# IV. DRAFT EIR TEXT REVISIONS

Since release of the Draft EIR on April 28, 2009, the following changes have been made to clarify, amplify, and/or provide minor technical corrections. In the case where information is deleted, it is shown in ~~strikeout~~ format. Where information is added, it is underlined.

The following changes are shown sequentially (by page number) in the order in which they appear in the Draft EIR. These changes are also referenced in Chapter III (Responses to Comments) where appropriate. Changes to impacts and mitigation measures are reflected in a Revised Summary Table (see Table II-1: Summary of Impacts and Mitigation Measures starting on page 14 of the Draft EIR) in Appendix A.

**DRAFT EIR VOLUME I, CHAPTER I THROUGH CHAPTER IV**

Pages 14 through 51 of the Draft EIR in Chapter II, Summary, Summary Table II-1 are revised. See revised Table II-1: Summary of Impacts and Mitigation Measures in Appendix A of this Response to Comments document.

Page 88 of the Draft EIR is revised as follows:

> As noted previously, four ~~three~~ alternatives sites have been identified in Clarksburg for development of a future winery-related agricultural industrial facility (per Policy CC-3.14). Only one site is intended for the described development. The future project is intended to complement and assist in establishing a successful critical mass of grape processing facilities to support emerging wineries. The four ~~three~~ sites are described below and shown in Figure III-4:

Figure III-4 on page 89 of the Draft EIR is revised as shown on page 417 of this document.

Page 91 of the Draft EIR is revised as follows:

- **Site D** includes an area totaling approximately 110 acres located at the northwest intersection of Jefferson Boulevard and Hamilton Road, approximately three miles southwest of Clarksburg (APN: 043-310-12). This site is currently in Zone B: 500-year floodplain. However, the site will be re-designated as 100-year floodplain in June, 2010. The site's location on Jefferson Boulevard allows a direct link north into West Sacramento and towards Interstate 80. This roadway is also State Route (SR) 84 and is a designated truck route. The site is located in the heart of Clarksburg agricultural area and in proximity to many grape growers and operating wineries. The more remote location minimizes potential aesthetic and nuisance impacts, which is particularly true if the future processing facility is a purely industrial processing plant with no tourism component, in which case distancing the project from a key entryway to the town of Clarksburg is preferable. New production facility has been proposed to complement an existing local winery at this site.

Page 122 of the Draft EIR is revised as follows:

- Policy LU-3.~~89~~: The intent of allowing residences in the agricultural areas is to provide dwellings for those directly involved in on-site farming activity, including farm employees, the landowners and their immediate families. All such dwellings shall be encouraged to locate on lands least suited for agricultural use and/or in "clustered" configurations to minimize the conversion of agricultural lands to any other uses.

Page 124 of the Draft EIR is revised to add the following text:

- Policy CC-4.11: Site specific information shall be required for each application, subject to site conditions and available technical information, as determined by the County lead department, in order to enable informed decision-making and ensure consistency with the General Plan. Technical information and surveys requested shall include, but not be limited to, the following: air quality and/or greenhouse gas emissions calculations, agricultural resource assessment/agricultural and evaluation and site assessment (LESA), biological resources assessment, cultural resources assessment, fiscal impact analysis, flood risk analysis, hydrology and water quality analysis, geotechnical/soils study, land use compatibility analysis, noise analysis, Phase One environmental site assessment, sewer capacity and service analysis, storm drainage capacity and service analysis, title report, traffic and circulation study, visual simulation and lighting study, and water supply assessment.

Page 133 of the Draft EIR is revised as follows:

~~Mitigation Measure LU-1c: Amend Policy CC-3.13 of the Draft General Plan as follows:~~

~~Policy CC-3.13: Amend Policy CC-3.13 and the Draft General Plan Land Use Map for Esparto to change the designation on the new mixed-use residential area (79 acres) south of State Route 16 to Industrial use to avoid dividing the existing community and allow for an increase in the number of jobs in that community. Reconsider and rebalance the land use designations in Esparto in an effort to attain a jobs/housing ratio of 1.2 during preparation of the new or updated Area/Community Plan or Specific Plan for Esparto as required under Policy CC-3.1~~

Page 144 of the Draft EIR is revised as follows:

The jobs/housing balance would improve for the communities of Dunnigan and Madison, as shown in Table IV.A-10, which were essentially "balanced" as part of the Draft General Plan land use planning process, and for which there are specific policies that require a balance and match of jobs and housing as described below. Additionally, the jobs/housing balance would improve for Yolo (a change from 0.54 under existing conditions to 1.9 at build-out) and the Capay Valley/Esparto area (a change from 1.8 under existing conditions to 1.3 at build-out). Other areas of the County that would remain imbalanced or would become more imbalanced, essentially with more jobs being provided than housing based on build-out of the proposed land use designations, are: ~~Capay Valley,~~ Clarksburg, Zamora, Elkhorn, County Airport, I-505/CR14 or 12A, and the Davis area and Woodland area. Areas of the County that would remain imbalanced or become more imbalanced, with more housing than jobs are: ~~Esparto,~~ Knights Landing, Monument Hills, and the Winters area.

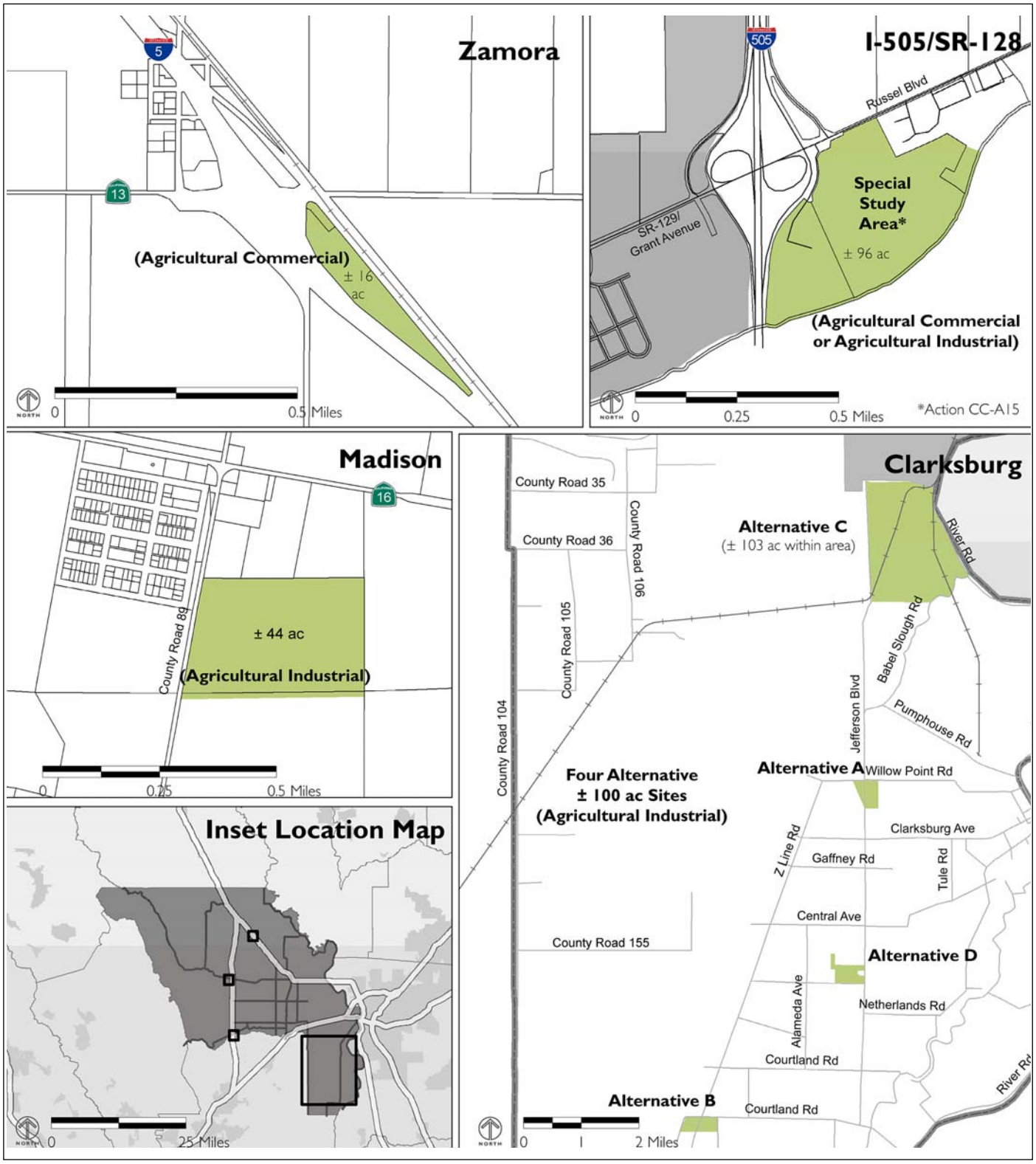


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FIGURE III-4

N

Agricultural Sites

*Yolo County 2030 Countywide General Plan EIR*

Targeted Future Agricultural Commercial and Agricultural Industrial Sites

SOURCE: YOLO COUNTY GIS, 2009.

