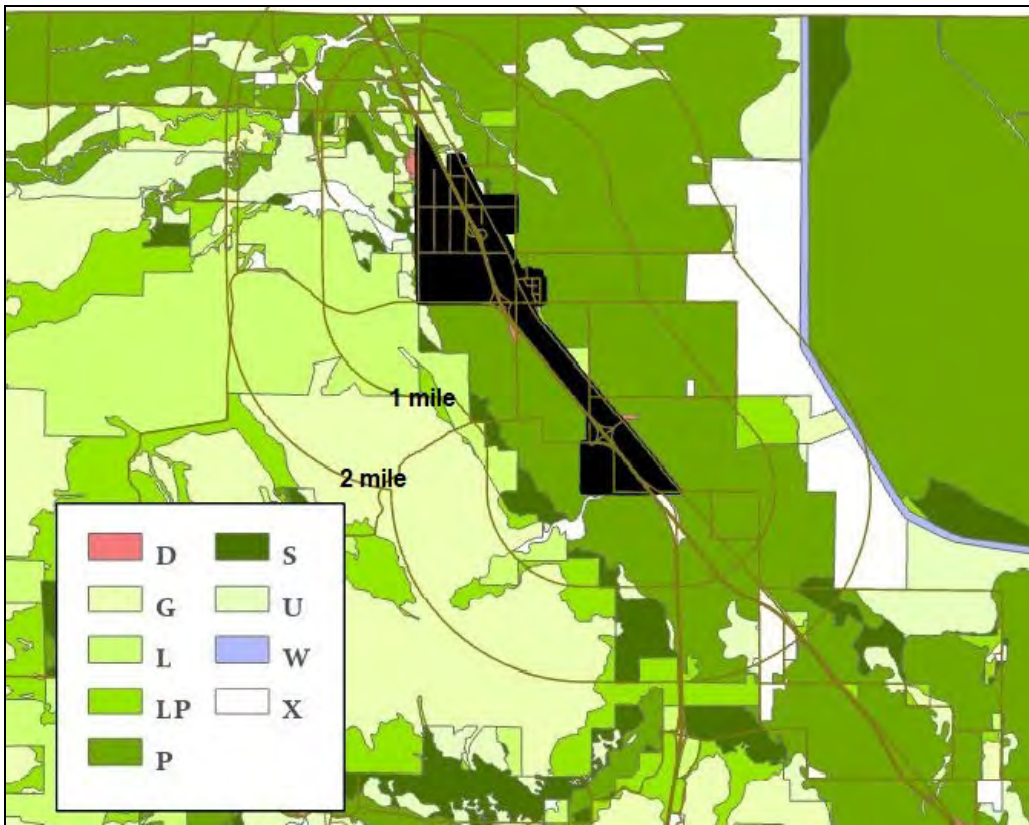
The conversion of farmland to non-agricultural uses is the biggest threat to farms and agriculturally viable farmland. Yolo County has prioritized the protection of farmland through strict zoning and supporting Williamson Act contracts and conservation easements. Another threat to continued agricultural viability is the encroachment of urban uses that may be incompatible with the noise, dust and chemical use associated with agricultural operations. Residents next to agricultural operations may complain and demand restrictions upon the agricultural operations to reduce nuisance impacts. Yolo County has a right-to-farm ordinance that provides protection for agricultural uses against such complaints. To minimize potential

conflicts between agriculture and urban uses, the General Plan requires a buffer zone between such uses.

The County Agricultural Conservation and Mitigation Program Ordinance (Sec. 8-2.404) generally directs conservation easements for agricultural mitigation to areas within two miles of the Sphere of Influence for an incorporated city within the county or within two miles of the community boundary of Esparto. Priority conservation areas which allow mitigation at a lower ration are located within a quarter mile of the above-mentioned communities and much of the area between Davis and Woodland.

The prime farmland found within one or two miles of Dunnigan could also be included as a potential area for the location of agricultural mitigation in Sec. 8-2.404(d)(1) of the Zoning Ordinance. Although agricultural mitigation lands are required within two miles of incorporated cities and Esparto in the ordinance, the ordinance also allows Board of Supervisors to allow other areas that are predominantly designated as prime farmland and/or under threat of conversion to non-agricultural uses. As shown in Figure 6, areas within one mile of Dunnigan’s community boundary are predominantly prime farmland (P) and could be included in as mitigation areas as well. This inclusion would encourage preservation of agricultural lands in the northern portion of the County which is not currently represented as a location for mitigation lands.

