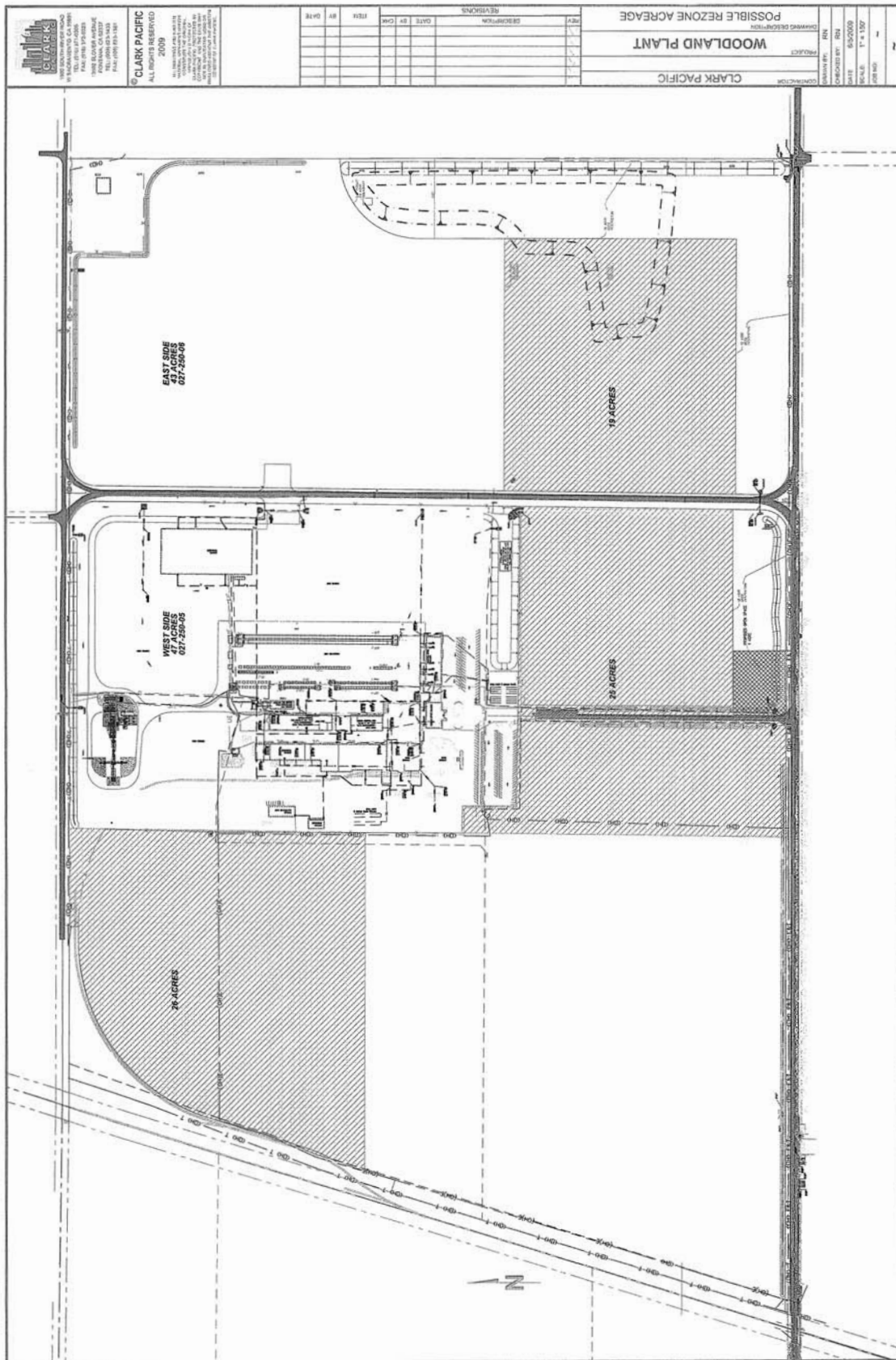


Submitted by Jay Ziegler
 June 10, 2009

Letter
 25



25-1

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Letter 25
Jay Ziegler
June 10, 2009

Response 25-1:

The author requests a change in the configuration of the draft General Plan land use designation for the proposed 160-acre Spreckels Industrial site located east of State Route 113 and north of County Road 18C, approximately one mile north of the City of Woodland. The proposed change would include the change in designation of 18 acres from Industrial to Open Space along the southern and eastern borders of the former Spreckels property. In addition, the author requested the change of an equal amount of land from Agriculture to Industrial in the western portion of the property. Please see Response 22-7.

David Morrison

From: B Cedarblade [brenda@historicnelsonranch.com]
Sent: Thursday, June 11, 2009 2:30 PM
To: David Morrison
Subject: General Plan

Hi David,

I went through the DGP and DEIR book again and I do not see where our use is protected from the additional Industrial. There are protections for housing, habitat ... I think the doc assumes that agriculture is just farm fields. I am not trying to be smart, but can you help me out with how we will have impacts lessened for sustainability of our operation the major ones are from 24 hour of operation, truck traffic, movement, vibration, air and water subsidence... or what can I do to make sure they have conditions placed on them so that our shows, riding programs are not affected. I hope the Biomass is not planning on locating here as they use a lot of water.

I just heard back and we should have the paperwork back from the CPA for our non-profit "The Historic Nelson Ranch Foundation" . Our goal is to provide agricultural, environmental and historical learning experiences for the communitiy including inter-city youth , children and persons with special needs. <http://www.hsitoricnelsonranch.com/community.html> The extra food produced is going to the Debbie at the Food Bank. Do we need to do anything to ensure the non profit is protected form any off site impacts from Clark Pacific or who ever ends up there?

Also, can the Industrial site be parceled off and sold to other users and what would they have to do to be compliant, and what does it mean one care taker unit per operation? I guess I am asking what defines an operation.

Yesterday the planning added rail, which was not part of the Clark Use Permit. This may create vibration and whistles and nosie, especially at night if they can operate. What will be done to protect our use?

So if its Clark Pacific, Clark International, Clark Trucking do they get 3 houses? If so how will the homes be protected from the Industrial operation and will they have to agree to our adjacent use.

Where is the DEIR or GP document does it allow them to operate 24 hours once the EIR is adopted?

Thank you,

Brenda

26-1

26-2

26-3

26-4

Letter 26
Brenda Cedarblade
June 11, 2009

Response 26-1:

The author asks what measures have been included in the Draft General Plan to protect her commercial horse stable operation from a proposal to designate additional land as Industrial. She notes that her operations include non-profit work associated with inner-city, special needs, and food programs. The author also asks whether the additional Industrial land could be divided and sold off separately, whether one care-take unit would be allowed per operation, and how an operation is defined.

The policies and actions of the Draft General Plan address land use and related issues countywide, and are not intended to specifically address issues that are more appropriately dealt with as a part of individual development applications. Policies set the framework for the processing and consideration of discretionary and ministerial applications, and are not intended to serve as site-specific mitigation and/or conditions of approval. As such, there are many policies and actions that would be considered as a part of any proposed development of the proposed 41-acres of Industrial area at the Spreckels site, as described in the Draft General Plan. Please see Response 22-11.

The author's comments regarding her non-profit work are noted, and her efforts appreciated.

Minimum parcel sizes and the ability of a parcel to subdivide is primarily implemented through the Zoning Code, not the General Plan. Assuming that the newly-designated 51-acres of Industrial land would be zoned M-2 (Heavy Industrial), as with the existing area of industrial operations on the site, there would be no minimum parcel size and the area could be subdivided consistent with meeting all other requirements (e.g., building setbacks, parking, etc.). Homes for on-site security personnel are allowed as accessory uses. There is currently no limit on the number of such homes that may be allowed in the M-2 Zone, so long as they are ancillary to the primary industrial use.

Response 26-2:

The author asks what policies or actions have been included in the Draft General Plan to protect her existing horse stable from rail operations on the adjoining property to the west, where an existing 91-acre Industrial site is proposed to be expanded to 142 acres of Industrial uses. For a discussion of how the Draft EIR evaluated the potential impacts of rail, please see Response 18-4. For a discussion of policies and actions that relate to the

author's property and its relationship with the nearby Industrial area, please see Response 26-1.