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Table IV.A.10 on page 145 of the Draft EIR is revised as follows:

**Table IV.A-10: Existing and 2030 Build-out Jobs/Housing Balance**

| | Existing Jobs/ Housing Ratio | Total Build-out 2030 Jobs | Total Build-out 2030 Units | Total Build-out 2030 Jobs/Housing Ratio |
|---|---|---|---|---|
| **Towns** | | | | |
| Capay Valley/ Esparto | 1.84 ~~4.24~~ | 3,833 ~~3,297~~ | 3,040 ~~629~~ | 1.26 ~~5.24~~ |
| Clarksburg | 1.17 | 1,345 | 199 | 6.76 |
| ~~Esparto~~ | ~~0.31~~ | ~~536~~ | ~~2,411~~ | ~~0.22~~ |
| Dunnigan | 0.39 | 8,661 | 8,621 | 1.00[a] |
| Knights Landing | 0.28 | 522 | 1,793 | 0.29 |
| Madison | 0.45 | 3,152 | 1.633 | 1.93 |
| Monument Hills | 0.45 | 330 | 608 | 0.54 |
| Yolo | 0.54 | 400 | 211 | 1.90 |
| Zamora | 1.43 | 299 | 28 | 10.68 |
| **Other areas** | | | | |
| Elkhorn | -- | 5,977 | 4 | --[b] |
| County Airport | -- | 41 | 0 | --[b] |
| I-505/CR 14 or 12A | -- | 351 | 0 | --[b] |
| Davis Area | 16.48 | 20,407 | 924 | 22.09 |
| Winters Area | 0.08 | 10 | 125 | 0.08 |
| Woodland Area | 30.38 | 5,247 | 55 | 95.40 |
| Remaining Unincorporated | 0.24 | 2,579 | 4,820 | 0.53 |
| **Total Unincorporated** | **2.87** | **53,154** | **22,061** | **2.41** |
| Cities[c] | 1.38 | 121,524 | 100,786 | 1.21 |
| **Total County** | **1.53** | **174,678** | **122,847** | **1.42** |

Page 146 of the Draft EIR is revised as follows:

Such areas include the ~~Capay Valley (towns of Capay, Guinda and Rumsey),~~ Yolo, Zamora, I-505/CR14 or 12A, and other places including Binning Farms, Patwin Road, Jury Industrial, Royal Oak Mobile Home Park, Willow Bank, Chiles Road, El Rio Villa, Willow Oak, North Davis Meadows, and Putah Creek.

Page 147 of the Draft EIR is revised as follows:

**Capay Valley/Esparto.** This combined area includes both Esparto, ~~is~~ the County's largest town at 648.7 acres, as well as the Cache Creek Casino Resort, the County's second largest employer (UC-Davis is the largest employer). No substantive amount of new growth is

proposed as a part of the Draft General Plan because there was a determination by the County that this town is already of a size that supports basic services and an acceptable quality of life, and already has adequate affordable housing. The one land use change proposed in the Draft General Plan involves a vacant 79-acre property on south side of SR 16. Under the Draft General Plan the land use for this property is proposed to be changed from Industrial to a mix of residential, commercial, and open space land uses (Policy CC-3.13). As shown in Table IV.A-10, the Capay Valley/Esparto area currently has more jobs than housing ~~than jobs~~ and the jobs/housing ratio (1.84~~0.31~~) is above ~~well below~~ the Draft General Plan target of 1.2 jobs per unit. At build-out this relationship improves significantly ~~worsens slightly~~ to 1.26 ~~0.22~~. ~~In response to this potential condition, a mitigation has been recommended below that would eliminate the proposed land use change.~~

Page 149 of the Draft EIR and Policy CC-3.3 is revised as follows:

Mitigation Measure LU-4c: Amend Policy CC-3.3 of the Draft General Plan as follows:

Policy CC-3.3: Ensure that jobs are created concurrent with housing to the greatest extent feasible. Include requirements to ensure a reasonable ongoing balance between housing and jobs by phase. ~~and/or other mechanisms to constrain housing to stay balanced with job creation through build-out of the area. Each phase of housing shall be required to be accompanied by balanced job-generating development.~~ Strive to match overall wages to home prices.

For areas within Specific Plans, ~~including Dunnigan, Knights Landing, and Madison,~~ the amount of land designated for residential and job generating uses shall be evaluated during the Specific Plan process, and land uses must ~~shall~~ be "re-balanced" within each phase, ~~if necessary~~ in order to achieve a community-wide ~~jobs/housing~~ balance of 1.2 jobs per household. A jobs/housing ~~balance~~ monitoring program shall be established as part of each Specific Plan for its planning area. The jobs/housing relationship (balance, phasing, and match) for each Specific Plan area shall be monitored by phase ~~every five years~~. ~~To the greatest feasible extent, if~~ If at the end of any phase, the required jobs/housing relationships are not achieved, the County shall require immediate and effective actions to be taken by the Developer to ensure that the jobs/housing relationship is rebalanced, prior to approval of any subsequent phase. Such actions may include, but are not limited to the following: change in the amounts of land uses in remaining phases; financial/ regulatory incentives to accelerate the development of underdeveloped land uses; smaller phases; limitations on permits for overdeveloped land uses; and/or other actions as may be required. ~~one land use sector is out of balance with another, the over- built land use type shall be stayed until the under-built land use type is rebalanced.~~

Page 150 of the Draft EIR is revised as follows:

~~Mitigation Measure LU-4i: Implement Mitigation Measure LU-1.~~

Pages 157 and 158 of the Draft EIR have been revised as follows:

Clarksburg is the only community area within the Delta Primary Zone in Yolo County and as such, development is subject to the regulations of the LURMP. The Draft General Plan would allow an additional 103 acres of agricultural industrial uses (which allows agricultural research, processing, and storage uses) on one of four ~~three~~ targeted sites outside of town, and development of 22 residential units (76.3 acres) and 3 acres of commercial/industrial uses in town. These uses are not increased beyond what is allowed under the DPC's LURMP.

According to Policy CC-3.14 of the Draft General Plan, of the four ~~three~~ alternative sites identified for the location of a future winery-related agricultural industrial facility in Clarksburg, only one site is intended for development to complement and assist in establishing a successful critical mass of grape processing facilities to support emerging wineries. ~~Both a~~ Alternative sites A and B and C are located within the Delta Primary Zone (see Figure III-4), while alternative site C is located in the Secondary Zone. Development on sites A and B and C may be constrained by LURMP Utilities and Infrastructure Policy P-3 which prohibits any new sewage treatment facilities, including storage ponds, within the Delta Primary Zone. It is likely that a 103-acre agricultural industrial use would result in the construction of wastewater-related facilities. Utilities and Infrastructure Policy P-1 states that impacts associated with the construction of transmission lines and utilities can be mitigated by locating new construction in existing utility or transportation corridors, or along property lines, and by minimizing construction impacts. If development on alternative sites A and B and C were able to construct utility lines to transport wastewater to existing treatment and storage facilities, then development of these sites would not be inconsistent with the LURMP, and the potential conflict with the LURMP would be less-than-significant. Because alternative site C is outside the Primary Zone, development of 103 acres of this site for agricultural commercial/industrial uses would not conflict with the policies of the LURMP.

Page 160 of the Draft EIR has been revised as follows:

In Clarksburg, the Draft General Plan would allow development of one of four ~~three~~ potential 103-acre sites for agricultural industrial uses.

Page 175 ofthe Draft EIR has been revised as follows:

The lake ~~dam~~ is 6 miles long and 1 mile wide, and includes a reservoir with a capacity of 300,600 acre-feet.

Page 251 of the Draft EIR has been revised as follows:

Policy CI-3.20: Require Specific Plan areas to establish mode split goals for walking, bicycling, and transit trips in development of the required transit plan (per

Action CI-A6) for each area. ~~Bi-annual~~ Biennial household surveys should be conducted to ensure identified mode~~l~~ split goals are being achieved as the Specific Plan areas build out.

Pages 259 to 260 of the Draft EIR has been revised as follows:

Mitigation Measure CI-2: Amend Policy CI-3.1 of the Draft General Plan as follows:

Policy CI-3.1: Maintain Level of Service (LOS) C or better for roadways and intersections in the unincorporated County. In no case shall land use be approved that would either result in worse than LOS C conditions, or require additional improvements to maintain the required level of service, except as specified below. The intent of this policy is to consider level of service as a limit on the capacity of the County's roadways.

A. Interstate 5 (County Road 6 to Interstate 505) – LOS D is acceptable to the County, assuming that one additional auxiliary lane is constructed in each direction through this segment. The County will secure a fair share towards these improvements from planned development. LOS D is anticipated by Caltrans according to *Interstate 5 Transportation Concept Report 1996 to 2016* (Caltrans, April 1997).

B. Interstate 5 (Interstate 505 to Woodland City Limit) – LOS D is acceptable to the County. The County will secure a fair share towards these improvements from planned development. LOS D is anticipated by Caltrans according to *Interstate 5 Transportation Concept Report 1996 to 2016* (Caltrans, April 1997).

C. Interstate 5 (Woodland City Limit to Sacramento County Line) – LOS F is acceptable to the County. The County will secure a fair share towards intersection improvements from all feasible sources including planned development at the Elkhorn site. LOS C is anticipated by Caltrans according to *State Route 99 & Interstate 5 Corridor System Management Plan* (Caltrans, May 2009).

D. Interstate 80 (Davis City Limit to West Sacramento City Limit) – LOS F is acceptable to the County. LOS F is anticipated by Caltrans according to *Interstate 80 and Capital City Freeway Corridor System Management Plan* (Caltrans, May 2009).

I. State Route 113 (Sutter County Line to County Road 102) – LOS F is acceptable to the County. The County will secure a fair share towards these improvements from planned development. LOS F is anticipated by Caltrans according to *State Route 113 Transportation Concept Report 1999 – 2019 (Caltrans, May, 2000).*

O. County Road 6 (County Road 99W to the Tehama Colusa Canal) – LOS D is acceptable, assuming this segment is widened to four lanes.