Figure 9. Agricultural mitigation areas

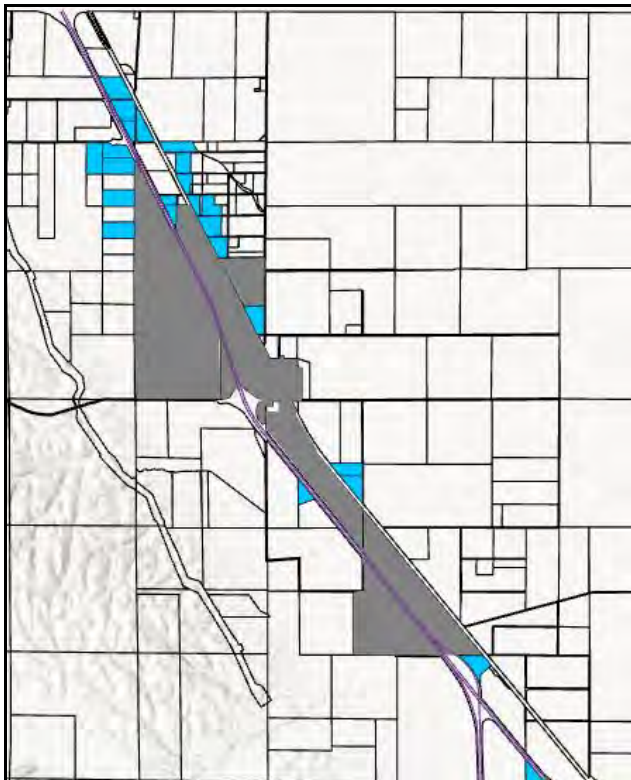


Agricultural Support and Industry

D-AG-3 Provide opportunities for agricultural support uses near the community by providing industrial and general commercial zoning infill between County Roads 6 and 89B on the east side of I-5, west of the Southern Pacific Railroad and County Road 99W. Agricultural support uses could include farm machinery sales and repair, agricultural processing facilities, product or equipment warehousing, and farm supply stores.

General Plan Policy LU-2.2 advocates for additional agricultural commercial and industrial zoning where appropriate. This is aligned with the 2020-2025 strategic goal to increase the development potential of the freeway corridors through Yolo County. The County has identified easily accessible parcels within a quarter mile of I-5 and I-505 between five and twenty acres in size as potentially developable for agricultural support industry and commercial services. Five acres is the minimum size for Agricultural Industrial zone (A-I) and 20 acres is generally seen as too small to farm in Yolo County. Additionally, parcels abutting the highway may be irregular in shape making them difficult to farm. The parcels highlighted in Figure 7 meet the location requirements and are close enough to Dunnigan to provide additional employment opportunities to the community.

Figure 10. Parcels suitable for potential I-5 corridor development



There continues to be a high demand for agricultural processing facilities and other agricultural support uses in Yolo County. To encourage these uses near rural communities that need local employment opportunities, applying the Agricultural Industrial (A-I) zone to other parcels near local communities and with easy access to Interstates is a strategic goal of the County. The gap between the southern and central areas of Dunnigan along CR 99W could be a good location to facilitate employment generating capacity with a focus on agricultural commercial and industrial land uses. This area was retained in the C2030 Countywide General Plan for expansion of the community and has been designated mainly for commercial and industrial land uses. Agriculturally related businesses should be encouraged to locate here. Similarly, the Vann Brothers nut hulling facility on the west side of the County Road 8/I-5 interchange will be zoned to A-I in recognition of the agricultural processing facility.

Dunnigan has succeeded in developing highway commercial services at County Road 8 since the 2001 Dunnigan Plan identified the area as an expansion area that was designated and zoned for highway services. It has since been developed with two travel centers, a gas station, five fast food restaurants. An additional 100 acres is zoned for similar development on the west side of I-5 and has another truck stop and travel center development pending.

The plan from 2001 also included an expansion area for agricultural industry uses at the site of the Richey Brothers Auctioneers. County Road 8 has also become the headquarters of the Vann Brothers almond huller business which lies on a 140-acre parcel just west of the intersection with the interstate. Although, agricultural support businesses may be allowed on parcels designated for agriculture, the County would like to focus the more intensive developments to smaller parcels that are harder to cultivate and are close to the interstate and communities where employees might live. Identifying parcels between 5 and 20 acres within a half mile of Interstate 5 the County can focus attention on the use of these parcels by zoning them to A-I.

6. Transportation

Existing Transportation Conditions

While the County maintained road system in the Dunnigan area has been established in a grid pattern, Interstate-5 (I-5) bisects the town diagonally from the northwest to the southeast creating a number of challenges. Interstate 5 is the major north-south highway that links the west coast of the United States from Canada to Mexico. On average, approximately 35,000 vehicles travel I-5 through Dunnigan.

Two interchanges from I-5 provide the principal access into Dunnigan. The County Road 8 interchange provides access to the southern part of Dunnigan, and the County Road 6 interchange provides access to the central part of Dunnigan. County Road 4 which provides access to northern Dunnigan does not connect directly to I-5. Although the Dunnigan Safety Rest Area is located adjacent to the Hardwood Grove in northern Dunnigan, approximately 0.7 mile north of the CR 6 interchange, neither the northbound nor southbound rest stop allows access beyond the immediate rest stop facilities.

Figure 11. Access within the Hardwood Grove



The Hardwood Subdivision was originally intended to create commercial woodlots and was not designed to provide appropriate access and circulation for the approximately 300 acres of rural residential development that now characterize the Hardwood Grove. The northern part of Dunnigan can only be accessed by CR 4 which connects to CR 88 at the west end and passes over I-5 to connect to CR 99W to the east. Three roads (CR 88A, 88B, and 88C) provide north-south access. South of CR 4, CR 88A and CR 88B run a half mile to CR 5. County Road 88C parallels CR 4 east back toward I-5 before turning south to reach CR 5 running for approximately 3,000 feet. County Road 5 runs east from CR 88A to a dead-end just past CR 88C creating a cul-de-sac. Although no right-of-way or easements exist, two dirt alleys run behind the 100-foot wide by 435-foot long lots in the southern half of the Hardwood Grove. One alley is located between CR 88A and 88B and the other between CR 88B and 88C.