Response 26-3:

The author asks if residences are allowed on Industrially-designated land, how they would be protected from industrial uses, and how they would relate to adjoining agricultural uses. Allowed, permitted, and conditional uses are implemented through the Zoning Code, not the General Plan. Under the current M-2 (Heavy Industrial) Zoning for a portion of the site, homes for on-site security personnel are allowed as accessory uses. There is currently no limit on the number of such homes that may be allowed. No such homes have been requested to date. If they were to be constructed, they would be required to meet all noise insulation standards in the General Plan and California Building Code. The homes would also be subject to Condition of Approval No. 49 for the Clark-Pacific Use Permit, which states:

Prior to the issuance of any Building Permit, the applicant shall record a "Right to Farm" Statement. The "Right to Farm" Statement shall serve to disclose that normal farming activities will take place in the area and that normal agricultural activities are not considered nuisances. The "Right to Farm" Statement shall be in accordance with Chapter 6, Article 1 of the Yolo County Code. Said statement shall be approved to form by the County Counsel and shall be recorded in manner to the satisfaction of the Planning and Public Works Director.

Response 26-4:

The author asks what in the Draft General Plan or the Draft Environmental Impact Report (EIR) allows future industrial uses allowed adjoining or near her property to operate 24-hours a day. Staff notes that the question of whether the existing Clark-Pacific operation can operate 24-hours a day was addressed as part of a larger lawsuit by the author against Yolo County. All of the grounds for the lawsuit were dismissed by the Superior Court, except for the issue of the 24-hour operations, which the Court ordered to be evaluated through a Focused Environmental Impact Report (EIR). If an application to amend the Use Permit to authorize 24-hour operations is received, the County will prepare, circulate, and consider certification of an EIR and amendment of the Use Permit.

Regarding other potential future users at the Spreckels industrial site, and any 24-hour operations they may employ, the following policies and/or actions may apply to adjoining property owners: CC-1.2, CC-1.3, CC-4.11, CC-4.12, CC-A9m CC-A34, HS-7.4, HS-7.5, HS-A61, HS-A63, HS-A64, HS-A65, HS-A71, and HS-A73.



*Rumsey Band of
Wintun Indians*

Rumsey Indian Rancheria

YOCHA-DE-HE

June 11, 2009

David Morrison
Assistant Director, Development Services
Yolo County Planning and Public Works Department
292 West Beamer Street
Woodland, CA 95695-2598

**Re: Comments on the Draft Environmental Impact Report on the
2030 Countywide Draft General Plan. (SCH #2008102034)**

Dear Mr. Morrison:

The Rumsey Band of Wintun Indians, of California (the "Tribe") has reviewed the Draft Environmental Impact Report (DEIR) for the Yolo County 2030 Countywide General Plan. The purpose of this letter is to provide the County comments on the DEIR. Generally, the Tribe is in accord with the analysis included within the document; however, the following are suggested modifications and clarifications to the respective sections:

27-1

General Comments

The Tribe is referenced several times throughout the DEIR as are tribal trust lands and the Cache Creek Casino Resort. The Tribe is identified in the Project Description, along with the four cities and UC Davis, as an independent land use decision-making authority that is not under the jurisdiction of the County's General Plan (eg, DEIR, p.55 and 58). Several points within the DEIR indicate the need for the County to coordinate with the independent jurisdictions located within Yolo County to assure continued cooperation in meeting the goals and objectives of the Draft 2030 General Plan. In that regard, the Tribe looks forward to fostering and maintaining a good working relationship with the County to ensure the long term sustainability and viability of Yolo County.

27-2

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Planning and Public Works
6/11/2009
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A. Land Use and Housing

Impact LU-4 identifies the potential for development under the Draft General Plan to be insufficient to meet the County's objective of obtaining a jobs/housing balance for the purpose of creating sustainable communities and lowering VMT. Table IV.A-7 indicates that, under the existing growth patterns, the majority of unincorporated communities have far fewer jobs than dwelling units, resulting in a jobs/housing ratio below 1.0 when the desired ratio is between 1.2 and 1.6 (DEIR, p.144). The DEIR notes that impacts from too few jobs are increased VMT along with associated traffic and air quality impacts. Only two unincorporated communities have more jobs than housing; the identified impacts associated with this imbalance are escalating housing prices and pressure for development.

As a result of the numerous jobs created at the Cache Creek Casino Resort, the Capay Valley has a jobs/housing ratio of 4.24. The jobs are undoubtedly seen as a benefit to the County; however, due to a lack of housing permitted in the communities that comprise the Capay Valley, the ratio is far higher than any unincorporated community and is well outside of the objective between 1.2 and 1.6. On the other hand, Esparto has a jobs/housing ratio of 0.31, indicating that Esparto has far fewer jobs than necessary to be sustainable. Table IV.A-10, confirms Impact LU-4, showing that the jobs/housing ratio will be exacerbated under the Draft General Plan with an anticipated jobs/housing balance at 5.24 in Capay Valley and down to 0.22 in Esparto (DEIR, p.145).

In order to mitigate the increasing imbalance, Mitigation Measures LU-4(a-i) recommend an assortment of language modifications. Two mitigation measures in particular are LU-4g and LU-4i. Mitigation Measure LU-4g recommends that the Tribe create and implement a trust lands general plan to meet or exceed a VMT threshold of 44 miles generated or less, while LU-4i modifies the Esparto land use plan so that the area south of Highway 16 in Esparto will continue to be shown as industrial, rather than the recommended mixed-use. These mitigation measures are presumably aimed at trying to limit future Tribal business expansion that would exacerbate the jobs/housing imbalance in the Capay Valley and curtailing additional residential development in Esparto, opting instead for the creation of additional jobs.

However, it is interesting to note that, if Esparto is included as part of the Capay Valley for purposes of analyzing the jobs/housing balance, then the ratio under existing conditions is 1.84, nearly an acceptable balance. If Esparto and the Capay Valley are combined under build-out of the 2030 General Plan the ratio becomes 1.26, well within the optimum range (3,833 jobs per 3,040 houses) and reflective of a sustainable community. The connection between Esparto and the Capay Valley is logical given that Esparto is the nearest residential community to the Capay Valley and often considered the gateway to the Valley. Esparto has an abundant supply of appropriately priced housing to balance the spectrum of jobs available at Cache Creek Casino Resort. Further,

27-3

David Morrison
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a person living in Esparto and working at the Cache Creek Casino and Resort commutes a total of 17 miles round trip.

The Tribe recommends that this analysis be revised to acknowledge Esparto's connection to the Capay Valley for purposes of determining the jobs/housing balance and overall sustainability. Further, we request that the DEIR indicate that, without a long-range general plan, the Tribe has already implemented numerous policies to reduce VMT generated by employees at the Cache Creek Casino and Resort. For example, Yolobus runs 17 roundtrips per day, resort employees receive subsidized bus passes, and roadway improvements have been funded promoting alternative forms of transportation. These mitigation measures sufficiently fulfill Tribal participation in the overall objective of meeting or exceeding a VMT threshold of 44 miles generated per household per weekday.

27-3
cont.

B. Agricultural Resources

With regard to specific 2030 General Plan policies related to Agriculture (DEIR, beginning at p.189), *the Tribe recommends that the phrase "Promote tourism" be added to the section on the Capay Valley under Suggested Policies and Actions indicated in the chart from Policy AG-3.1 (DEIR, p.193).*

27-4

In response to Impact AG-4, which notes that under the 2030 General Plan, agricultural buffers may become less-than effective, the following mitigation is recommended:

Mitigation Measure AG-4: Amend Policy AG-1.8 of the Draft General Plan as follows:

Policy AG-1.8: The intent of this policy is to protect existing farm operations from impacts related to the encroachment of urban uses...special circumstances can be considered by the decision-making body. Except as noted below where no buffer is required, in no case shall the buffer be reduced to less than 100 feet. The buffer area shall generally be designated Open Space (OS), but may also be designated Public and Quasi-Public (PQ) or Parks and Recreation (PR) based on applicable circumstances. Agricultural buffers are not required for planned urban growth elsewhere within a growth boundary because the agricultural-urban interface will be temporary until full build-out occurs. (LTS)

27-5

(DEIR, p.205). It appears that the included mitigation language negates the sentence directly before it, effectively removing the decision-making body's ability to take special circumstances into consideration, unless the circumstance is specifically identified thereafter. *The Tribe believes it might be appropriate to allow decision-making bodies a bit more flexibility in determining special circumstances worthy of exception. This is especially true for the Capay Valley where there is very limited space available to provide for a 100 foot setback from neighboring agricultural uses. Such an inflexible*

27-6

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setback requirement may result in several parcels that have been assigned urban designations under the Draft 2030 General Plan being undevelopable.

27-6
cont.

F. Global Climate Change

The DEIR indicates that, "In July 2007, the County joined the California Climate Action Registry (CCAR). The CCAR serves as a voluntary greenhouse gas (GHG) registry to protect and promote early actions to reduce GHG emissions by organizations." The document then notes that UC Davis has also joined CCAR. However, it is noted that, "The Rumsey Band of Winton [*sic*] Indians is the other major entity in the region. No inventory of tribal emissions is known to be available." (DEIR, p.345).