The County will secure a fair share towards these improvements from all feasible sources ~~planned development~~.

Page 263 of the Draft EIR has been revised as follows:

Mitigation Measure CI-4: The Draft General Plan shall be amended to include one of the following new policies ~~actions~~ in the Circulation Element.

Policy CI-1.12: CMP Consistency 1) Coordinate with YCTD on the update to the Yolo County CMP to ensure consistency with the LOS policies established in the Yolo County Circulation Element. ~~OR~~ 2) Monitor roadways identified in the Yolo County CMP and prepare a deficiency plan as outlined in the CMP, when the CMP LOS thresholds are exceeded. The deficiency plan shall focus on modifications to the transportation system that reduce vehicle travel by accommodating more travel by walking, bicycling, and transit modes consistent with the Draft General Plan. ~~OR~~ 3) Coordinate with the cities to consider opting ~~opt~~ out of the CMP pursuant to Section 65088.3 of the Government Code.

Page 269 of the Draft EIR has been revised as follows:

**(6) Review of Proposed Alternative Sites.** Policy CC-3.14 identifies four ~~three~~ alternative sites (A, B, ~~and~~ C and D) near Clarksburg for development of a future winery-related agricultural industrial facility; however, only one site is intended to be developed. Sites A and B and D would each be approximately 100 acres and the main access to each site would be provided by State Route 84 south of Clarksburg. For the traffic impact analysis, development associated with Site A was assumed to occur. Site B and Site D are ~~is~~ similar in size and are ~~is~~ anticipated to generate a similar number of vehicle trips on State Route 84. Therefore, development of Site B or Site D instead of Site A are ~~is~~ not anticipated to create additional traffic impacts and would be less-than-significant.

Page 292 of the Draft EIR has been revised as follows:

AIR-1: Amend the Draft General Plan Policy CO-6.6 as follows:

Policy CO-6.6: Encourage implementation of YSAQMD Best Management Practices such as ~~including~~ those listed below to reduce emissions and control dust during construction activities~~.~~:

Page 301 of the Draft EIR is revised to add the following text. Note that the Table: Recommendations on Siting New Sensitive Land Uses replaces Table IV.D-8 on page 300 of the Draft EIR:

AIR-3: Amend Action CO-A106 of the Draft General Plan as follows:

Action CO-A106: Regulate the location and operation of land uses to avoid or mitigate harmful or nuisance levels of air emissions to the following sensitive receptors: residentially-designated land uses, hospitals , ~~and~~ nursing/

convalescent homes and similar board and/or care facilities, hotels and lodging, schools and day care centers and neighborhood parks. Home occupation uses are excluded. New development shall follow the recommendations for siting new sensitive land uses consistent with the CARB's recommendation as shown in the table below ~~Table IV.D-8~~. (Policy CO-6.1, Policy CO-6.2)

**Recommendations on Siting New Sensitive Land Uses**

| Source | Category Advisory Recommendations |
|---|---|
| Freeways and High-Traffic Roads | Avoid concentrating sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. |
| Distribution Centers | Avoid concentrating sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).<br><br>Take into account the configuration of existing distribution centers and avoid concentrating residences and other new sensitive land uses near entry and exit points. |
| Rail Yards | Avoid concentrating sensitive land uses within 1,000 feet of a major service and maintenance rail yard.<br><br>Within one mile of a rail yard, consider possible siting limitations and mitigation approaches. |
| Ports | Avoid concentrating sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the CARB on the status of pending analyses of health risks. |
| Refineries | Avoid concentrating sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation. |
| Chrome Platers | Avoid concentrating sensitive land uses within 1,000 feet of a chrome plater. |
| Dry Cleaners Using Perchloro-ethylene | Avoid concentrating sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district.<br><br>Do not concentrate sensitive land uses in the same building with perc dry cleaning operations. |
| Gasoline Dispensing Facilities | Avoid concentrating sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities. |

Notes:

1. These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.
2. Recommendations are based primarily on data showing that the air pollution exposures addressed here (i.e., localized) can be reduced as much as 80% with the recommended separation.
3. The relative risk for these categories varies greatly. To determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel PM will decrease over time as cleaner technology phases in.

4. These recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists. The recommended distances take into account other factors in addition to available health risk data (see individual category descriptions).
5. Site-specific project design improvements may help reduce air pollution exposures and should also be considered when siting new sensitive land uses.
6. This table does not imply that mixed residential and commercial development in general are incompatible. Rather it focuses on known problems like dry cleaners using perchloroethylene that can be addressed with reasonable preventative actions.
7. A summary of the basis for the distance recommendations can be found in Table 1-2 (see ARB's *Land Use Handbook*).

Source: California Air Resources Board, 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April and Tschudin Consulting Group, April 2009.

Page 350 of the Draft EIR is revised to add the following text:

**Land Use and Community Character Element**

- Policy CC-3.5. In addition to Table LU-11, achieve the following within the Dunnigan Specific Plan growth boundary:

  J. Establish a total greenhouse gas emissions objective for all new development in Dunnigan, along with the specific, enforceable actions necessary to achieve the objective.

Pages 354-355 of the Draft EIR are revised as follows:

*Construction and Mining Activities.* Daily and long-term construction and surface mining operations in Yolo County are an additional source of GHG emissions. Construction activities, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew, of individual projects related to the Draft General Plan will produce combustion emissions from various sources. During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as $CO_2$, $CH_4$, and $N_2O$. Furthermore, $CH_4$ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Mining activities in Yolo County typically are comprised of sand and gravel extraction operations, and are limited to locations along the Cache Creek corridor. During construction, as well as mining operations, various diesel-powered vehicles and equipment would be in use. Other sources of GHG emissions from mining operations include the use of generators and other equipment operated on natural gas, oil, propane, or diesel fuel. New mining operations in Yolo County would be subject to federal, State, YSAQMD, and County rules and regulations which insure emissions from this equipment and vehicles are minimized. Construction and mining emissions were estimated using CARB's OFFROAD 2007 model, which generates emission inventories by equipment type, accounting for age and for a given calendar year.

~~Using the URBEMIS 2007 model, it is estimated that the average daily $CO_2$ emissions associated with construction equipment exhaust for the proposed project would be approximately 6,865 metric tons for each year within the timeframe of the Draft General Plan. The estimates are based on residential, commercial and industrial growth and assumes an even distribution of General Plan development over 20 years (i.e., $1/20^{th}$ of the total development occurs in each year with equal construction phasing in each year). Commercial and industrial square footage was estimated using the additional acreage and maximum floor-area ratio (FAR) for each land use type. Model output sheets are included in Appendix D.~~

The project would be required to implement the construction exhaust control measures listed in Mitigation Measure AIR-1 of Section IV.D, Air Quality. This measure would reduce GHG emissions during the construction period.

*Motor Vehicle Use.* Transportation associated with the Draft General Plan would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips. ~~Mobile sources (vehicle trips and associated miles traveled) would be the largest emission source of GHGs associated with the proposed project.~~ Transportation is also the largest source of GHG emissions in California and represents approximately 38 percent of annual $CO_2$ emissions generated in the State. The Emission FACtors (EMFAC) model was developed by CARB to calculate emission rates from on-road motor vehicles from light-duty passenger vehicles to heavy-duty trucks that operate on highways, freeways, and local roads in California. On-road truck trips from commercial and industrial operations, including mining, are accounted for in the fleet mix of EMFAC 2007, the most recent version of the model. For land use development projects, vehicle miles traveled (VMT) and vehicle trips are the most direct indicators of GHG emissions associated with the Draft General Plan. $CO_2$ and $CH_4$ emissions were estimated using VMT data developed by Fehr & Peers and EMFAC 2007; estimates of $N_2O$ were based on EPA emission factors.

Pages 358-360 of the Draft EIR are revised as follows:

*Existing Conditions.* Under CEQA, the significance determination must focus on changes to the existing physical environment.[1] The analysis must consider the existing physical environment and measure the impacts of its project against the current conditions. Table IV.F-2 provides an estimate of current GHG emissions within unincorporated Yolo County.

[1] See, e.g., Pub. Res. Code, § 21060.5; 14 Cal.Code Regs. §§ 15002 (g); 15125 (e), 15126.2 (a), 15360.

**Table IV.F-2: Yolo County - Existing Greenhouse Gas Emissions**

| Emission Source | Emissions (Metric Tons Per Year) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2eq$ | Percent of Total |
| Construction & Mining | 32,100 | 4.98 | 0.17 | 32,281 | 1.7% |
| Agriculture | -- | -- | -- | 879,977 | 46.7~~47.8~~% |
| Vehicles | 119,184 | 13.24 | 13 | 123,390 | 6.6~~7~~% |
| Electricity Production | 500,000 | 6 | 3 | 501,030 | 26.6~~27.2~~% |
| Natural Gas Combustion | 320,000 | 6 | 6 | 320,000 | 17.0~~4~~% |
| Propane | -- | -- | -- | 9,444 | 0.5% |
| Solid Waste | -- | -- | -- | 2,400 | 0.1% |
| Wastewater | -- | -- | -- | 11 | 0.0% |
| Other Area Sources | 6,231 | -- | -- | 6,231 | 0.3% |
| Yolo County Municipal Operations | -- | -- | -- | 8,200 | 0.4 |
| Total Annual Emissions | 977,520 ~~945,420~~ | 30 ~~25~~ | 22 | 1,882,964 ~~1,842,480~~ | 100.0% |

Note: Numbers in table may not appear to add up correctly due to rounding.
-- Estimates not available for this pollutant and/or category.
Source: LSA Associates, Inc., February 2009.