The three north-south roads (88A, 88B, and 88C) of the Hardwood Grove originally platted for the woodlots do not meet the County minimum width for residential streets. Furthermore, the roads may run over a mile between cross streets. Only County Road 4 provides access and egress to both the east and west by connecting to County Road 88 and by passing over I-5 to County Road 99W. Two freeway rest stops are located on the east and west side of I-5 adjacent to the Hardwood Grove area.

North of County Road 4, only two roads run north-south: CR 88A extends approximately 1,700 feet before reaching a dead-end and CR 88B extends approximately 1,000 feet before ending in a turn-around adjacent to I-5. There is no east-west access north of County Road 4.

Except for County Road 4, county-maintained streets within the Hardwood Grove do not comply with the minimum design standards for local residential streets. County design standards require 58 feet of right-of-way and 36 feet of paved drive lanes. The streets in the Hardwood Grove have only 40 feet of right-of-way and barely 20 feet of paved roadway with drainage ditches along each side of the roadway. Where driveways intersect the streets, private culverts of varying sizes and degrees of maintenance connect the drainage ditches. Private alleys and streets are not paved. All these conditions create a high level of concern about effective evacuation routes and emergency vehicle access for the Hardwood Grove.

County Road 99W runs diagonally through Dunnigan, roughly parallel to Interstate 5 and adjacent to the Southern Pacific railroad tracks. Thus, a few intersections of County roads and County Road 99W occur at non-perpendicular angles. In some cases, this creates sight distance problems for motorists attempting to cross or turn at these intersections. This alignment can also create confusion for visitors who may not be familiar with the area. Of particular concern is the intersection of Main Street, County Road 99W, and County Road 89.

Alternative transportation is not currently available in Dunnigan. Although the Southern Pacific railroad offers freight transportation through the Dunnigan area, the nearest passenger rail service is the Amtrak station in Davis. Yolobus has provided service between Woodland and Dunnigan in the past, but transit service is no longer available to Dunnigan. Finally, there are no established bike routes in the Dunnigan area.

Transportation Goals

Goal 3: Provide a safe and efficient circulation network for Dunnigan.

D-TR-1 Street sections for residential streets should have a 50-foot right-of-way and 32 feet of pavement from curb to curb, and five-foot sidewalks.

Hardwood Grove Access

D-TR-2 Improve access to the southern end of the Hardwood Grove by extending and improving County Road 5 to provide a complete street connection between County Road 88 and County Road 89.

D-TR-3 Development of the West Dunnigan Specific Plan area shall provide a road between CR5 and CR 6 by extending CR 88A, 88B, or 88C.

D-TR-4 Streets shall be arranged on a grid pattern to provide access and connectivity.

Figure 12. Hardwood Grove Potential Access Improvements (yellow lines)



A major concern of the community is the limited access and poor condition of the roads in the northern part of Dunnigan. The County standard for local residential streets is 58 feet of right-of-way with 36 feet of pavement from curb to curb and separated sidewalks on either side of the street. Roads in the Hardwood Grove which were not designed for residential use fall far short of this standard with only 40 feet of right-of-way provided and a substandard road width that is impacted by the lack of a comprehensive stormwater drainage system.

California Fire Code sets a maximum length of 1,320 feet for a dead-end road serving parcels between parcels 1 to 5 acres in size regardless of the number of parcels served. Currently, CR 88A north of CR 4 exceeds the maximum dead-end road length. One means for the dead end to be remedied is to require a through road for public safety between CR 88 and 88A as part of an expansion of the Campers Inn development at the northern end of the Hardwood Grove.

There has been much discussion about extending CR 5 to provide better access to the homes south of CR 4, but it is difficult to find a feasible solution. Extending County Road 5 east to CR 99W would need to be elevated to get over the interstate and although there is existing right-of-way at the west end of CR 5 to connect it to CR 88, extending CR 5 here would require a bridge to cross over the creek that drains into Dunnigan Creek. Either of these options would be quite expensive and the County would need to pursue a grant to be able to complete construction. Other proposed alternatives include an emergency access gate to the southbound safety rest stop on I-5 or an extension of CR 88B or CR 88C as part of the development of the West Dunnigan Specific Plan.

Implementation Actions 4 and 5 call for the County to complete an Emergency Access and Fire Prevention Plan for the Hardwood Grove. This plan should look at acquiring right-of-way to expand all existing roads within the Hardwood Grove to 60 feet of right-of-way, connecting the north end of CR 88A and CR 88B to CR 88, protecting the alleyways south of CR 4, and providing another east-west access road for the area between County Roads 4 and 5.

County Road 99W

D-TR-5 Strict enforcement of keeping roads clear of parked vehicles and encroachment into the ROW.

D-TR-6 Development of the Town Center Specific Plan will include measures to improve safety at the intersection of CR 89, CR99W, and Main Street.

County Road 99W runs parallel to I-5 between the interstate and the California Northern railroad tracks. It is the only road that connects all three parts of Dunnigan and has been a safety concern for the community since it does not intersect community roads at a right angle.