The DEIR is correct in noting that the Tribe has not joined CCAR and that its GHG emissions are not inventoried. However, the comment fails to give recognition to the Tribe's established reputation of being a good steward of the land. The Tribe would like to point out that it has implemented numerous initiatives promoting sustainability and green technology at the existing Cache Creek Casino Resort. These initiatives resulted in the Tribe receiving the Governor's Environmental and Economic Leadership Award in 2003 and being invited to present at the Conference on Renewable Energy Projects in Indian Country. Further, features included in the proposed Destination Resort Project are intended to make the facility "greenhouse gas neutral" under PG&E's Climate Smart program. *It may, accordingly, be useful to indicate the Tribe's leadership in sustainable practices somewhere in this DEIR chapter.*

27-7

H. Utilities and Energy

Impact UTIL-2 states that build-out of the Draft General Plan may result in increased overdraft of County aquifers and a net increase in ground surface subsidence. (DEIR, p.462). Mitigation Measure 2(a-c) includes policies that require the County to encourage and support sustainable sources of water such as recycled and graywater facilities, and to require new development to offset water demand through the implementation of various features. These features include the use of reclaimed water, water catchments and reuse on site, and water retention serving multiple sites (DEIR, p.464). The Tribe is hopeful that the County will keep the amended policies in mind when reviewing the TEIR and the identified mitigation on the neighboring Elden Property, where a reservoir is proposed that includes the use of reclaimed water for agricultural irrigation and crop cultivation.

27-8

I. Cultural Resources

In general, the Tribe feels that the Cultural Resources section is thorough and well thought out. The Tribe would like to comment, however, on the following points of clarification with regard to the Setting:

27-9

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In the Ethnographic Background section on *Patwin* (DEIR, p.519) it is implied that the animals listed were all eaten as traditional Patwin Foods. While the bear, mountain lion, fox, and wolf may have been hunted for their pelts it is unlikely that they were considered part of the primary Patwin diet. *The Tribe recommends removal of those animals from the section or adding the language, "bear, mountain lion, fox and wolf were hunted primarily for their hides."*

27-9
cont.

This section also states under its description of *Plains Miwok* that "dogs were domesticated." (DEIR, p.519). Although dogs were domesticated and indigenous to California, they were domesticated in a companion/protector/hunter manner, not as livestock. The paragraph only discusses subsistence strategies of the Plains Miwok, and therefore implies that the Plains Miwok domesticated dogs primarily as a food source. *The Tribe recommends removing this phrase, or perhaps using it in a manner more consistent with the true nature of indigenous canine domestication.*

27-10

As part of the same discussion, the DEIR mentions flickers as an "animal food." (DEIR, pp.519-520). Flickers were used primarily for their feathers which were incorporated in the making of religious clothing (regalia). *The Tribe recommends removing flickers from the list of "animal food."*

27-11

Under the heading *Pre-Contact Archaeological Resources*, the categories of recorded sites are listed (DEIR, p.529). Not included in that list are fishing sites. Since fish and fishing are mentioned multiple times in the draft (DEIR, pp.519-520), *the Tribe feels that fishing sites should be included in the types of sites listed.*

27-12

In the section describing Recorded Cultural Resources, it is stated that, "The most common pre-contact site types found in the County are temporary occupation sites..." (DEIR, p.530). The Tribe would like to see a definition of the term, "temporary occupation sites." Often sites that are designated temporary were used for decades. Although these sites did not contain residents year round they were sometimes used seasonally for specific purposes such as hunting, fishing, gathering, ceremonial camps. Sites which were used continuously in the same manner for the same purposes over an extended period of time should not be labeled temporary. *The Tribe recommends adding a category to the types of sites listed that would classify such sites as, "continuous seasonal use sites."*

27-13

The Tribe is pleased to be included in the process of helping to mitigate the possible negative effects implementation of the General Plan could have on cultural resources located in Yolo County. The Tribe would like to be consulted whenever any potential concerns over the destruction of cultural resources have been identified.

27-14

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Planning and Public Works
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L. Geology, Soils, Seismicity and Mineral Resources

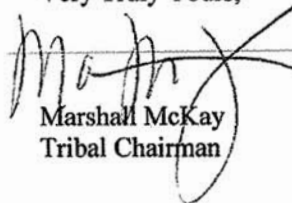
The DEIR identifies, in Impact GEO-1, that implementation of the Draft General Plan may result in the destruction or modification of unique geologic features (DEIR, p.707). Mitigation Measures GEO-1(a-b) add policies stating that the County shall protect and preserve as well as research, identify and map unique geologic or physical features, which include formations or outcrops of special interest. The DEIR states that a geologic feature is considered "unique" if it:

- Is the best example of its kind locally or regionally;
- Embodies the distinctive characteristics of a geologic principle that is exclusive local or regional;
- Provides a key piece of geologic information important in geology or geologic history;
- Is a "type locality" of a geologic feature;
- Is a geologic formation that is exclusive locally or regionally;
- Contains a mineral that is not known to occur elsewhere in the County; or
- Is used repeatedly as a teaching tool.

The Tribe requests that, in implementing the new policies and compiling and cataloging a list of unique/significant geological features or outcroppings, the County consult and coordinate with the Tribe to ensure that those features that are "unique" to the Tribe, and which may hold cultural significance, are protected.

The Tribe would like to thank Yolo County for the opportunity to comment on the DEIR for the 2030 Countywide General Plan. The Tribe further looks forward to working with the County in the future as we seek to achieve mutual goals. Meanwhile, please feel free to call if you have any questions or need additional information regarding our comments.

Very Truly Yours,



Marshall McKay
Tribal Chairman

27-15

Letter 27

**Rumsey Band of Wintun Indians
Marshall McKay, Tribal Chairman
June 11, 2009**

Response 27-1: The author indicates that the Tribe is generally in accord with the analysis provided in the Draft Environmental Impact Report for the Draft General Plan. He goes on to note that the Tribe has several suggestions and modifications to the DEIR, as follows.

Response 27-2: Staff appreciates the comment that the Tribe looks forward to fostering and maintaining a good working relationship to ensure the long-term sustainability and viability of Yolo County.

Response 27-3: The author provides a summary of Impact LU-4 in the Draft EIR, regarding the ability of communities to meet a jobs/housing balance. He notes that Capay Valley's job/housing balance is higher than any other unincorporated community and well above the target of 1.2. He also notes that Esparto's balance is much lower than the target of 1.2. The author goes on to correctly indicate that under the Draft General Plan, the Capay Valley jobs/housing balance would further increase, while Esparto would further decrease. This information is described in Table IV.A.10 on page 145 of the Draft EIR. The author recommends combining the Capay Valley and Esparto into one area for the purposes of jobs/housing balance analysis. By doing so, the current balance would be 1.8, compared to the target of 1.2, and by 2030 the combined area would be 1.3, nearly achieving the target jobs/housing balance.

The author also refers to Mitigation Measures LU-4g and LU-4i. The first encourages the Rumsey Band of Wintun Indians to adopt a tribal general plan and to adopt a Vehicle Miles Traveled (VMT) threshold of 44 miles per household per day. Measure LU-4i would implement Measure LU-1, which includes numerous proposed mitigations. The author particularly cites LU-1c, which would maintain the existing Industrial designation on the 79 acres located south of State Route 16 and east of County Road 86A, in Esparto. The author assumes that the inclusion of these two measures is to limit future Tribal business expansion and curtail residential development in Esparto.

Finally, the author requests that the DEIR describes the programs undertaken by the Tribe to reduce the VMT generated by employees of the Casino Resort, including roadway improvements, and subsidy of Yolobus service.

Staff agrees with the author’s first request. The idea of treating the Capay Valley and Esparto as one area for jobs/housing balance analysis was discussed and supported by the Board of Supervisors during their public hearing regarding the Draft General Plan on July 21, 2009. As a result, staff has made the following revision to the final full paragraph on page 144 of the Draft EIR:

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.

In addition, staff has made the following revisions to Table IV.A.10 on page 145 of the Draft EIR:

Area/Jurisdiction	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	3,833	3,040	1.26
Clarksburg	1.17	1,345	199	6.76
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	1.38	121,524	100,786	1.21
Total County	1.53	174,678	122,847	1.42

Staff has made the following revisions to the third sentence in the next to last full paragraph on page 146 of the Draft EIR, 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.