Agricultural activities, including fertilizer application, off-road equipment, and irrigation activities, account for the largest source of GHG emissions under existing conditions and account for 47~~0~~ percent of the total inventory. Estimates are based on enteric fermentation and manure management of livestock, nitrogen fertilizer application, rice harvesting, water and off-road equipment usage. There are additional emissions that could occur from soil management or burning of agricultural biomass, but information related to these activities is not readily available or easily quantified. Estimates do not assume any carbon sequestration that would occur from plants and trees on agricultural lands. Carbon storage would reduce the overall agricultural emissions, but there are questions about how permanent carbon storage would be in agricultural crop (i.e., harvesting of annual crops could release stored carbon).

Energy use, including electricity and natural gas, is a significant source of emissions (44~~22~~ percent) and was calculated with data available through the California Energy Commission.[2] In 2007, Yolo County used approximately 1.744 million kWh of electricity and 59.84 million therms of natural gas countywide (cities and unincorporated area).[3] As mentioned above, water use results in the use of electricity; Yolo County uses approximately 915,000 acre-feet of water annually for agricultural and municipal purposes.[4] Based on DWR data, the unincorporated County uses approximately 790,000 acre-feet of water annually for agricultural uses.

[2] California Energy Commission, 2009. *Electricity Consumption by County*. http://www.ecdms.energy.ca.gov/elecbycounty.asp. *Natural Gas Consumption by County.* http://ecdms.energy.ca.gov/gasbycounty.asp.

[3] Ibid.

[4] Water Resources Association of Yolo County, 2007. *Integrated Regional Water Management Plan.* April.

Motor vehicle emissions are based on trip generation estimates and vehicle miles traveled (VMT). Vehicle-related emissions are approximately 7 percent of the unincorporated county-wide emissions and represent the second largest GHG emissions source; consistent with statewide estimates of transportation-related emissions. Vehicle emissions are based on estimates in the unincorporated portion of the county only. The rural and agricultural nature of the unincorporated area in Yolo County explains why transportation-related emissions are so much lower than the state percentage (38 percent) of total emissions.

*Draft General Plan.* The Draft General Plan would generate up to 305,370~~300,910~~ metric tons of $CO_2$eq per year of new emissions over existing conditions, as shown in Table IV.F-3. Agricultural activities, including fertilizer application, off-road equipment, and irrigation activities, account for the largest source of GHG emissions under existing conditions and in the future with the Draft General Plan. Energy use, including electricity and natural gas, is the second most significant source of emissions and was estimated based on per capita usage rates.

**Table IV.F-3: Yolo County – 2030 Draft General Plan Greenhouse Gas Emissions**

| | Emissions (Metric Tons Per Year) | | | | | |
|---|---|---|---|---|---|---|
| **Emission Source** | **$CO_2$** | **$CH_4$** | **$N_2O$** | **$CO_2$eq** | **Percent of Total** | **Net Change** |
| Construction & Mining | 43,505 | 1.95 | 0.17 | 43,604 | 2.0~~0.3~~% | 11,323 ~~6,865~~ |
| Agriculture | -- | -- | -- | 885,432 | 40.5~~41.3~~% | 5,456 |
| Vehicles | 248,299 | 6.6 | 33 | 258,300 | 11.8~~12.1~~% | 134,910 |
| Electricity Production | 580,000 | 6.4 | 3.5 | 581,200 | 26.6~~27.1~~% | 80,170 |
| Natural Gas Combustion | 380,000 | 7.3 | 7 | 380,000 | 17.4~~7~~% | 60,000 |
| Propane | -- | -- | -- | 9,444 | 0.4% | 0 |
| Solid Waste | -- | -- | -- | 3,200 | 0.2~~0.1~~% | 800 |
| Wastewater | -- | -- | -- | 24 | 0.0% | 13 |
| Other Area Sources | 18,928 | -- | -- | 18,928 | 0.9% | 12,696 |
| Yolo County Municipal Operations | -- | -- | -- | -- | 0.4% | 0 |
| Total Annual Emissions | 1,270,200 ~~1,227,200~~ | 22 ~~20~~ | 44 | 2,188,332 ~~2,143,390~~ | 100.0% | 305,370 ~~300,910~~ |

Note: Numbers in table may not appear to add up correctly due to rounding.
-- Estimates not available for this pollutant and/or category.
Source: LSA Associates, Inc., February 2009.

Page 393 of the Draft EIR is revised as follows:

Mitigation Measure PUB-1: The Draft General Plan shall be amended to include the following new policy in the Public Services and Facilities Element:

Policy PF-5.9 The County shall require, and applicants must provide, a will-serve letter from the appropriate fire district/department confirming the ability to provide fire protection services to the project, prior to each phase ~~and any required terms of service~~.

Page 462 of the Draft EIR has been revised as follows:

**Reduce Groundwater Supplies Through Aquifer Overdraft ~~or Interfere with Groundwater Recharge.~~** Build-out under the Draft General Plan would result in additional demands on available groundwater resources. Aquifer overdraft (or overpumping) can cause permanent damage to an aquifer if the aquifer materials settle, reducing its future storage capacity. ~~In addition, overdraft has caused land subsidence at the ground surface, especially in the area east of Zamora to south to the City of Davis.~~ New development may also result in covering recharge areas with impervious surfaces, reducing aquifer recharge. These impacts are addressed in Section IV.K, Hydrology and Water Quality, under Impact HYD-1.

Pages 462-463 of the Draft EIR have been revised as follows:

**Impact UTIL-2: Build-out of the Draft General Plan could result in increased overdraft of County aquifers thus reducing aquifer capacity and adversely affecting groundwater supply ~~and a net increase in ground surface subsidence.~~ (S)**

The increase in water demand, shown in Table IV.H-3, has the potential to cause significant environmental impacts to the groundwater supply in Yolo County. The Draft General Plan includes a policy (Policy CO-5.3) that addresses groundwater resources, under which the County would "strive to manage the County's groundwater resources on a sustainable yield basis that can provide water purveyors and individual users with reliable, high quality groundwater to serve existing and planned land uses during prolonged drought periods." However, this policy would not ensure that overpumping is discontinued. Mitigation Measure HYD-1a modifies this policy to be more stringent.

Pages 464-465 of the Draft EIR have been revised as follows:

Mitigation Measure UTIL-2d: Implement Mitigation Measure LU-1b that amends Policy CC-3.5 regarding the Dunnigan Specific Plan process.

However, even with implementation of these mitigation measures, increased groundwater overdraft resulting in impacts to groundwater supply could still occur because the new groundwater resources management program would not have the regulatory authority to limit groundwater withdrawal from private water supply wells. This impact is significant and unavoidable. (SU)

Page 512 of the Draft EIR has been revised as follows:

A potential conflict could occur in regards to Draft General Plan Policy CC-3.14 that identifies four ~~three~~ alternative sites in Clarksburg for the location of a 103-acre winery-related agricultural commercial/industrial facility (the location of the sites are shown in Figure III-4). Three ~~Two~~ of the alternative sites (A and B and D) are located within the Primary Zone, while alternative site C is located outside of the Primary Zone.

Page 519 of the Draft EIR is revised as follows:

> Salmon, sturgeon, perch, chub, sucker, pike, trout, and steelhead were caught with nets, weirs, fishhooks, and harpoons. Mussels were harvested from the gravels along the Sacramento River channel. Geese, ducks, and mudhens were hunted using decoys and various types of nets. Tribelets with territory on the western margin of the Sacramento River valley (such as *Chemocu*, *Putato*, and *Liwai* along Putah Creek, and *Sukui*, near Bear Creek north of Guinda) relied less on riparian and wetland animal resources and more on terrestrial game. Deer, tule elk, antelope, bear, mountain lion, fox, and wolf were driven, caught with nets, or shot with bow and arrow. However, bear, mountain lion, fox, and wolf were hunted primarily for their hides, instead of as traditional food sources.

The last paragraph on page 519 of the Draft EIR is revised as follows:

> The basic subsistence strategy of the Plains Miwok was seasonally mobile hunting and gathering. However, tobacco was cultivated and dogs were domesticated to serve as companions, protectors, and hunters. Plant foods included acorns, buckeyes, laurel nuts, hazelnuts, seeds, roots, greens, and berries. Acorns, the primary staple, were gathered in the fall and stored through the winter. Seeds were gathered from May through August. Intentional, periodic burning in August ensured an ample supply of seed-bearing annuals and forage for game. The Plains Miwok ate more meat in the winter when stores of plant resources grew smaller. Hunting was accomplished with the aid of the bow and arrow, traps, and snares. Animal foods consisted of deer; elk; antelope; rodents; waterfowl; quail, pigeons, ~~flickers~~, and other birds; freshwater mussels and clams; land snails; fish; and insects. Salt was obtained from springs or through trade with people from the Mono Lake area.

Page 529 of the Draft EIR is revised as follows:

> ***Pre-Contact Archaeological Resources.*** Pre-contact sites include habitation sites, limited occupation sites, hunting/processing camps, fishing sites, lithic reduction stations, milling stations, quarries/single reduction locations, rock art sites, rock features, and burial locations. Sites may fall into more than one category (e.g., habitation sites may be associated with rock art). Therefore, sites may be classified as more than one type.