Past concern about the intersection with CR 8 has been mitigated by improvements to the intersection including turning lanes and traffic lights. The intersection of CR 99W with CR 89 and Main Street is still considered a hazardous intersection. A crosswalk is painted across the intersection to provide a pedestrian access between Old Dunnigan east of CR 99W and the post

office and Dunnigan Market on the west side of the street (Figure 13). Although there are warning signs for pedestrians and the fire station on CR 99W, the speed limit is 45 miles per hour. Main Street and CR 89 have a stop sign, but there are no sidewalks or other improvements for pedestrian or bicycle safety.

Figure 13. Main Street, CR 99W, CR 89 Intersection



7. Environment and Public Services

Existing Environment and Public Services Conditions

Dunnigan's location, outside of the Sacramento River floodplain and well east of the higher fire severity areas of the Capay Hills and Blue Range, provides some security from the floods and wildfires that have afflicted California with increasing frequency in the twenty-first century. However, the community is rightly concerned about undeveloped lots that are overgrown with eucalyptus in the Hardwood Grove area and road flooding along Dunnigan Creek.

Dunnigan enjoys relatively clean air, but occasionally experiences high levels of ozone and other pollutants that are transported from the Sacramento area and smoke from wildfires. More localized sources of air pollution include dust and smoke from agricultural operations as well as vehicular emissions associated with Interstate 5.

Three channelized riparian corridors run from the Dunnigan Hills through the community: Dunnigan Creek, Azevedo Draw, and Bird Creek. All three are relatively absent of trees. Saturated soils or higher water tables limit the type of tree species found here. Periodic use of herbicides has also limited the natural progression of shrubs and grasses found along the creeks. The riparian corridor along Dunnigan Creek between County Road 88 and I-5 was altered from its natural state when material from this area was used for fill during construction of I-5.

Dunnigan lies within the North Yolo Groundwater Management Area, one of six within the Yolo Subbasin. This management area extends from the Yolo-Colusa County line on the north to Cache Creek on the south and between the eastern slopes of the Dunnigan Hills on the west to the Sacramento River on the east. In general, groundwater levels for the area have lowered during drought years but recover to a long-term average during wet periods.

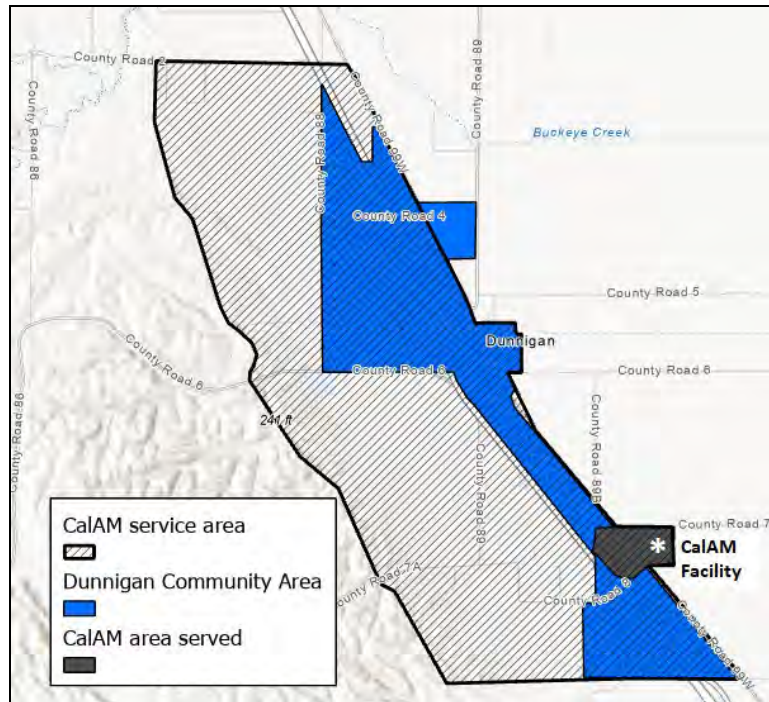
The Dunnigan Water District (DWD) manages water delivery from the Tehama-Colusa Canal and provides agricultural water services and seasonal fire ponds outside the community. DWD also provides some water for landscaping and fire hydrants within the community. Fire hydrants are currently located at the motel on CR 6 and the truck stop and Country Fair Estates at CR 8. A private water company, California American Water, provides water and wastewater services to some of the southern part of Dunnigan around CR 8 including Country Fair Estates residents and Dunnigan Gateway development (Figure 14). Finally, Campers Inn provides services to approximately 120 people north of the Hardwood Grove.

All homes outside of southern Dunnigan have domestic wells and septic tank leach field systems for wastewater treatment. A few businesses have settling ponds rather than septic systems. Although there are a few small, shared water systems that serve several residences from common wells, there is no community water supply or sewer system. This has contributed to water quality concerns within the community.

Dunnigan has an existing Community Service Area though it is only for street lighting. County Service Area 11 (CSA 11) is a dependent special district that was formed under the auspices of the Yolo County Board of Supervisors in response to Dunnigan residents' desire for street lighting and more local control over public services. The primary goal of the lighting is to identify street

intersections that often become obscured by heavy fog. Thirty-five lights have been installed; there are no current plans to increase this number. The district encompasses about 605 acres. The boundary includes the Hardwood Grove and the Old Town area of Dunnigan.