Staff has made the following revisions to the third sentence in the next to the third full paragraph on page 147 of the Draft EIR, 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 (1.840-34) 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.~~

Staff has made the following revisions to the next to last paragraph on page 150 of the Draft EIR, as follows:

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

Finally, as a result of the above change, staff has also made the following revisions to the second mitigation measure shown on page 133 of the Draft EIR:

~~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~~

With regards to the author's second point, staff strongly disagrees that the primary purpose of the proposed mitigation is to either limit future Tribal business expansion and/or curtail residential development in Esparto. The intent of the proposed mitigation measures is to reasonably ensure the achievement of a jobs/housing balance within the Capay Valley and Esparto areas. As the author indicates, combining the two areas will make substantial progress towards meeting the County's job/housing balance goal. Also, as noted above, the Board of Supervisors deleted Mitigation Measures LU-4i, LU-1, and LU-1c, which will expand residential opportunities in Esparto.

As for the third point made by the author, staff supports the Tribe's efforts to reduce the air pollution and green house gas emissions generated by their employees, but disagrees with the need for revision. If the Draft EIR were to list the Tribe's environmental accomplishments, other entities within the County may want similar treatment, which is not the point of the jobs/housing analysis in the Draft EIR or, more generally, environmental review under CEQA. The focus of the discussion on pages 144 – 150 is to provide an estimate of the impact by the County's policies on jobs/housing balance within each unincorporated community, not to highlight the environmental programs of each entity within the region.

Response 27-4:

The author recommends that the phrase "promote tourism" be added to Policy AG-3.1, with regards to the Capay Valley. Staff agrees and recommended that Policy AG-3.1 be revised to include the phrase as part of Attachment F, in its recommendations to the Board of Supervisors on July 19, 2009. The Board accepted the recommendation and directed it to be included in the Final 2030 General Plan for consideration, on July 20, 2009.

Response 27-5: The applicant provides a summary of Mitigation Measure AG-4 on page 205 of the Draft EIR. It should be noted that in the Draft General Plan, Policy AG-1.8 has been deleted and the reader is referred instead to Policy LU-2.1. The comment is noted.

Response 27-6: The author disagrees with the proposed change to Policy LU-2.1, which would establish a minimum width of 100-feet for any agricultural buffer required between urban development and adjoining farmland. The author believes that decision-making bodies should be allowed the flexibility under this policy to determine if there are special circumstances that may allow for no agricultural buffer to be required. He references the Capay Valley, in particular, as an area where there is often limited space to accommodate even a 100-foot buffer. Staff believes that the author is misinterpreting the use of special circumstances in the proposed policy. As it is currently written, Policy LU-2.1 states:

...New urban (non-agricultural) development) development should be setback a minimum of 300 feet from adjoining agricultural land where possible, but special circumstances can be considered by the decision-making body. Except as noted below where no buffer is required, in no case shall the buffer be reduced to less than 100 feet.... Agricultural buffers are not required for planned urban growth elsewhere within a growth boundary because the agricultural-urban interface will be temporary until full build-out occurs.

As such, the special circumstances refer to those rare occasions when an agricultural buffer may be reduced to less than 300 feet. They do not refer to those projects where the buffer would be reduced to zero. The Board of Supervisors has extensively discussed this policy and has strongly supported the use of agricultural buffers to minimize potential conflicts between urban and farm uses. Moreover, Section 15126.4 of the CEQA Guidelines requires that an EIR describe those feasible measures which would minimize significant adverse impacts. Impact AG-4 has been determined to be Significant in the Draft EIR. While there may be justification to reduce a buffer to less than 300 feet, eliminating the buffer altogether would provide no mitigation at all to minimize or reduce the environmental impact.

Response 27-7: The author agrees that the Rumsey Band of Wintun Indians has not prepared an inventory of green house gas emissions, as stated in the first full paragraph on page 345 of the Draft EIR. However, he suggests that the Draft EIR should also recognize the Tribe's environmental stewardship, including initiatives promoting sustainability and green technology. Staff acknowledges the Tribe's efforts, but disagrees with the need for revision for reasons stated in Response 27-3. The focus of the discussion on page 345 is to provide an estimate of the county's cumulative green house gas

emissions, not to highlight the environmental programs of each entity within the region.

Response 27-8: The author asks that when the County reviews the Tribal Environmental Impact Report (TEIR) for the proposed expansion of the Cache Creek Casino Resort, including the proposed reservoir on the adjoining Elden property, that it consider the policies in the Draft General Plan that encourage and support sustainable water practices, such as recycled and grey water facilities, reclaimed water, catchments, water reuse, and retention facilities. The comment is so noted.

Response 27-9: The author notes that the Cultural Resources section of the Draft EIR is thorough and well thought out. He also suggests that in the Ethnographic Background section discussed in the third full paragraph on page 519 of the Draft EIR, the list of traditional Patwin foods is in error. Staff agrees and has made the following revision:

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.

Response 27-10: The author suggests that the Plains Miwok relationship with domesticated dogs should be clarified to indicate that they were companions, rather than a food source. Staff agrees and has made the following revision in the last paragraph on page 519 of the Draft EIR, 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.

Response 27-11: The author notes that flickers were used for their feathers in the making of regalia, not as food. Please see Response 27-10.

Response 27-12: The author suggests adding fishing sites to the list of pre-European contact archaeological resources discussed in the last paragraph on page 529 of the Draft EIR. Staff agrees and has made the following revision:

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.

Response 27-13: The author differentiates between temporary occupation sites and those used on an annual, continual basis, in the first full paragraph on page 530 of the Draft EIR. Staff agrees with the author's more precise language and has made the following revision:

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.

Response 27-14: The author requests that the Tribe be consulted whenever any potential concerns over the destruction of cultural resources have been identified. Staff agrees and refers the author to Draft General Plan CO-4.12 and Actions CO-A61 through CO-A63.

Response 27-15: The author requests that the County consult and coordinate with the Tribe to ensure that cultural features that are unique to the Tribe are protected. Staff agrees and refers the author to several policies and actions in the Draft General Plan, including but not limited to: Policies CO-4.12, and CO-4.13, and Actions CO-A56, CO-A61, CO-A62, CO-A63, CO-A65, and CO-A66.

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The Historic Nelson Ranch
41070 County Rd 18C
Woodland CA 95695
www.historicnelsonranch.com
530-304-0140

RECEIVED
Yolo County

JUN 12 2009

Planning and
Public Works

Please accept these comments on the Draft EIR for the General Plan. I did not have the correct document, so allow for conversion of policy and action. Also, note we now have the Historic Nelson Ranch Foundation, for intercity youth, disabled and special needs people and take this into consideration for the proposed changes around the ranch.

28-1

Adding Additional Industrial Zoning Creating a 160acres Industrial Park Next to Us at 40600 CR 18C Will Negatively Affect Our Use:
We request policy to protect our agricultural use from industrial impacts so long as we are in operation. The Economic Viability Of Our Ranch is Mostly Affected By:

- 24 Hours of Operation
 - Outside Lighting
 - Increased Noise & Vibration
- Industrial Uses That Are Not Screened
- Moving Cranes & Equipment that are visible or create noise or vibration

I have been to the General Plan meetings since 2004 and provided comments which are largely passed over and language to the contrary appears in the document. The GP document provides safety measures for land next to scenic highways, residential; but there is a deficit in this document providing equitable and fair protections for existing business and land adjacent to industrial where people live or have other agricultural related business. Most of this assumes the agricultural land is just farmland, and this is not the case. We need measures, actions and policies to make sure there is compatible use for organic farmers, ancillary agricultural uses such as horse show facilities and people that live and work on site. In my opinion our property is the hardest hit with the amount of industrial zoning changes we have endured last year and the added amount in the General Plan update.

28-2

We would like the following policy added: Land use Change to Farming or Agriculture Will Require Applicant To Work With Neighboring Properties & The Agricultural Commissioner to Protect and Minimize Impacts On Adjacent Operation of Smaller or Pre-existing Businesses.

Policy to tarp Industrial Trucks carrying non-agricultural materials that have the potential to become air bourse and would be detrimental to crops. (For example the Cement Double Tees are carried on an open truck bed and as they drive down the road you can see the small rocks and dust blowing off them in the wind. This dust has the potential over time to drift and build up on lands that are organic and change their certification.

Policy- To Require Mitigation For Changed to Open Space, so that open space does not become a developers place holding.