Page 530 of the Draft EIR is revised as follows:

> The most common pre-contact site types found in the County are continual seasonal use sites ~~temporary occupation sites~~, followed by hunting/processing camps, habitation sites, milling stations, lithic scatters, rock features, quarry/single reduction loci, and rock art sites. The distribution of pre-contact sites is highly correlated to the presence of major Sacramento Valley watercourses, with their associated areas of high ground and natural levees, as well as creeks and minor drainages along the eastern slopes and valleys of the North Coast range.

Page 617 of the Draft EIR is revised as follows:

Mitigation Measure BIO-1c: The Draft General Plan shall be amended to include the following new policy in the Conservation and Open Space Element:

Policy CO-2.37 ~~Require that all mitigation and monitoring activities be fully funded with a secure funding source prior to implementation of habitat or species mitigation and monitoring plans.~~ Habitat preserved as a part of any mitigation ~~and monitoring plan~~ requirement shall ~~should~~ be preserved in perpetuity through deed restrictions, conservation easement restrictions, ~~conservation easement, deed restriction,~~ or other method to ensure that the habitat remains protected. All habitat mitigation must have a secure, adequate, ongoing funding source for permanent operation, monitoring and maintenance.

Page 626 of the Draft EIR is revised as follows.

Mitigation Measure BIO-4c: The Draft General Plan shall be amended to include the following new policy ~~action~~ in the Conservation and Open Space Element:

Policy CO-2.41: Preserve grassland habitat within 2,100 feet of documented California tiger salamander breeding ponds or implement required mitigation (equivalent or more stringent) as imposed by appropriate agencies or through the HCP/NCCP, to ~~and require that unavoidable impacts be~~ fully mitigate~~d~~ impacts consistent with local, State, and federal requirements. Implementation and funding of mitigation measures for projects that will be developed in phases over time may also be phased, with the applicable mitigation being implemented and funded prior to the final approval of each phase or sub-phase.

Pages 630-631 of the Draft EIR are revised as follows:

Mitigation Measure BIO-5a: The Draft General Plan shall be amended to include the following new policy in the Conservation and Open Space Element:

Policy CO-2.42: Require that impacts to species listed under the State or federal Endangered Species Acts, or species identified as special-status by the resource agencies, be avoided to the greatest feasible extent. If avoidance is not possible, fully mitigate impacts consistent with applicable local, State, and Federal requirements. Projects that will be developed in phases over time, may phase the implementation and funding of mitigation measures. Applicable mitigation for each phase shall be implemented and funded prior to the initiation of ground disturbing activities for that phase.

Page 631 of the Draft EIR is revised as follows:

Mitigation Measure BIO-5c: The Draft General Plan shall be amended to include the following new policy ~~action~~ in the Conservation and Open Space Element:

Policy CO-2.44: ~~For all p~~ Projects that ~~would impact potential~~ have the potential to impact California tiger salamander (CTS) breeding or terrestrial habitat in the Dunnigan Hills area, ~~require an assessment be conducted~~ shall conduct a project-level biological assessment to determine the potential ~~of development projects (such as roads, structures)~~ to impact California tiger salamander upland or breeding habitat (if such assessment has not already been done as part of an approved HCP/NCCP). Such an assessment will be required for all projects located within 1.3 miles of a known or potential breeding site. Development activities that would result in isolation of the breeding or upland habitat will be required to mitigate for such impacts. Mitigation shall consist of two components: 1) habitat preservation and enhancement of suitable upland habitat, and 2) preservation and construction of new breeding habitat. Mitigation ratios and locations shall satisfy the requirements of appropriate local, state, and federal agencies, and shall be coordinated with the HCP/NCCP program if adopted. ~~CTS upland habitat will be mitigated at a ratio of 3:1 (preserved:impacted). Preserved upland habitat must be located within 2,100 feet of an occupied habitat and must have at least one suitable breeding pond.~~

Page 633 of the Draft EIR has been revised as follows:

With the inclusion of Policy CO-1.13 that states that the County will ensure compatibility of permitted land use activities with applicable, natural open space policies of the Land Use and Resource Management Plan of the Delta Protection Commission within the Delta Primary Zone, the Draft General Plan would not conflict with the Land Use and Resource Management Plan. Development proposed in the Draft General Plan could result in a winery and grape crushing facility on 103-acres on one of four ~~three~~ sites in Clarksburg. Three ~~Two~~ of the sites are within the Primary Zone and under the jurisdiction of the Delta Protection Commission. However, this targeted future project would not conflict with the Draft General Plan policies and actions described in this section regarding open space or the management of lands used primarily as wildlife habitat.

Page 672 of the Draft EIR has been revised as follows:

Development on any of the ~~The~~ four ~~three~~ alternative sites in Clarksburg identified for agricultural commercial/industrial use and the two alternative I-505 commercial/industrial sites would all require an NPDES Construction General Permit, in addition to the Yolo County Improvement Standards, as development on these sites would be greater than one acre in size.

Page 673 of the Draft EIR has been revised as follows:

**(4) Interfere With ~~Affect~~ Groundwater ~~Quality or~~ Recharge.** Build-out under the Draft General Plan would result in additional demands on available groundwater

resources. Impacts to groundwater supply are addressed in Section IV.H, Utilities and Energy, under Impact UTIL-2. Aquifer overdraft (or overpumping) can cause permanent damage to an aquifer if the aquifer materials settle, reducing its future storage capacity. In addition, overdraft can, and has in the past in Yolo County, cause land subsidence at the ground surface. This has occurred in the area generally located between Zamora, Knights Landing, and Yolo ~~east of Zamora, to the south of the City of David.~~ Subsidence can significantly impact flood hazard areas by effectively increasing flooding depths. The Draft General Plan includes a policy (Policy CO-5.3) that addresses groundwater resources, under which the County would "strive to manage the County's groundwater resources on a sustainable yield basis that can provide water purveyors and individual users with reliable, high quality groundwater to serve existing and planned land uses during prolonged drought periods." This policy would require strengthening the County's current water management programs to preclude overpumping. The potential for overdraft of aquifers and subsidence is a significant impact.

New development will also result in increases in impervious surfaces which could reduce aquifer recharge. Development, and associated impervious cover, in areas of moderate and high potential for recharge would cause the greatest impact. Areas mantled with clayey soils or near-surface bedrock tend to have a low potential for aquifer recharge and creation of new impervious cover in these areas would have little effect on aquifer recharge. High aquifer recharge areas tend to be located along alluvial channels. Moderate aquifer recharge areas are located through the county. Figure CO-7 of the Draft General Plan identifies areas of high, moderate, and low recharge potential within the County. A comparison of the new development that could occur under the Draft General Plan (as depicted in Figure IV.J.6) to the important recharge areas as shown on Figure CO-7 of the Draft General Plan (also Figure IV.K.1 of this EIR) demonstrate that most of the proposed development will occur in areas of very slow and slow infiltration, with some development potentially occurring in areas of moderate infiltration. Areas of high infiltration are protected as open space in the Draft General Plan. Notwithstanding the potential for increases in impermeable surfaces in some areas of moderate infiltration, these areas (of moderate infiltration) are extensive in Yolo County and generally occur in Agriculture and Open Space designated areas where urban growth is prohibited. As demonstrated by comparing these two figures the overall potential for impact is minimal and is not considered significant.

Policy CO-5.14 would "require proposals to convert land within or near areas identified as having a moderate to very high recharge capability to uses other than agriculture, open space, or habitat to demonstrate that groundwater recharge will not be significantly diminished." In addition, implementation of the following policies and actions would address potential impacts related to groundwater resources: CO-5.4, CO-5.5, CO-5.12, CO-5.18, CO-5.19, CO-5.21, CO-5.28, HS-A.9, CO-A69 through CO-A79, CO-A80, and CO-A87. Implementation of the following mitigation measures will reduce the potential impacts related to an increased overdraft of County aquifers and a reduction of aquifer recharge resulting in a net reduction aquifer capacity, ~~availability of groundwater resources,~~ and ground surface subsidence, to a less-than-significant level.

Pages 673-674 of the Draft EIR are revised as follows:

**Impact HYD-1: Build-out of the Draft General Plan could result in increased overdraft of County aquifers and a reduction of aquifer recharge, resulting in a net reduction aquifer capacity~~, availability of groundwater resources,~~ and ground surface subsidence. (S)**
Implementation of the following mitigation measures would ensure that Draft General Plan impacts related to aquifer overdraft and recharge are reduced to less-than-significant levels ~~the severity of this impact~~.

Mitigation Measure HYD-1a: Amend Policy CO-5.3 of the Draft General Plan as follows:

Policy CO-5.3: ~~Strive to m~~Manage the County's groundwater resources on a sustainable yield basis that can provide water purveyors and individual users with reliable, high quality groundwater to serve existing and planned land uses during prolonged drought periods.

Page 725 of the Draft EIR is revised as follows:

Provide adequate separation between areas where hazardous materials are present and sensitive uses. The following land uses are considered sensitive receptors for the purpose of exposure to hazardous materials: residentially designated land uses, hospitals, ~~and~~ nursing/convalescent homes and similar board and/or care facilities, hotels and lodging, schools and day care centers, and neighborhood parks. Home occupation uses are excluded.