Figure 14. California-American Water Service Area



Yolo County provides many of the public services in Dunnigan including law enforcement, planning, building inspection, and road and street maintenance. Solid waste disposal is provided to the Dunnigan area by private waste disposal carrier franchise agreements with the County of Yolo. Fire Protection Services are provided by the Dunnigan Fire Protection District. The Dunnigan Fire Protection District was officially organized in the mid-1940s to provide fire protection service to the Dunnigan area. The district encompasses a large portion of northern Yolo County; an area of approximately 105 square miles.

The Dunnigan Fire Protection District is a volunteer-staffed district which provides fire protection and medical emergency services to an over 105 square mile area. It is the second largest service area within Yolo County. The district has 24 volunteers including a fire chief, assistant chief, captain, and two lieutenants. The station is located on Main Street in central Dunnigan. Firefighting equipment includes two pumper trucks, one tanker truck, and four smaller brush/grass units. Water is supplied within the district by the Dunnigan Water District conveyance system. The general condition of all the equipment is good, though some of the units are quite old. The fire district has a mutual aid agreement with other Yolo County fire districts to provide fire suppression services.

Children from the Dunnigan area are bused to public schools in Arbuckle, about ten miles north of Dunnigan in Colusa County. The Pierce Union School District operates four schools, three of which are in Arbuckle: an elementary school (grades K-6); a junior high school (grades 7-8); and a high school (grades 9-12). The district also operates an elementary school in the community of Grimes. Facilities are near or over capacity. In particular, Arbuckle Elementary has been extremely impacted for the past six years and currently houses more than 550 students on a site that should only have 430 students.

The 2022-23 PJUSD Facilities Master Plan shows that 207 students originate from the Dunnigan area including 85 elementary school students. The district at one time operated a school in Dunnigan, but that facility was closed because it was considerably more expensive to operate than busing the students to Arbuckle. The district sold the old school site for use by the Dunnigan Water District and it is now owned by the Bureau of Reclamation. The Bureau is studying closing the site and would then offer it for sale to a public entity. The County or the School District acquiring the site could help meet the educational and recreational needs of the community.

There are no medical or other health care services offered in the Town of Dunnigan. Health services are generally sought in Woodland or Davis. Emergency medical transport (ambulance service) dispatched from Woodland usually require 45 minutes to deliver a Dunnigan area resident to a Woodland hospital.

Environmental Goals

Goal 4: Protect natural resources and community health and resiliency.

Air Quality

D-EPS 1. To mitigate noise and potential health hazards due to poor air quality along Interstate 5, the County shall require a minimum 300-foot setback from the right of way for I-5 for residential development and sensitive land uses. All development along Interstate 5 is encouraged to provide vegetative screening to provide a visual and noise buffer.

The California Air Resources Board (CARB) issued recommendations in the siting of new sensitive land uses in 2005. The recommendation advises avoiding concentrating sensitive land uses within 500 feet of rural roads with 50,000 vehicles per day. Additionally, noise levels for the stretch of I-5 between the I-505 interchange and the Colusa County Line can exceed the normally acceptable upper limit of 60 dBA for more than 250 feet from the interstate. Although I-5 has an annual average of 35,000 trips per day which is less than the threshold for the CARB recommendation, given the cumulative impacts of proximity to lower air quality and higher noise levels along the interstate, the Community Plan shall require a 300-foot setback from the interstate right-of-way for residential or sensitive land uses such as schools or hospitals.

Flooding

D-EPS 2. To protect riparian habitats and prevent risk to property, the County shall enforce a 100-foot development setback along Buckeye Creek, Bird Creek, Dunnigan Creek and Azevedo Draw.

During periods of heavy rains, saturated soils combined with high water levels in the Sacramento River and Colusa Basin Drainage Canal can slow drainage from the planning area, resulting in backup and overflow of Dunnigan and Buckeye Creek's banks near their confluence with the canal.

Other drainage problems include ponding in the Hardwood Grove west of I-5 and a smaller area of ponding east of and adjacent to the Southern Pacific Railroad tracks at County Road 4. Bridge locations crossing creeks subject to 100-year storms are also subject to potential flooding where their design prohibits 100-year storm flows causing access problems during periods of heavy rain. There are several such locations along Dunnigan and Buckeye Creeks.

Groundwater

In 2014, the California adopted three bills that are collectively known as the Sustainable Groundwater Management Act (SGMA). The Act requires the formation of local groundwater sustainability agencies in priority groundwater basins and subbasins. Yolo County is designated a high-priority area and the Yolo Subbasin Groundwater Agency was formed in 2017 to develop a Groundwater Sustainability Plan, which was adopted in 2022.

Dunnigan lies within the North Yolo Groundwater Management Area, one of six within the Yolo Subbasin. This management area extends from the Yolo-Colusa County line on the north to Cache Creek on the south and between the eastern slopes of the Dunnigan Hills on the west to the Sacramento River on the east.

Water table measurements regularly taken from three wells located between County Road 99W and I-5 provide a reasonable assessment of general ground water conditions throughout the planning area. Measurements have been taken since 1926 during the wet winter and late dry summer conditions. All wells exhibit declining ground water levels over time with greater fluctuations during the summer months, when ground water pumping for agricultural lands in the area are at their highest level.