Policy to the Circulation Element Identifying rural road 18C and direct new Industrial or non agricultural truck traffic to use - 100B to 113 as the truck route for Industrial not 100B east on 18C to CR 102

GOAL LU-2 Agricultural Preservation. Preserve farm land and expand opportunities for related business and infrastructure to ensure a

28-3

strong local agricultural economy. Policy LU-2.1 The intent of this policy is to protect existing farm operations from impacts related to the encroachment of urban uses. **GOAL AG-1 Preservation of Agriculture. Preserve and defend agriculture as fundamental to the identity of Yolo County.**

I have been attending the meetings for the General Plan update since 2004 and have turned in 100's of pages of comments, the same time after time which I feel have been largely ignored. My intention is to protect our historic agricultural operation and other small farms from going through what we have had to endure in the past years from non compatible zoning and regulations that hamper existing agricultural operations and other actions or policies that will result in conversion of precious agricultural and habitat lands.

The General Plan is policy that will become the bible for development in the years to come. My vision of this is to shape the Specific Plan so that development is tightly controlled by Yolo County Building and the Planning Commission allowing development but also working to protect the adjacent agricultural uses so as not to deter existing operation or creating policies that will result in conversion of additional agricultural land due to incompatibility.

We own and operate a commercial horse and cattle breeding and boarding facility that supports agricultural production in the county and are concerned about the impact the additional zoning changes on 40600 County Rd 18C to Industrial. We feel this additional Industrial zoning is an inequitable land use decision, with little protection for our use. The zoning of Industrial will have impacts to our sensitive agricultural operation because of incompatibilities and conflicts between our land uses. At our ranch we offer programs that generate economic sustainability as well as social welfare for the community including working with local and regional non profits to benefit intercity youth programs, we work together with No Barriers to provide horse and agricultural and garden services for adults with learning disabilities and physical disabilities, we also have programs for tourists from other countries and the ranch has been a site for proposed movie productions. Industrial admittedly has of site impacts that are unavoidable.

This proposed General Plan shows little growth management for this area to protect our agricultural heritage and concentrates Industrial expansion in this area of the county . It was only last year that 60 acres went to 91 acres from Ag. to Heavy Industrial. This Industrial land was based on a corner adjacent to Agriform which was an odd parcel and non of this Industrial development contiguous to existing large urban development and is creating this in the middle of the best Class 1 soils location in the County. This will allow 160.3 acres, pg LU-18, to be changed from being zoned Agricultural to Industrial in less than a year's period of time.

Our ranch is the only home located in the county on the National Register and showcases rural agricultural heritage and provides the county with revenue including tax revenue from the Agri-tourism we bring in. It has the potential to become a bread and breakfast or museum or county park. However, the future of this property is dependant on compatible or complimentary adjacent uses. The adjacent Industrial zoning change is not restricted to Agricultural Industrial and includes dismantling, manufacturing and other intensive urban outdoor uses that have offsite impacts with no restrictions to protect the adjacent agricultural operations.

The cumulative impacts of 160 acres of change on the land next door will have the potential to have negative economic and environmental impacts on the sustainability our ranch and future expansion which will result in our ranch being less competitive and desirable, potential job losses and other negative impacts between our horse shows, event and horse boarding facility and zoning that allows 24 hour of operation, intensive outside uses, noise, safety and health, truck traffic and other offsite impacts. I can say this with certainty given the impact we have just from the Clark Pacific Industrial use. This is not the intention of the General Plan, page In-3 states ,” The California Supreme Court has called the General Plan the "constitution for future development." The General Plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private... The primary goals of the 1958 Master Plan were to preserve the rich soil resources in the county and to minimize urbanization. These continue to be core principles of the General Plan

28-3
cont.

28-4

today.” Changing an additional 91 acres to industrial in an agricultural area will lead to loss of protection of farmland and negative impacts to our ranch and surrounding farmland.

28-4
cont.

Changes to Industrial that are not considered in this plan or EIR that will negatively affect our ranch and need an specific Environmental Impact Report are the water supply and effects to groundwater, intensive use of septic, waste water, our ranch is downstream from the Industrial land. The land proposed for re-zoning to Industrial, an urban use is in the middle a significant hazard of the flood plain, which There is sufficient Industrial land within the City of Woodland limits.

28-5

Contradicts policy LU 7.2

Policy LU-2.3 Prohibit the division of land in an agricultural area if the division is for non-agricultural purposes and/or if the result of the division will be parcels that are infeasible for farming.

28-6

Add language to prohibit division of land in an industrial area if it will affect agricultural operations.

Change - word “farming” to agricultural uses.

GOAL LU-3 Growth Management. Manage growth to preserve and enhance Yolo County’s agriculture, environment, rural setting and small town character.

28-7

Comment the changes at 40600 CR 18C is not managed growth, it is growth that ultimately will affect neighboring agricultural properties and the rural and historic setting of this neighborhood.

Policy LU-3.5 Avoid or minimize conflicts and/or incompatibilities between land uses.

28-8

**Add language to clarify open space in industrial / commercial areas
Add language protecting the existing uses on the land adjacent to zoning changes.**

Policy LU-3.7 (3.8 Online) Prohibit the designation of new urban development in places with one or more of the following characteristics:

Areas without adequate emergency services and utility capacity and where there are no capital improvement plans to pay for and construct new facilities that can accommodate the proposed development.

Areas where there are significant hazards and where there are no plans to adequately mitigate the risk (e.g. floodplains, high fire hazard areas, unstable soils, known seismic faults, etc.).

Areas where there are significant natural resources (e.g. groundwater recharge, wildlife habitat, mineral or timber resources, scenic areas, etc.).

Areas not contiguous to existing urban development.

28-9

Comment – Our area is not generally recognized as urban. There is an odd spur extending from the city coming into the agricultural area. This should not be the basis for continued urban development at the detriment of neighbors and existing agricultural uses.

GOAL LU-5 Equitable Land Use Decisions. Ensure inclusion, fair treatment and equitable outcomes in local land use decisions and regulations.

28-10

Comment - We have participated and given comments, yet the document remains largely silent to protect our sort of agricultural use which is compatible and can work with adjacent agricultural land but is not compatible with Industrial and year round manufacturing with offsite impacts. We do not generate the amount of jobs, but we were here first and are permitted for our use. When the land is changed to Industrial there will be little policy to keep our land safe from the adjacent uses including setbacks, noise, 24 hour operation, lights, air quality, truck traffic. Landuse in the GP needs to consider farmers that live and work onsite and are being placed next to Industrial or Heavy Industrial uses.

28-10
cont.

GOAL LU-6 Intra-County Coordination. Ensure inclusion, fair treatment and equitable outcomes for the County in land use planning matters involving other local government entities.

Comment - Comment Our ranch is on the National Register and monitored by a Federal government entity and the adjacent land use from agriculture to Industrial without provisions to protect our use does not seem equitable.

Policy CC-1.1 Encourage private landowners of both residential and commercial properties to maintain their property in a way that contributes to the attractive appearance of Yolo County, while recognizing that many of the land uses in the County, including agriculture and light industry, require a variety of on-site structures, equipment, machinery and vehicles in order to operate effectively.

28-11

Comment- Add Industrial to this (residential, commercial and Industrial). The way this language is written, it puts the smaller operations on notice to meet the policy and not the Industrial uses which is generally unsightly. Added language would ensure we keep Industrial properties kept up adjacent to agricultural and rural land.

Policy CC-1.2 Preserve and enhance the rural landscape as an important scenic feature of the County. The discretionary review of development proposals shall evaluate and address impacts on scenic landscapes and views.

28-12

Comment - Please add language to encourage Industrial users to comply with this.

Policy CC-1.3 Protect the rural night sky as an important scenic feature to the greatest feasible extent where lighting is needed.

Comment – This is important for our use and continued viability of our horse shows which run over a 1 week period of time. An operation with 24 hour use yearly would be a significant blow to our use.

28-13

Policy CC-1.4 Identify and preserve, where possible, landmarks and icons which contribute to the identity and character of the rural areas.

28-14

Comment - We need to have our land screened from the Industrial production and storage yards.

Policy CC-1.8 Screen visually obtrusive activities and facilities such as infrastructure and utility facilities, storage yards, outdoor parking and display areas, along highways, freeways, roads and trails.

28-15

Add the word “Industrial, infrastructure and utility facilities and adjacent properties.” (Don’t just limit it to highways, freeways ...)

Policy CC-1.12 Preserve and enhance the scenic quality of the County's rural roadway system. Prohibit projects and activities that would obscure, detract from, or negatively affect the quality of views from designated scenic roadways or scenic highways.

28-16

Add another policy like this to protect adjacent neighbors Historic Landmarks.