Page 725 of the Draft EIR is revised as follows:

HAZ-1: Amend Action HS-A47 of the Draft General Plan as follows:

Action HS-A47: New development and redevelopment in areas previously used for agricultural, commercial, or industrial uses shall ensure that soils, groundwater, and buildings affected by hazardous material releases from prior land uses, as well as lead paint and/or asbestos potentially present in building materials, will not have the potential to affect the environment or health and safety of future property owners or users, and any affected areas shall be properly abated. A Phase I Environmental Site Assessment (ESA) to American Society for Testing and Materials (ASTM) standards shall be required where appropriate and a Phase II ESA may be required in certain circumstances based on the recommendations/results of the Phase I. Where the Phase I report has identified agricultural cultivation prior to the 1980s, a shallow soil investigation shall be performed at the property in accordance with DTSC guidance for sampling agricultural properties.

## DRAFT EIR VOLUME II, CHAPTER V THROUGH CHAPTER VII AND APPENDICES

Table V-3 on pages 767 and 768 of the Draft EIR has been revised as shown on pages 433 and 434 of this document.

## Table V-3: Alternatives Comparison of Impacts

| | Proposed Project | | Relative Level of Impact Compared to the Proposed Project (without Mitigation) | | |
|---|---|---|---|---|---|
| **Environmental Topics** | **Significant Impact** | **Level With Mitigation** | **No Project Alternative** | **Rural Sustainability Alternative** | **Market Demand Alternative** |
| Land Use and Housing | LU-1 (divide/disrupt community) | LTS | < LU-1 | < LU-1 | = LU-1 |
| | LU-2 (incompatible land uses) | SU | ≤ LU-2 | = LU-2 | > LU-2 |
| | LU-3 (alter type and intensity of use) | SU | = LU-3 | = LU-3 | > LU-3 |
| | LU-4 (jobs/housing imbalance) | SU | > LU-4 | > LU-4 | > LU-4 |
| | LU-5 (conflicts with other agency plans) | LTS | > LU-5 | > LU-5 | > LU-5 |
| Agricultural Resources | AG-1 (loss of agricultural land) | SU | < AG-1 | < AG-1 | > AG-1 |
| | AG-2 (loss of Williamson Act lands) | SU | < AG-2 | < AG-2 | > AG-2 |
| | AG-3 (loss of agricultural soils) | SU | < AG-3 | < AG-3 | > AG-3 |
| | AG-4 (land use conflicts with agricultural activities) | LTS | ≥ = AG-4 | = AG-4 | > AG-4 |
| Transportation and Circulation | CI-1 (increase in VMT) | SU | < CI-1 | < CI-1 | > CI-1 |
| | CI-2 (exceed County LOS threshold) | SU | < CI-2 | < CI-2 | > CI-2 |
| | CI-3(exceed roadway capacity) | SU | < CI-3 | < CI-3 | > CI-3 |
| | CI-4 (exceed CMP LOS thresholds) | SU | < CI-4 | < CI-4 | > CI-4 |
| | CI-5 (exceed city LOS thresholds) | SU | < CI-5 | < CI-5 | > CI-5 |
| | CI-6 (exceed Caltrans LOS thresholds) | SU | < CI-6 | < CI-6 | > CI-6 |
| | CI-7 (increase travel on substandard roadways) | SU | ≥ ≤ CI-7 | < CI-7 | > CI-7 |
| | CI-8 (increase travel on substandard State facilities) | SU | ≥ ≤ CI-8 | < CI-8 | > CI-8 |
| | CI-9 (policy conflicts) | SU | = ≤ CI-9 | < CI-9 | > CI-9 |
| Air Quality | AIR-1 (increase construction emissions) | SU | < AIR-1 | < AIR-1 | > AIR-1 |
| | AIR-2 (increase operational emissions) | SU | = AIR-2 | < AIR-2 | > AIR-2 |
| | AIR-3 (exposure to toxics) | LTS | ≥ = AIR-3 | < AIR-3 | > AIR-3 |
| | AIR-4 (cumulative impacts) | SU | < AIR-4 | < AIR-4 | > AIR-4 |
| | AIR-5 (conflicts with other agencies) | SU | = ≤ AIR-5 | = AIR-5 | > AIR-5 |
| Noise | NOI-1 (increase traffic noise) | SU | < NOI-1 | < NOI-1 | > NOI-1 |
| | NOI-2 (noise effects on sensitive uses) | LTS | < NOI-2 | < NOI-2 | > NOI-2 |
| | NOI-3 (increase ambient noise) | SU | = NOI-3 | < NOI-3 | > NOI-3 |
| | NOI-4 (exposure to groundborne vibration) | LTS | = NOI-4 | = NOI-4 | > NOI-4 |
| Global Climate Change | GCC-1 (contribute to GCC) | SU | < GCC-1 | = GCC-1 | > GCC-1 |
| | GCC-2 (adverse affects from GCC) | SU | < GCC-2 | = GCC-2 | > GCC-2 |
| Public Services | PUB-1 (increase demand for fire services) | LTS | = PUB-1 | > PUB-1 | > PUB-1 |
| | PUB-2 (increase demand for schools) | LTS | = PUB-2 | > PUB-2 | > PUB-2 |
| | PUB-3 (increase demand for parks) | LTS | = PUB-3 | > PUB-3 | > PUB-3 |
| Utilities and Energy | UTIL-1 (increase water demand) | SU | < UTIL-1 | > UTIL-1 | > UTIL-1 |
| | UTIL-2 (increase demand groundwater resources) | SU | < UTIL-2 | > UTIL-2 | > UTIL-2 |
| | UTIL-3 (greater wastewater flows) | LTS | < UTIL-3 | > UTIL-3 | > UTIL-3 |

Table V-3 *Continued*

| | Proposed Project | | Relative Level of Impact Compared to the Proposed Project (without Mitigation) | | |
|---|---|---|---|---|---|
| **Environmental Topics** | **Significant Impact** | **Level With Mitigation** | **No Project Alternative** | **Rural Sustainability Alternative** | **Market Demand Alternative** |
| Cultural Resources | CULT-1 (loss of historical resources) | SU | < CULT-1 | < CULT-1 | > CULT-1 |
| | CULT-2 (loss of archeological resources | SU | < CULT-2 | < CULT-2 | > CULT-2 |
| Biological Resources | BIO-1 (loss of riparian habitat) | SU | < BIO-1 | < BIO-1 | > BIO-1 |
| | BIO-2 (loss of wetlands) | SU | < BIO-2 | < BIO-2 | > BIO-2 |
| | BIO-3 (loss of oak woodlands) | SU | < BIO-3 | < BIO-3 | > BIO-3 |
| | BIO-4 (disrupt movement corridors) | SU | = ~~<~~ BIO-4 | < BIO-4 | > BIO-4 |
| | BIO-5 (loss of special-status species) | SU | = ~~<~~ BIO-5 | < BIO-5 | > BIO-5 |
| | BIO-6 (loss of habitat) | SU | = ~~<~~ BIO-6 | < BIO-6 | > BIO-6 |
| Hydrology and Water Quality | HYD-1 (overdraft aquifers) | LTS | = ~~<~~ HYD-1 | = HYD-1 | > HYD-1 |
| | HYD-2 (flood hazards) | SU | = ~~<~~ HYD-2 | < HYD-2 | > HYD-2 |
| | HYD-3 (sea level rise) | SU | = ~~<~~ HYD-3 | < HYD-3 | > HYD-3 |
| Geology, Soils, Seismicity and Mineral Resources | GEO-1 (loss of unique feature) | LTS | = GEO-1 | = GEO-1 | = GEO-1 |
| Hazards and Hazardous Materials | HAZ-1(chemical residues) | LTS | < HAZ-1 | < HAZ-1 | > HAZ-1 |
| | HAZ-2 (disrupt emergency response) | SU | = ~~<~~ HAZ-2 | < HAZ-2 | > HAZ-2 |
| | HAZ-3 (airstrip hazards) | LTS | = ~~<~~ HAZ-3 | = HAZ-3 | = HAZ-3 |
| Visual and Scenic Resources | VIS-1 (visual character) | SU | > ~~=~~ VIS-1 | < VIS-1 | > VIS-1 |
| | VIS-2 (light/glare) | SU | = VIS-2 | = VIS-2 | > VIS-2 |

Notes:
SU = Significant and Unavoidable impact(s) = the impact is similar to the proposed project
LTS = Less Than Significant impact(s) < the impact is less than proposed project
> the impact greater than proposed project
Source: LSA Associates, 2009.

Pages 793 and 794 of the Draft EIR have been revised as follows:

### 1. Clarksburg Agricultural Industrial Site Alternatives

Per Policy CC-3.14 of the Draft General Plan, four ~~three~~ alternatives sites have been identified in Clarksburg for development of a future winery-related agricultural industrial facility. Only one site is intended for the described development. The future project is intended to complement and assist in establishing a successful critical mass of grape processing facilities to support emerging wineries. The four ~~three~~ sites are described below and shown in Figure III-4:

Page 794 of the Draft EIR is revised as follows:

- **Site D** includes an area totaling approximately 110 acres located at the northwest intersection of Jefferson Boulevard and Hamilton Road, approximately three miles southwest of Clarksburg (APN: 043-310-12). This site is currently in Zone B: 500-year floodplain. However, the site will be re-designated as 100-year floodplain in June, 2010. The site's location on Jefferson Boulevard allows a direct link north into West Sacramento and towards Interstate 80. This roadway is also State Route (SR) 84 and is a designated truck route. The site is located in the heart of Clarksburg agricultural area and in proximity to many grape growers and operating wineries. The more remote location minimizes potential aesthetic and nuisance impacts, which is particularly true if the future processing facility is a purely industrial processing plant with no tourism component, in which case distancing the project from a key entryway to the town of Clarksburg is preferable. New production facility has been proposed to complement an existing local winery at this site.