Since the Dunnigan Water District began delivery of surface water to agricultural uses from the Tehama-Colusa Canal, fluctuating ground water levels in the Dunnigan area have stabilized and in some cases ground water levels have risen. Dunnigan Water District has begun a groundwater recharge project using the Tehama-Colusa Canal and Buckeye Creek to convey a planned 5,000 acre feet of water onto fallow agricultural land and eventually back into the aquifers.

As noted earlier, the County's Environmental Health Services has surveyed a number of small public water systems in the Dunnigan area and found nitrate levels that exceed State and Federal standards.

Fire Hazards

D-EPS 3. Landowners within the Hardwood Grove should maintain a 100-foot defensible space around their home clear of dense eucalyptus groves and thin eucalyptus on undeveloped lots. Where appropriate, removed eucalyptus shall be replaced with oaks and other native tree species.

The Dunnigan region was originally covered with oak woodland-grassland plant communities and riparian corridors. With nineteenth century settlement, much of this area was converted to farming and livestock raising though some oak woodlands-grasslands landcover remains to the west of the community. In the early twentieth century the northern part of the community was planted in red gum eucalyptus (*Eucalyptus camaldulensis*) in the hopes of producing lumber for railroad ties. Though red gum wood is hard, it grows in an irregular, crooked shape and the wood does not season well as it warps and splits during the process. Eventually, the eucalyptus operation closed, and the lots were sold off and used for homesites.

Thick groves of red gum remain mainly on undeveloped parcels and are an identifying feature of the community, but the fire-adapted trees are also a hazard. Eucalyptus trees shed bark and branches and emit volatile oils that contribute to the fire regime of their native habitats in Australia and regrow from branches allowing them to recover more quickly than competing species. Cal Fire designates the community as a Local Responsibility Area, so it does not define the Fire Hazard Severity of the area. The similarly developed area of the Hardwood Grove currently outside the Community Boundary and east of CR 99W is designated as a Moderate Fire Hazard Severity Area.

California Public Resources Code Section 4291 requires property owners in forest-covered lands to maintain a defensible space of 100 feet around structures. Most developed residential parcels in the Hardwood Grove appear to have a defensible space, but there are several larger parcels that do not appear maintained. Although PRC 4291 doesn't apply to owners of undeveloped parcels, given the density of homes within the area, efforts ought to be made to have all property owners reduce the density of red gum eucalyptus and clear fallen bark and limbs.

Public Services Goals

Goal 5: Provide the level of public services desired by the residents at an equitable cost.

Dunnigan has historically not received much investment in safety or services and is considered a disadvantaged community by the State. Continuing concerns within the community include water quality, the condition of the roads, emergency services including fire, sheriff, and ambulance availability, and schools.

Water and Wastewater

D-EPS-4 The County shall explore private and public funding sources for providing community water and wastewater service.

Dunnigan has a history of high levels of nitrates in the drinking water. Elevated nitrate levels were detected in 1982 in a study conducted by Yolo County Environmental Health Services and in 1993 by Wallace, Kuhl & Associates in their Groundwater Pollution Study for the Dunnigan area. Both studies indicated that onsite septic systems, especially those that are old and close to old water wells could be a major cause for the nitrate problem. Both studies did not preclude other factors such as domestic or commercial agricultural practices and other old and improperly constructed sewage systems in the area. High levels of nitrates in drinking water may cause health problems, particularly in infants.

Despite the history of a nitrate problem in the drinking water and more recent concerns regarding wells going dry from drought, northern and central Dunnigan have not had a plan to provide safe water to the residents. In 1993, the County hired Psomas & Associates of Sacramento to write a preliminary facilities plan to address water, wastewater, and drainage needs for the community. The *Dunnigan Facilities Plan* was left incomplete however, when the developers attached to the project withdrew financial support in 1995.

For the current community plan, the *Dunnigan Infrastructure Feasibility Study* was conducted to look at the needs and costs of providing water and wastewater service to the existing development in central and northern Dunnigan including the Old Town and Hardwood Grove area (Attachment A). It proposes that two new wells, a primary well and a backup well located near Dunnigan Creek to provide water to the central and northern part of the community.

Alternative sources of water were investigated including the Dunnigan Water District or the existing California American Water facilities which serve parts of the community. Due to the ongoing drought, Dunnigan Water District does not have the capacity to serve the non-agricultural needs of the community with water from the Tehama-Colusa Canal. California American Water owns water and wastewater treatment facilities at County Road 8 which serve the adjacent Country Fair Estates Mobile Home Park and Dunnigan Gateway commercial center. The company's business model however is to acquire existing facilities rather than construct new infrastructure.

The probable construction costs of these facilities are included in the study. The sewer collection system is estimated at \$8.4 million with a package wastewater treatment plant of \$12 million. The

water distribution system is expected to cost \$12.7 million and the wells, tanks, water treatment and pumps are likely to cost an estimated \$11.3 million. The total cost for a community water and wastewater system including contingencies would likely be an estimated \$60 million.

The economic feasibility part of the study looks at how much the cost of infrastructure would add to the cost of infill housing allowed by current zoning. The study found that this approach would not be feasible since it would add well over \$100,000 to each new single-family home. Expanding the amount of area available for residential development would reduce this amount in relation to the amount of housing added. For example, the 153 acres of new residential land uses to be included in the Specific Plan areas, if developed at a typical density of six to seven dwelling units per acre, could reduce the additional infrastructure costs to closer to \$100 per home.