Policy CC-1.15 The following features shall be protected and preserved along designated scenic roadways and routes, except where there are health and safety concerns:

- Trees and other natural or unique vegetation
- Landforms and natural or unique features
- Views and vistas
- Historic structures (where feasible), including buildings, bridges and Signs

28-17

Comment- Why are we limiting this along scenic routes? It should apply to entire county and development especially in the agricultural zoning change proposed for next door.

Policy CC-1.16 The following features shall be stringently regulated along designated scenic roadways and routes with the intent of preserving and protecting the scenic qualities of the roadway or route:

- Signage
- Architectural design of adjoining structures
- Construction, repair and maintenance operations
- Landscaping
- Litter control
- Water quality
- Power poles, towers, above-ground wire lines, wind power and solar power devices and antennae

28-18

Add the word historic or policy to protect historical landmarks

Policy CC-2.12 Strive to create an average yield community-wide of 16 jobs per acre for industrial, commercial and other job-generating land uses.

In worse case scenario, which could happen this area and the proposed 160 acre conversion it would mean 2560 people. This is a large number that would be on rural roads, septic, and using our groundwater in a major area of the Yolo County floodplain. This emphasizes the need to have language to protect vulnerable agricultural businesses.

The towns of Dunnigan, Knights Landing and Madison have Community Planning guidelines. Knights landing is 145 acres. We have requested a plan for the non compatible zoning change to Industrial next door to defend our property and for a fair ability to continue our existing use.

28-19

- * Develop a plan for this Industrial area with detailed information regarding how the existing and planned Industrial growth would impact key issues including:
 - 1) loss of prime farmland
 - 2) Cache Creek levee stability and flood protection between Cr rd 102 and Hwy 113,
 - 3) traffic impacts to local roads and highways including CR 18C, CR 102 and Hwy 113.

4) Protection of neighboring agricultural and residential development to protect residents from impacts related to air quality, noise, and other incompatibilities.

5) Provide community planning guideline especially for satisfaction of levels of service for public services and facilities, protection of biological resources, protection against unreasonable geotechnical risk and exposure to hazards, exposure to noise, sustainable design, architectural, flood protection, water supply, sewer septic service including protection of the groundwater that is high at this location and protection of significant visual and/or aesthetic features, protection of groundwater, drainage, fire, hazardous materials, total greenhouse gas emissions, flood protection 200 year, and enforceable actions necessary to obtain objective.

28-19
cont.

We would like to work with the Yolo County to support the following for our ranch use;

1. Policy LU-7.2 Support and participate in countywide, regional and other multi-agency planning efforts related to housing, tourism, air quality, open space, green infrastructure, recreation, agriculture, habitat conservation, energy, emergency preparedness and flood protection.

2. GOAL CC-1 Preservation of Rural Character. Ensure that the rural character of the County is protected and enhanced, including the unique and distinct character of the unincorporated communities.

28-20

Suggestion to Add – Language to prohibit unscreened outdoor storage of industrial and commercial parts and materials, salvage or junk, dismantled vehicles, used or new vehicle sales or, building materials for sale and similar materials, uses and things along edges of our property adjacent to theirs. Not limit it to roads and highways

3. GOAL CC-4 Project Design. Require project design that incorporates "smart growth" planning principles and "green" building standards that reflect the County's commitment to sustainable development (see also Goal CO-7).

4. Policy CC-4.15 Reflect a human scale in architecture that is sensitive, compatible and distinctive to both the site and the community.

28-21

Adding permanent conservation easements for habitat not just Open space that can be converted later and directed to reinforce community separation and keep the area distinct and unique between the adjacent land at 40600 Cr 18C and our property.

5. Action CC-A34 The discretionary review of development proposals shall evaluate and address impacts on the rural landscapes and views. This review shall also evaluate the potential for land use incompatibilities and require incorporation of design features to reduce potential impacts, to the greatest extent feasible. (DEIR MM LU-2c) (Policies CC-1.1 through CC-1.19) Responsibility: Planning and Public Works Department
Timeframe: 2009/2010

28-22

Note - We cannot have a detention basin adjacent to our barns that are not maintained as done improperly it would put our horses at greater risk for mosquito and fly Bourn diseases including West Nile. Our use was here first. We need to add language as to how detention basins will be maintained , given the known problems that have happened with other detention basins in the county. We recommend language in the plan to direct development of detention basins from creating potential hazards and to protect adjacent properties.

For Policy CI-2.1 When constructing or modifying roadways, plan for use of the roadway space by all users, including automobiles, trucks, alternative energy vehicles, agricultural equipment, transit, bicyclists, and pedestrians, as appropriate to the road classification and surrounding land uses.

And

Policy CI-2.4 The comfort, convenience, and safety of bicyclists and pedestrians are as important as, and should be balanced to the greatest feasible extent with, those same values for drivers.

Add – Horseback Riders and Carriages also to policy CI-3.3

28-23

Ag Element

Map Source: California Dept. of Conservation, Farmland Mapping and Monitoring Program, 2004 are you sure that our area is grey – Urban buildup? I do not think that is correct

Policy AG-1.3 Prohibit the division of agricultural land for non-agricultural uses.

Add - Deny conversion of the 60 acres at 40600 CR 18C adjacent to our property We are designated Agriculture as are the surrounding properties except for a corner edge to Agriform.

Policy AG-1.5 Strongly discourage the conversion of agricultural land for other uses. No lands shall be considered for redesignation from Agricultural or Open Space to another land use designation unless all of the following findings can be made: ☐

A. There is a public need or net community benefit derived from the conversion of the land that outweighs the need to protect the land for long-term agricultural use.

There is no need for this given the conversion and addition to 90 acres Industrial last year at 40600 Cr 18C. More Heavy Industrial closer and shown on the maps in the previous land that was open space on the adjacent property will detract form our economic stability and use.

There is plenty of land in the City of Woodland limits and ULL, appropriate for Industrial with roads etc...

B. There are no feasible alternative locations for the proposed project that are either designated for non-agricultural land uses or are less productive agricultural lands.

There are lands designated for this use and the impact to us and detriment to our use outweighs the necessity to convert the additional acres at 40600 Cr 18C

C. The use would not have a significant adverse effect on existing or potential agricultural production on surrounding lands designated Agriculture.

28-24

28-25

28-26

Comment: the conversion of agricultural land next to us to OS occurred last year. This is class 1 soil and the additional conversion to industrial created a non compatible land use.

Policies need to be put in place to preserve the continued use of our property and Historic Nature of this area of the county. The policies above support our position for not converting additional land to industrial next to us. The current offsite impacts from Clark Pacific are impacting our horse program for adults with disabilities by spooking horses, noise is affecting the horses, vibration from truck and other increases in traffic is negatively affecting our shows and safety or riders in the arena, lighting is detracting from our night sky and enjoyment of our property and rural nature of this area of the county. The site next door is noisy, starts early in the morning and goes to late at night. It is no fun living next to it. Moving even more land to be converted 60 acres next to us will further increase the impacts and they are developing the land that was originally slated to be habitat and Open Space.

Policy AG-1.5 Strongly discourage the conversion of agricultural land for other uses. No lands shall be considered for redesignation from Agricultural or Open Space to another land use designation unless all of the following findings can be made: ☐

A. There is a public need or net community benefit derived from the conversion of the land that outweighs the need to protect the land for long-term agricultural use.

B. There are no feasible alternative locations for the proposed project that are either designated for non-agricultural land uses or are less productive agricultural lands.

C. The use would not have a significant adverse effect on existing or potential agricultural production on surrounding lands designated Agriculture.

Comment Part C – We breed horses and livestock and have ag uses that can be impacted by conversion not just production, like our horse ranch and horse shows or farm stands etc...

Policy AG-1.6 Continue to mitigate at a ratio of no less than 1:1 the conversion of farm land and/or the conversion of land designated or zoned for agriculture, to urban uses.

NOTE: The conversion of the OS results in not mitigation for loss of farm land and this needs to be considered for additional conversions to the OS that was zoned Ag less than a year ago. The county needs to account for mitigation relating to OS and any conversion of OS, especially open space that has been previously used for mitigation of other lands and is a buffer between the zoning. In our case the OS is a buffer between us and the adjacent Industrial land.

Policy AG-2.1 Protect areas identified as significantly contributing to groundwater recharge from uses that would reduce their ability to recharge or would threaten the quality of the underlying aquifers.

Conversion of this vast amount of Industrial land and our high level of groundwater can threaten the quality and quantity of our aquifers and lead to subsidence. Especially with the policy of 19 workers per acres = 1600 workers. So for this type of development they need to bring in surface water not ground water and consider the types of Industrial and monitor and regulate how much ground water they are taking and is not available for groundwater recharge.

28-26
cont.