Table V-9 on pages 795 and 796 of the Draft EIR is revised as shown on pages 436-437 of this document.

The third full paragraph on page 800 is revised as follows:

> The goals and policies aimed at protecting agriculture and expanding the agricultural economy would not result in the growth of <u>non-</u>agriculturally related ~~jobs and~~ housing which <u>is</u> ~~are~~ being strategically accommodated and carefully controlled through Draft General Plan policies<u>.</u> ~~in support of a successful agricultural economy.~~

Page 802 of the Draft EIR is revised as follows:

> <u>GROWTH INDUCING-1</u>: <u>No additional measures available.</u> ~~None available.~~

## Table V-9: Clarksburg Agricultural Industrial Alternative Comparative Impact Analysis

| | Proposed Project | | Relative Level of Impact Compared with Proposed Project | | | |
|---|---|---|---|---|---|---|
| **Environmental Topics** | **Significant Impact** | **Level With Mitigation** | **Site A** (South of Willow Point Rd) | **Site B** (South of County Road 158) | **Site C** (North of Babel Slough) | **Site D** (North of Hamilton Road) |
| Land Use and Housing | LU-1 (divide/disrupt community) | LTS | = | = | = | = |
| | LU-2 (incompatible land uses) | SU | < | < | < | < |
| | LU-3 (alter type and intensity of use) | SU | < | < | < | < |
| | LU-4 (jobs/housing imbalance) | SU | < | < | < | < |
| | LU-5 (conflicts with other agency plans) | SU | < | < | < | < |
| | LU-6 (conflicts with 1983 policies) | SU | < | < | < | < |
| Agricultural Resources | AG-1 (loss of agricultural land) | SU | < | < | < | < |
| | AG-2 (loss of Williamson Act lands) | LTS | = | = | = | = |
| | AG-3 (loss of agricultural soils) | SU | < | < | < | < |
| | AG-4 (land use conflicts with agricultural activities) | SU | < | < | < | < |
| Transportation and Circulation | CI-1 (increase in VMT) | SU | < | < | < | < |
| | CI-2 (exceed County LOS threshold) | SU | < | < | < | < |
| | CI-3(exceed roadway capacity) | SU | < | < | < | < |
| | CI-4 (exceed CMP LOS thresholds) | SU | < | < | < | < |
| | CI-5 (exceed city LOS thresholds) | SU | < | < | < | < |
| | CI-6 (exceed Caltrans LOS thresholds) | SU | < | < | < | < |
| | CI-7 (increase travel on substandard roadways) | SU | < | < | < | < |
| | CI-8 (increase travel on substandard State facilities) | SU | < | < | < | < |
| | CI-9 (policy conflicts) | SU | < | < | < | < |
| Air Quality | AIR-1 (increase construction emissions) | SU | < | < | < | < |
| | AIR-2 (increase operational emissions) | SU | < | < | < | < |
| | AIR-3 (exposure to toxics) | LTS | = | = | = | = |
| | AIR-4 (cumulative impacts) | SU | = | = | = | = |
| | AIR-5 (conflicts with other agencies) | SU | = | = | = | = |
| Noise | NOI-1 (increase traffic noise) | SU | < | < | < | < |
| | NOI-2 (noise effects on sensitive uses) | LTS | = | = | = | = |
| | NOI-3 (increase construction noise) | SU | < | < | < | < |
| | NOI-4 (exposure to groundborne vibration) | LTS | = | = | = | = |
| Global Climate Change | GCC-1 (contribute to GCC) | SU | < | < | < | < |
| | GCC-2 (adverse affects from GCC) | SU | < | < | = | < |
| Public Services | PUB-1 (increase demand for schools) | SU | < | < | < | < |
| | PUB-2 (increase demand for parks) | SU | < | < | < | < |

Table V-9 *Continued*

| | Proposed Project | | Relative Level of Impact Compared with Proposed Project | | | |
|---|---|---|---|---|---|---|
| **Environmental Topics** | **Significant Impact** | **Level With Mitigation** | **Site A** (South of Willow Point Rd) | **Site B** (South of County Road 158) | **Site C** (North of Babel Slough) | **Site D** (North of Hamilton Road) |
| Utilities and Energy | UTIL-1 (increase water demand) | SU | < | < | < | < |
| | UTIL-2 (increase demand groundwater resources) | SU | < | < | < | < |
| | UTIL-3 (greater wastewater flows) | LTS | = | = | = | = |
| Cultural Resources | CULT-1 (loss of historical resources) | SU | < | < | < | < |
| | CULT-2 (loss of archeological resources) | SU | < | < | < | < |
| | CULT-3 (loss of paleontological resources) | SU | < | < | < | < |
| | CULT-4 (effects on human remains) | SU | < | < | < | < |
| | CULT-5 (effects on ethnic-cultural sites) | SU | < | < | < | < |
| Biological Resources | BIO-1 (loss of riparian habitat) | SU | < | < | < | < |
| | BIO-2 (loss of wetlands) | SU | < | < | < | < |
| | BIO-3 (loss of oak woodlands) | SU | < | < | < | < |
| | BIO-4 (disrupt movement corridors) | SU | < | < | < | < |
| | BIO-5 (loss of special-status species) | SU | < | < | < | < |
| | BIO-6 (loss of habitat) | SU | < | < | < | < |
| Hydrology and Water Quality | HYD-1 (water quality/flow) | LTS | = | = | = | = |
| | HYD-2 (overdraft aquifers) | SU | < | < | < | < |
| | HYD-3 (flood hazards) | SU | < | < | < | < |
| | HYD-4 (dam failure) | LTS | = | = | = | = |
| | HYD-5 (sea level rise) | SU | < | < | = | < |
| Geology, Soils, Seismicity and Mineral Resources | GEO-1 (loss of unique feature) | LTS | = | = | = | = |
| Hazards and Hazardous Materials | HAZ-1(chemical residues) | LTS | = | = | = | = |
| | HAZ-2 (disrupt emergency response) | SU | < | < | < | < |
| | HAZ-3 (airstrip hazards) | LTS | = | = | = | = |
| Visual and Scenic Resources | VIS-1 (visual character) | SU | < | < | < | < |
| | VIS-2 (light/glare) | SU | < | < | < | < |

Notes:
SU = Significant and Unavoidable impact(s) = the impact is similar to the proposed project
LTS = Less Than Significant impact(s) < the impact is less than proposed project
> the impact is greater than proposed project

Pages 804 and 805 of the Draft EIR are revised as follows:

**Impact IRREVERSIBLE CHANGES-1: Build-out of the Draft General Plan would result in significant irreversible changes. (S)**

In summary, the Draft General Plan will result in significant irreversible changes, however, these have been minimized to the greatest feasible extent, and an extensive policy framework is proposed to ensure this as described in this EIR. Significant irreversible change is considered a significant and unavoidable impact under CEQA.~~, but a beneficial outcome for the County.~~

Mitigation Measure IRREVERSIBLE CHANGES-1: ~~None available~~. No additional measure available. (SU)

Page 810 of the Draft EIR is revised as follows:

CUMULATIVE LU-1: No additional measures available. ~~None available.~~

CUMULATIVE AG-1: No additional measures available. ~~None available.~~

Page 812 of the Draft EIR is revised as follows:

CUMULATIVE CI-1: No additional measures available. ~~None available.~~

CUMULATIVE AIR-1: No additional measures available. ~~None available.~~

CUMULATIVE NOISE-1: No additional measures available. ~~None available.~~

Page 813 of the Draft EIR is revised as follows:

CUMULATIVE GCC-1: No additional measures available. ~~None available.~~

Pages 812-813 of the Draft EIR are revised as follows:

~~**f. Global Climate Change.** Section IV.F, Global Climate Change, describes the proposed project's contribution to global climate change and potential climate change impacts on the County. Climate change is considered a global cumulative issue due to the nature of associated environmental changes. While any given development project contributes only a small fraction of the net increase in greenhouse gases, this contribution is considered cumulatively considerable for the purposes of this EIR. Implementation of the policies and actions included in the Draft General Plan would significantly reduce Yolo County's contribution to regional and global greenhouse gases. The proposed mitigations to establish County thresholds for greenhouse gases on a specific plan basis are unprecedented in the region and possibly in the State. Nevertheless, regional increases in greenhouse gases, and the County contribution to them, are considered significant and unavoidable.~~

**f. Global Climate Change.** Section IV.F, Global Climate Change, describes the contribution of General Plan build-out to climate change and greenhouse gas (GHG) emissions. For the purposes of cumulative analysis of climate change impacts, the County prepared a summary of projections of existing GHG emissions for various sectors of the economy at the local, countywide, regional, state, country, and world levels. The results are shown in Tables V-11 and V-12. Please also refer to Table IV.F.3 for projected 2030 greenhouse gas emissions (GHG).

As indicated, the unincorporated area accounts for the majority of GHG emissions within Yolo County, accounting for 100 percent of all agricultural emissions and 60 percent of all emissions associated with energy production. These two sectors within the unincorporated area alone are responsible for 66.8 percent of countywide GHG emissions (including the four cities and UC-Davis).

Within the immediate region, the unincorporated area's contribution drops to 5.3 percent (8.1 percent if the cities and UC-Davis are included). With the inclusion of urban areas in Sacramento and Solano Counties, transportation becomes the primary sector for GHG emissions. Commercial and industrial uses also start to take a more prominent role in the emissions inventory at this level of analysis.