At the development densities proposed for the Specific Plan areas, individual wells and septic systems are inadequate. A public water and/or sewer system is also necessary to solve the nitrate problem in the existing town as described above. In developing the Specific Plan areas, the capacity of the major water and sewer lines and of the sewer plant should be sufficient to accommodate the demand from existing developed areas. Developers should be reimbursed for providing this additional capacity to solve existing problems.

Excess water and sewer capacity should be considered in the future to allow existing development in Dunnigan to eventually use the collection and treatment facilities. The County can adopt an ordinance that includes the requirement that "improvements installed by the subdivider shall contain supplemental size, capacity, number, or length for the benefit of property not within the subdivision, and that those improvements be dedicated to the public (Govt. Code 66485)." The County would be required to enter into an agreement with the subdivider for reimbursement for costs in excess of the construction required for the subdivision.

Another option is to coordinate development of infrastructure with California American Water, a private water company that includes the entire community of Dunnigan in its service area though it only currently serves a portion of the part of the community. Although the company has expressed interest in managing future facilities in the community, they have not proposed funding the construction of the facilities proposed in the *Dunnigan Infrastructure Feasibility Study*. To this end, the County should pursue public funding either to implement the needed infrastructure in conjunction with a developer or independently.

The County of Yolo has established a number of County Service Areas and Community Service Districts throughout the unincorporated County that provide public services, such as water, sewer, storm drainage, and road maintenance; the governing body for a County Service Area is the Yolo County Board of Supervisors. County Service Area No. 11 or formation of a Community Service District would likely be the water and/or sewer purveyor. County Service Area No 11 (CSA-11) was formed to provide street lighting for the Dunnigan area. The petition adopted by the Local Agency Formation Commission when the service area was formed allows CSA-11 to provide other urban services that may include water and/or sewer service. However, either the formation of a Community Service District or management by California American Water would be preferable to a CSA for the expanded services.

Law Enforcement, Fire, and Medical Services

D-EPS-5. The County shall work with the Dunnigan Fire Protection District to improve emergency access and fire prevention through road additions and improvements, water storage and distribution, eucalyptus thinning, and trash abatement.

D-EPS-6. Establish a sheriff's substation and ambulance service in the community to shorten response times.

D-EPS-7. Health care and emergency services should be planned to precede or coincide with the increase in the demand beyond current capacities as a result of development.

Law enforcement in Dunnigan is provided primarily through the Yolo County Sheriff's Department. Telephone calls for services are routed to the dispatch at the Yolo County Communications Emergency Services Agency in Woodland. From this point, deputies are assigned to respond. The Sheriff's Department covers all of the unincorporated areas of Yolo County. The time it takes an officer to arrive to an emergency call can vary greatly, depending on proximity of a patrol vehicle. The County should evaluate if a Sheriff's substation is warranted in Dunnigan to serve new development envisioned by this plan.

The California Highway Patrol provides limited services to the Dunnigan area. Wireless phone calls for service involving the use of 911 are sent to the California Highway Patrol's communications dispatch in Sacramento.

The Dunnigan Fire Protection District is responsible for providing fire protection and medical emergency services to approximately 105 square miles of the northern County including the community of Dunnigan. Fire district staffing consists of 24 firefighters. Several of the volunteers have emergency medical technician training. The fire district has a mutual aid agreement with other Yolo County fire districts to provide fire suppression services. As with many rural fire districts, the fire district is struggling to maintain an adequate level of service due to lack of funding. Staff has assisted in out-of-state firefighting to help raise revenue, which leaves less staff available for local emergency needs.

Dunnigan FPD's call volume in FY 20/21 was the 3rd highest in Yolo County at 551 dispatches (including mutual aid calls). The difference is the FPDs with comparable/higher call volume have 2.5 – 4 FTE paid staff each. It appears the Dunnigan FPD is receiving a lower level of service as compared to other FPDs which is likely due in part to its disadvantaged status and corresponding lack of funding. Support of a Proposition 218 is likely affected by the disadvantaged income status of roughly half of its territory. Incident response data indicates Dunnigan FPD is struggling to respond to calls with sufficient personnel. Call volume has increased significantly at 42% over the last three years. More personnel, likely paid staff, is needed to serve the Dunnigan FPD high demands for service. But Dunnigan FPD's core revenues are relatively low, even though in FY 20/21 it had the highest number of dispatches of all the FPDs inside its jurisdiction (i.e., not including mutual aid calls). Dunnigan FPD needs increased personnel, which will likely require increased revenue.

There is no medical care in Dunnigan; the nearest hospital is in Woodland. The nearest ambulance service is also in Woodland. Non-life threatening calls can take as long as one hour from the initial call to delivering a person via ambulance to the hospital in Woodland. For life threatening emergencies, the fire department or the California Highway Patrol will call Life Flight, a medical-helicopter service based in Sacramento.

The Town of Dunnigan has no medical and other health care services. Health services are generally sought in Woodland or Davis for any complicated or extensive medical treatment. Ambulances dispatched from Woodland can take up to an hour to deliver a Dunnigan area resident to a Woodland hospital. As a result of the time lag, many people choose to drive the injured or ill into Woodland rather than rely on an ambulance. For these reasons, emergency medical technicians (EMTs) are needed to serve the Dunnigan area.