28-27

28-28

Policy AG-2.5 Support high value and intensive farming practices on appropriate agricultural soils. Prime soils and other productive agricultural land outside of growth boundaries shall be preserved wherever feasible.

28-29

This additional land that is slated for conversion is Class 1 soil and currently farmed. The changes to Industrial proposed will violate this policy.

Policy AG-3.8 Encourage re-use, for agricultural purposes, of agricultural industrial facilities that are no longer needed due to changing economic conditions.

28-30

Can we make this land somehow an agricultural use that would be compatible with our use and provide agricultural jobs etc..

Action AG-A27 Establish a setback for new non-agricultural development to protect water delivery systems and similar agricultural infrastructure from impact.
(Policy AG-1.23) Responsibility: Planning and Public Works Department, Agriculture Department
Timeframe: 2010/2011

28-31

We have a sensitive agricultural use that needs at least of 1000 foot setback to keep our use away from non compatible offsite and onsite impacts Industrial and Heavy Industrial.

Policy ED-1.1 Ensure that an adequate supply of industrial and commercial land is designated for future development, to allow the market to continue to expand in a manner that is compatible with adjacent properties and existing uses.

28-32

Comment- Industrial belongs adjacent to Cities where there is water and sewer and roads and residential, habitat and agricultural uses will not be impacted by the heavy and offsite outdoor uses.

GOAL ED-2 Business Climate and Business Assistance. Work aggressively to create a welcoming environment for both existing companies and new business to advance local economic growth.

28-33

The changes to Industrial will affect us. We need considerations to protect our economic viability and prevent an inverse condemnation from the county putting in a massive Heavy Industrial site next to our agricultural business.

GOAL ED-5 Economic Sustainability. Support sustainable economic development. Encourage local industry to adapt to the expected effects of climate change and minimize greenhouse gases and other emissions.

28-34

If Industrial is going to concentrated adjacent to our ranch we need the county to provide us specific policies to protect our sensitive receptors including Swainson Hawks, burrowing owls and related to our business for economic, health and safety for our disabled clients, horses that have large lung capacity, and organic farming.

Solutions: Ag commercial not Industrial

Notes LU-1 Table LU-1 on Page 63 Online does not include Heavy Industrial and the Spreckels land

28-35

Page 64 online shows a map for Table labeled General Plan Land Use Map shows Spreckels and the OS as going Industrial. This is the setback we were supposed to have for our property. It was supposed to be habitat. All the other areas with major land zoning changes have maps and

specific plans to protect the surrounding community except for the changes occurring next to us. This is not fair or equitable given it is going from a peaceful Ag zoning Jan of 08 to 90 acres Heavy Industrial June of 08 and now 160 acres heavy Industrial.

28-35
cont.

Discuss Level of Service..
Table C1-1 113 to 102

Action CI-A23 Create special districts in Specific Plan areas and other areas where appropriate to fund the operation and maintenance of county roads.
(Policy CI-3.11, Policy CI-3.12, Policy CI-3.13)
Responsibility: Planning Will we have to pay for this?

28-36

Action AG-A12 Develop and implement an Economic Development Strategy that encourages agricultural/ecological tourism, viticulture operations, agricultural-industrial opportunities and farm marketing efforts. (Policy AG-3.18, Policy AG-4.2)
Responsibility: County Administrator's Office
Timeframe: 2010/2011

Our use supports this though multi day horse shows, clinics, events and horse boarding and training whereby people come in to train with our trainer from other areas.

Policy ED-1.3 Encourage businesses that promote, provide services, and support farming, with an emphasis on value-added agriculture, agri-tourism, food processing and agricultural suppliers.

28-37

We need to be in an area aesthetically pleasing, like for a golf course to operate horse shows. We are impacted by vibration, noise, truck traffic etc.. We need language in this to protect our property from encroachment of the Industrial uses being zoned next door at 40600 CR 18C.

GOAL ED-4 Expansion of Tourism. Provide a variety of tourism and recreational opportunities to expand the local economy in a manner consistent with Yolo County's agricultural and open space emphasis.

We need support through compatible zoning and restrictions on adjacent uses to do this. We provide a large economic revenue to the county from sales tax, hotel tax and spending in the community from the people our business attracts

• Policy P-3: New residential, recreational, commercial, or industrial development shall ensure that appropriate buffer areas are provided by those proposing new development to prevent conflicts between any proposed use and existing agricultural use. Buffers shall adequately protect integrity of land for existing and future agricultural uses. Buffers may include berms and vegetation, as well as setbacks of 500 to 1,000 feet., L S A A S S O C I A T E S , I N C . Y O L O C O U N T Y 2 0 3 0 C O U N T Y W I D E G E N E R A L P L A N E I R A P R I L 2 0 0 9 I V . S E T T I N G , I M P A C T S A N D M I T I G A T I O N M E A S U R E S B . A G R I C U L T U R A L R E S O U R C E S

28-38

Add something to protect the land around the Industrial site.

Brenda Cedarblade
41070 County Rd 18 C
Woodland Ca 95776

Our land known as the Historic Nelson Ranch & Cattle Co along with the Historic Nelson Ranch Foundation, located in North Woodland is unique and sensitive to adjacent uses. The biggest problem with the 61 acres Clark Pacific additional Industrial land is that we are now having problems from the site that was put in last year and additional will have a cumulative effect and the potential land use incompatibilities could significantly increase as a result from the construction of new industrial uses and the fact it is even closer to our arenas and barns and agricultural land, which will create problems. My comments are to address the DEIR pertaining to the lands at 40600 CR 18C, the Clark Pacific land in Woodland and the impacts we foresee incurring on our ranch that is adjacent to this Industrial growth, and given the size and scope of the changes proposed occurring at this property in the General plan and combined with the changes last year my result in a cumulative effect making our use un-sustainable. Under CEQA, a significant impact on the environment is defined as: a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance and the changes proposed adjacent did not take into account all of the factors which are that the site is a California Brownfield site, hours of operations or the noise Industrial will produces and would have on a non profit that caters to adults with disabilities, horse shows, boarding, and quality of life for agricultural operations where owners live and work on site.

28-39

For an EIR to take into account our use, we invite and encourage LSA Engineering to visit the site and understand how the features of our property and relation to the proposed 160 Industrial next door or how we would be affected or how these affects could be reduced to less than significant by language to protect a sensitive agricultural use like ours from Industrial impacts.

28-40

We also want to note, we commented on the proposed General Plan in an email to David Morrison, and our comments were not included in the Staff Report dated June 10,11,12,2009.

28-41

More industrial is not warranted here. Alternative sites exist that develop in the underutilized Industrial land along City borders, develop the Clark Pacific Industrial on the 300 acres land owned by Clark Pacific and annexed to the City of Woodland. The Rural Sustainability alternative assumes that a moderate amount of growth would occur in several unincorporated communities, increasing the level of economic development and restricting housing in the rural agricultural areas. Not building or decreasing the 160 acre Industrial park to the original 90 acres at Clark Pacific would be the superior choice when comparing and balancing land use, policy, economic viability, environmental impact, and community values and is the best alternative for this area with the least amount of impacts. The Market Demand alternative is flush in growth and cumulative impacts to the agricultural land. The build-out of the Draft General Plan at the Clark Pacific site could create substantial incompatibilities between land uses and this was not adequately analyzed in the draft EIR to protect our use form impacts; especially considering and comparing the detail of this site to the analysis that was done on other similar developments in Madison, Esparto, Covell in David, Clarksberg and Knights Landing. There appears to be no policies or actions that will adequately protect our use and the Historic Nelson Ranch Foundation from the Industrial impacts. **We ask that policies be added to address our concerns and protect our use and other properties in Yolo County from Industrial impacts to the greatest degree possible.**

28-42

28-43

It is also important to note that the City of Woodland is opposed to these changes creating a new Industrial area.

28-44

The proposed General Plan has a planning horizon of 2030. It incorporates growth that would be allowed under build-out of the 1983 General Plan, plus a modest amount of additional "new" growth. In total, most of the urban growth allowed under the General Plan would occur in the communities of Dunnigan, Elkhorn, Esparto, Knights Landing, DQ and UC Regents and Madison. Agricultural processing and tourism-related activities would be encouraged throughout much of the unincorporated area. These plans do not include our area of North Woodland for Clark Pacific, it is proposed in the Draft General Plan an 160 acres Industrial Park which was not in existence this time last year. New maps of the site, that now impacts Class 1 soil came out June 10th, at the meeting and were not released for public comment or review prior.