At the state level, Yolo County's contribution to GHG emissions falls to less than one percent. Interestingly, the proportions of sector contributions to GHG emissions at the state level are generally approximate to the regional inventory.

Compared to the country as a whole, Yolo County's emissions only make up 0.05 percent of the national GHG levels. Energy production, transportation, and industrial/commercial uses continue to be the primary contributors within the country as a whole, totaling more than 90 percent of emissions.

Finally, Yolo County's GHG emissions constitute less than five one hundred-thousandths 0.008 percent of the world's annual greenhouse gas output. From the global perspective, energy production remains the primary sector for GHG emissions. Second, however, are land use changes, mainly the conversion of forests and other undeveloped land to agriculture and urban uses. Transportation, commercial/industrial uses, and agriculture are all significant sources of GHG emissions as well.

If calculated on a per capita basis, most of the geographical areas analyzed in Tables V-11 and V-12 range between 14 and 20 metric tons of equivalent $CO_2$ per person per year. There are two exceptions. The global per capita rate is only about 6 metric tons per year, likely resulting from the comparatively lower levels of economic development in much of the planet. (GHG emissions are typically only calculated for human-initiated activities. Natural areas, such as the Amazon rainforest or sub-Sahara Africa were not analyzed in the sources cited in terms of GHG emissions.) The other exception is the unincorporated area of Yolo County, at nearly 81 metric tons per capita per year. Staff believes that this is primarily attributed to the vast amount of developed agriculture in unincorporated Yolo County, especially compared to the relative small population. A fairly large amount of GHG emissions created by farming (particularly field crops, as opposed to vine and orchard

## Table V-11: Sources of Greenhouse Gas Emissions by Sector, for Yolo County, the Region, the State, the Nation, and the World

| | **Yolo County** (unincorporated area only) [a] | **Yolo County** (including Davis, West Sacramento, Winters, and Woodland, and UC-Davis) [b] | **Neighboring Region** (including Colusa, Lake, Napa, Sacramento, Solano, Sutter, and Yolo Counties) [c] | **State of California** [d] | **United States of America** [e] | **World** [f] |
|---|---|---|---|---|---|---|
| Annual green house gas (GHG) emissions by sector (equivalent $CO_2$ in metric tons) [g] | | | | | | |
| Agriculture | 879,977 (47.0%) | 879,977 (30.8%) | 2,419,614 (6.8%) | 34,100,000 (6.8%) | 8,000,000 (0.1%) | 5,636,925,000 (14.8%) |
| Commercial/ Industrial | --- | 114,455 (4.0%) | 6,488,793 (18.4%) | 87,200,000 (17.3%) | 1,416,500,000 (23.2%) | 7,390,625,000 (19.5%) |
| Construction/ Mining | 32,281 (1.7%) | 32,281 (1.1%) | 32,281 (0.1%) | --- | --- | --- |
| $CO_2$ Consumption | --- | --- | --- | 100,000 (0.0%) | 1,900,000 (0.0%) | --- |
| Land Use/Forestry | --- | --- | --- | -15,500,000 (-3.1%) | --- | --- |
| Land Use Change | --- | --- | --- | --- | --- | 7,559,410,000 (19.9%) |
| Other | 6231 (0.3%) | 6231 (0.2%) | 605,761 (1.7%) | 41,900,000 (8.3%) | --- | --- |
| Energy Production | 630,474 (44.3%) | 1,052,477 (36.8%) | 7,111,982 (20.2%) | 118,800,000 (23.5%) | 2,397,200,000 (39.3%) | 10,271,730,000 (27.0%) |
| Residential | --- | 203,396 (7.1%) | 3,147,032 (8.9%) | 27,900,000 (5.5%) | 340,600,000 (5.6%) | --- |
| Transportation | 123,390 (6.6%) | 555,994 (19.4%) | 14,868,707 (42.1%) | 200,400,000 (39.7%) | 1,887,400,000 (30.9%) | 5,636,925,000 (14.8%) |
| U.S. Territories | --- | --- | --- | --- | 50,800,000 (0.9%) | --- |
| Waste | 2,411 (0.1%) | 17,663 (0.6%) | 628,757 (1.8%) | 10,200,000 (2.0%) | --- | 1,503,180,000 (4.0%) |
| Wetlands | --- | --- | --- | --- | 1,000,000 (0.0%) | --- |
| **TOTAL** | **1,874,764 (100.0%)** | **2,862,474 (100.0%)** | **35,302,927 (100.0%)** | **505,100,000 (100.0%)** | **6,103,400,000 (100.0%)** | **37,998,795,000 (100.0%)** |
| Average per capita annual GHG emissions (equivalent $CO_2$ in metric tonnes) | | | | | | |
| Population | 23,265 | 198,326 | 1,925,629 | 35,638,667 | 301,621,157 | 6,070,501,000 |
| Per Capita Average | 80.8 | 14.9 | 18.3 | 14.2 | 20.2 | 6.3 |

a Source: 2030 Countywide Genera Plan Draft Environmental Impact Report, LSA Associates, April 2009.

b Sources: UC-Davis Carbon Dioxide Emissions, UCD Environmental Health and Safety Unit, March 2007;
Greenhouse Gas Inventory and Forecast Report, City of Davis, May, 2008;
See Footnote (a)
Data for the Cities of West Sacramento, Winters, and Woodland are unavailable. Numbers for each city were extrapolated on a per capita basis from the City of Davis May 2008 report.

c Sources: Source Inventory of Bay Area Greenhouse Gas Emissions, Bay Area Air Quality Management District (BAAQMD), December 2008 (the total for Solano County was extrapolated from the per capita rates for each section within that portion of Solano County located within the BAAQMD);
Draft Climate Action Plan, Sacramento County, May 2009 (the total for Sacramento County was extrapolated from the unincorporated area per capita rate for each sector);
See Footnotes (a) and (b)
Data for Colusa, Lake, and Sutter Counties was extrapolated from per capita rates from Yolo County for most sectors, and a per acre farmland average for the agriculture sector);

d Source: 2020 Forecast, California Air Resources Board, October 2008.
e Source: Inventory of U.S. Greenhouse Gas Emissions and Sinks, 2000-2007, U.S. Environmental Protection Agency, April 2009.
f Source: Climate Analysis Indicators Tool, World Research Institute, 2008.
g The use of economic sectors varies greatly between categories. There is no consistent methodology for calculating greenhouse gas emissions employed widely at this time. Not all jurisdictions calculate emissions for each sector. Where no number is provided for a sector, no data was provided; it should not be necessarily be assumed that there were no emissions for that category's sector.
Source: Yolo County, 2009.

**Table V-12: Yolo County's Existing Contribution of Greenhouse Gas Emissions within the Context of Regional, State, National, and Global Emission Levels**

| | Yolo County (unincorporated area) | Yolo County (including cities) | Neighboring Region | State of California | United States of America | World |
|---|---|---|---|---|---|---|
| Yolo County (unincorporated area) | 100.0% | 65.49% | 5.31% | 0.37% | 0.03% | 0.005% |
| Yolo County (including cities and UCD) | --- | 100.0% | 8.11% | 0.57% | 0.05% | 0.008% |
| Neighboring Region | --- | --- | 100.0% | 6.99% | 0.58% | 0.09% |
| State of California | --- | --- | --- | 100.0% | 8.28% | 1.33% |
| United States of America | --- | --- | --- | --- | 100.0% | 16.06% |
| World | --- | --- | --- | --- | --- | 100.0% |

Source: Yolo County, 2009.

crops) and the energy consumed by farming is averaged out over a comparatively few number of residents, resulting in a per capita average that is skewed high.

It should be noted that the portion of future GHG emissions is expected to get smaller during the build-out of the Draft General Plan (dropping from 47 percent to 31 percent), as the amount of agriculture remains fairly steady, while the urban and transportation sectors significantly increase. As a result, the proposed mitigations to establish County thresholds for greenhouse gases for Specific Plans are unprecedented in the region and possibly in the State. Implementation of the policies and actions included in the Draft General Plan would significantly reduce Yolo County's future GHG emissions. As demonstrated, the growth associated with the Draft General Plan would contribute a minor amount to local and regional GHG levels. This incremental contribution becomes minute to virtually immeasurable as a proportion of state, county, and world emissions. Nevertheless, for the purpose of this analysis, without worldwide controls and strategies in place, the county's contribution is considered cumulatively significant and unavoidable at this time.

Page 814 of the Draft EIR has been revised as follows:

CUMULATIVE UTIL-1: No additional measures available. ~~None available.~~

The potential exists that the District may treat wastewater discharge from the proposed 103-acre of winery and grape crush facilities targeted at one of the four ~~three~~ alternative agricultural industrial sites in Clarksburg. Were this to occur, service collection lines would need to be extended from the SRCSD regional plant in West Sacramento to the identified site.

Page 815 of the Draft EIR has been revised as follows:

CUMULATIVE UTIL-2: No additional measures available. ~~None available.~~

Page 816 of the Draft EIR has been revised as follows:

CUMULATIVE BIO-1: No additional measures available. ~~None available.~~

Page 817 of the Draft EIR has been revised as follows:

CUMULATIVE HYDRO-1: No additional measures available. ~~None available.~~

Appendix C: Transportation and Circulation Data of the Draft EIR is revised to include information contained in Appendix B: Traffic Analysis for No Project Alternative (1983 General Plan) of this Response to Comments Document.

Appendix D: Air Quality Data and Global Climate Change Data of the Draft EIR is revised to include information contained in Appendix C: Global Climate Change Data of this Response to Comments Document.