The increase of commercial, industrial, and residential development will require a commensurate increase in fire-fighting capabilities. The Dunnigan Fire Protection District should conduct a study of the equipment, staffing, and facility needs of the fire protection district at full build-out of this plan. As a condition of approval, developers should pay for their fair share amount of the fire protection equipment and facilities to service their development.

If a large amount of commercial and retail businesses locates in Dunnigan, there may also be an increase in law enforcement problems associated with this development. Prior to approving such projects, the County shall review law enforcement service needs generated by the new development. If the study concludes that cumulative impacts require a new substation in Dunnigan, developers should pay their fair share amount towards building such a facility to service their development.

New development is expected to pay its fair share for the cost of providing additional services. However, the cost of upgrading and expanding public services that serve the existing residents cannot be shifted to developers. At the same time, the costs of new facilities to existing residents cannot be so onerous that low-income families are forced to move.

Schools

D-EPS-8. The County shall ensure that new residential subdivisions within the Pierce Unified School District provide for additional student population with a focus on establishing a local school in Dunnigan to serve the community and neighboring region.

Since there is no school site in Dunnigan, children are bused 10 miles north to schools in Arbuckle which were not designed for the additional students. The elementary school facilities in particular have been severely impacted by high number of students attending. Pierce Unified School District has provided comments that its preference is to establish a small transitional kindergarten to eighth grade school in Dunnigan. There would not necessarily need to be sufficient population to have full classes (30 students per class) for each grade level before a new elementary school in Dunnigan could be considered. PJUSD's Grand Island Elementary School in Grimes, California functions well with combination grades which is often more desirable for

small group instruction. State law allows school districts to collect fees from new commercial and residential development to construct new facilities. School siting requirements are found in Title 5, Division 1, Chapter 13 of the California Code of Regulations.

Exhibit A. Parcels with Land Use Designation or Zoning Changes

APN	Acreage	Current Designation	Proposed Designation	Current Zoning	Proposed Zoning
RR east of 99W					
051090010	2.39	AG	RR	A-N	RR-5
051090011	6.42	AG	RR	A-N	RR-5
051090027	3.06	AG	RR	A-N	RR-5
051090028	2.22	AG	RR	A-N	RR-5
051090029	2.22	AG	RR	A-N	RR-5
051090030	2.31	AG	RR	A-N	RR-5
051190019	5.37	AG	RR	A-N	RR-5
051190020	3.73	AG	RR	A-N	RR-5
051190021	2.07	AG	RR	A-N	RR-5
051190022	5.66	AG	RR	A-N	RR-5
051190024	4.73	AG	RR	A-N	RR-5
051190025	4.68	AG	RR	A-N	RR-5
051190029	0.97	AG	RR	A-N	RR-5
051190030	0.97	AG	RR	A-N	RR-5
051190031	0.97	AG	RR	A-N	RR-5
051190032	0.98	AG	RR	A-N	RR-5
051190033	0.98	AG	RR	A-N	RR-5
051190034	0.98	AG	RR	A-N	RR-5
051190035	0.95	AG	RR	A-N	RR-5
051190036	0.95	AG	RR	A-N	RR-5
051190037	0.95	AG	RR	A-N	RR-5
051190038	0.95	AG	RR	A-N	RR-5
051190039	0.95	AG	RR	A-N	RR-5
051190040	0.95	AG	RR	A-N	RR-5
All SP areas					
051160007	0.25	CG	SP	C-H	S-P
051160008	0.21	CG	SP	C-H	S-P
051160013	53.55	CG	SP	C-H	S-P
051160020	167.1	AG	SP	A-N	S-P
051160023	13.63	AG	SP	A-N	S-P
051160024	30.81	AG	SP	A-N	S-P
051160098	0.24	CG or PQP	SP		S-P
052030004	17.73	AG	SP	A-N	S-P
052030007	76.41	AG	SP	A-N	S-P
052030022	42.22	AG	SP	A-N	S-P
052130001	8.2	AG	SP	A-N	S-P

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North Hardwood Grove					
051110007	2.0	RM	RR	R-M	RR-2
051110008	5.0	RM	RR	R-M	RR-2
051110010	2.32	RM	PQ	R-M	PQP
051110011	6.04	RM	PQ	R-M	PQP
051110012	0.28	RM	PQ	R-M	PQP
Central Dunnigan					
051160004	2.4	--	--	C-H	C-G
051160005	16.08	--	--	C-H	C-G
051160010	0.55	--	--	C-H	C-G
051221001	0.36	PQ	PR	PQP	P-R
051224001	0.29	PQ	PR	PQP	P-R
051231001	0.55	IN	PQ	I-H	PQP
051242001	1.36	PQ	PR	PQP	P-R
051242002	0.33	PQ	PR	PQP	P-R
051244004	3.15	IN	CL	I-L	C-L
052020003	5.07	--	--	C-H	C-G
052020004	1.0	--	--	C-H	C-G
052030020	2.12	AG	IN	A-N	I-L
052030023	4.23	--	--	C-H	C-G
052060018	140.89	--	--	A-N	A-I
052130007	90.39	CG	IN	C-H	I-H
052130009	39.3	AG	PQ	A-N	PQP
Dunnigan Truck and Travel Center					
052060011	100.00	--	--	C-H/ PD-65	C-H

Attachment 1. Dunnigan Infrastructure Feasibility Study