28-45

Both onsite and off site Impacts and Significant Impacts will occur as a result of the Industrial at Clark Pacific property 40600 Cr 18C. Our adjoining property has uses that will be directly affected by Urban type use with Impacts to

- Future Agricultural Production
- Failure to adequately protect open space and natural areas.
- Failure to Maintain a Distinct community and separating us form adjoining agriculture and historic areas; creating a leap frog Industrial Center in the middle of agricultural land.
- Impacts for safety and health from offsite Industrial impacts
- Failure for the DEIR to provide transportation alternatives to keep a conservative level of traffic and heavy truck traffic from going in front of our ranch on a rural road not designed for heavy truck traffic.
- Impacts that combined with the existing Industrial urban operation will decrease the Strong and sustainable agricultural economy in this region of Yolo County
- Cumulative affects for impacts to our quantity and clean ground water supply over time
- Result in a net increase of greenhouse gases at this location and climate change.
- * Buffers need to be expanded along the property line to 500 foot and a 300 foot border added between Clark Pacific's land to the North adjacent to UC Regents agricultural land.

28-46

We feel the DEIR did not properly and completely identify the potential for significant effects to our ranch and how to reduce them to less than significant so we can continue our permitted use. The following impacts to our use by the additional Industrial the land at Clark Pacific include but are not limited to: Land Use; Agricultural Resources; Transportation and Circulation; Air Quality; Noise; Global Climate Change; Public Services; Cultural Resources; Biological Resources; Hydrology and Water Quality; Hazards and Hazardous Materials; and Visual and Scenic Resources The EIR therefore cannot conclude that in all impacts areas except Public Services and Geology, Soils, Seismicity, and Mineral Resources, impacts may remain significant and unavoidable even after identified mitigation measures are implemented.

We request an additional planned EIR for this area that inspects the impacts so they are reduced to less than significant and a 160 acre Industrial site at build out will not negatively impact our business and quality of life for. Reasons similar but to a greater

28-47

degree than the comments outlined on the CUP for Clark Pacific re-zone / CUP last year. We need a specific and detailed analysis of this site as our use is Agricultural but contains sensitive uses. We are waiting for approval of the Historic Nelson Ranch Foundation, a non-profit. We service inter city youth, adults with disabilities and other sensitive groups that may be impacted by Heavy Industrial offsite impacts. We also board horses and have horseshows, have Swainson Hawks on site, and other endangered species and the Land Use and Housing; Agricultural Resources; Transportation and Circulation; Air Quality; Noise; Global Climate Change; Public Services; Utilities and Energy; Cultural Resources; Biological Resources; Hydrology and Water Quality; Geology, Soils, Seismicity and Mineral Resources; Hazards and Hazardous Materials; and Visual and Scenic Resources will all have negative impacts from the zoning of an additional 90 acres creating a 160 acre Industrial park that was on a 40 acre site for Spreckles, which had closed prior to approval of our use, then Clark Pacific last year was approved for a 90 acre Industrial site. As Clark Pacific owns 300 acres in the Industrial area of Woodland that was annexed and is not used, they have an appropriate location with water, sewer, roads and other necessities for Industrial use and would have less impact on the surrounding uses including ours.

28-47
cont.

28-48

The document and Draft EIR fails to adequately address impacts to our site to the degree necessary to make them less than significant. The Industrial violates the policy of continuing primacy of agriculture and related endeavors throughout the County, by allowing for more economic innovation and aggressively protecting the water and soil resources upon which farming depends. This will impact both the onsite and off site and adjacent properties.

28-49

- The Industrial growth proposed here within an existing agricultural and historical area should occur at an alternative site adjacent to existing towns, where they would be accompanied by improvements to infrastructure and services to ensure sustainability and lessen the impacts to agriculture. Clark owns other properties that are zoned and will lessen the impact.

28-50

- The DEIR and Industrial changes decreases the protection of a network of connected open space and our recreational arenas and areas. It is not integrated with the Yolo Natural Heritage Program.

28-51

- The result will lessen the Yolo County revenue-producing and job-producing agricultural corridor in this area

28-52

- The DEIR fails to provide this areas management of the existing road network to make the most of existing capacity, while accommodating a diversity of users and alternative modes of transportation as it does not take into account horses or carriages that use CR 100B and CR 18C that are incompatible with heavy truck traffic. Our roads are not designed for this use, are not wide enough and do not have bike lanes or egresses.

28-53

- The flood plain in this area and instability of the Cache Creek levees reduces and the expansion of 160 acre Industrial park with the ability under this plan to have 2560 employees may not have service levels for this area potentially preventing effective and efficient provision of services, consistent with rural values and expectations to this area, this is important and a significant change.

28-54

- A comprehensive plan and approach for the uses at this 160 acre Industrial site to both reduce greenhouse gas emissions and plan for the potential impacts of global climate change.

28-55

- This 160 Industrial site negates emphasis on community and neighborhood requirements that reflect "smart growth" and "healthy design" principles, which complement the unique character of existing developed areas which is the agricultural and historic nature of this are of Yolo County.

28-56

Land Use and Housing

o Build-out of the 160 Industrial acres proposed in the Draft General Plan could disrupt or physically divide established community, we are known to be agricultural and this massive development is in the middle of ag land, it is surrounded by ag land that has been historically farmed. It will be a barricade from our ranch West to agriculture.

28-57

o Build-out of the Draft General Plan would result in conflicts with the plans and policies of other agencies, the conflict is with the Historical nature of our ranch and policies of the county in the General Plan to protect agricultural uses both on their site and adjacent. The uses are incompatible with our adjoining use and the setback is not large enough to protect us. It also does not have habitat or other open space, required for rezoning and it conflicts with the City of Woodland General and Specific Plan as the direct urban uses in the city limits where there is water, sewer, and roads and similar uses that would be less impacts.

28-58

Agricultural Resources

o Implementation of the proposed Draft General Plan policies pertaining to the 160 acre Industrial could result in less effective buffer and protection for our use as well as adjacent neighboring organic agricultural operations.

28-59

• Air Quality

o Build-out of the site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Draft General Plan could expose sensitive receptors to toxic air contaminants from the Industrial being located near our trees that have Swainson hawks and other sensitive habitat as reported to the Yolo County by Shawn Smallwood's report 2008 on habitat on our property and Spreckels/Clark Pacific. This includes but is not limited to Swainson Hawks, yellow billed magpies, giant garter snakes, identified onsite burrowing owls and the old growth elderberry bushes on the Spreckels/Clark Property.

28-60

• Noise

o Build-out of the proposed Draft General Plan and 160 acres of combined Industrial adjacent to our ranch would result in traffic noise levels in excess of the County's normally acceptable standard of 60 dBA Ldn for new noise sensitive land use development. Policies and actions support the goal of protecting people from the harmful effects of excessive noise need to be imposed on any additional Industrial development next door to protect our use and Historic Nelson Ranch Foundation which services sensitive habitat and adults with disability, enjoyment of our historic property and future planned development.

28-61

o Build-out of the proposed Draft General Plan would result in excessive groundborne vibration levels from construction activities. We are already having issues from the operation at the Spreckels plant which makes our windows rattle when they vibrate things early in the morning.

28-62

• Public Services

o Growth associated with build-out this site in the site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Draft General Plan would generate a demand

28-63

for fire protection and emergency services that may exceed the ability of the fire districts and departments to meet established service thresholds.

• Hydrology and Water Quality

o Build-out of the 160 acre Industrial site proposed in the Draft General Plan could result in increased overdraft of County aquifers and a reduction of aquifer recharge resulting in

28-64

a net reduction aquifer capacity, availability of groundwater resources, and ground surface subsidence especially if something like the Biomass plant in the City of Woodland that uses a lot of water located here.

28-64
cont.

• Geology, Soils, Seismicity and Mineral Resources

o Implementation of the 160 acres in the Draft General Plan could result in the destruction or modification of a unique geologic feature the open space and established landscape.

28-65

• Hazards and Hazardous Materials

O The public may be exposed to health risks from agricultural chemical residues in soils as a result of redevelopment of former agricultural properties and industrial at the site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in. This includes Spreckels and Clark Pacific and the site had been listed as a Brownfield site and contaminated soils and a former water cooling tower that may have used Hexavalent Cromimum and Yolo County came and tested the surrounding wells for this, they had 300 pds of asbestosis used daily, and PCB's and Lead Acetate and other hazardous materials that were dumped in the unlined ponds as noted in the ESA'a for the proposed Industrial location along with that may occur under the Draft General Plan. Cement has many chemicals and they sand blast outside which means the dust could be particulate without a proper site assessment.

28-66

o The public and employees may be exposed to safety hazards due to the previous on site burning of materials and dump and former chemical lab, and plate lab that shows white rings on the Google photos around the building where chemicals were reported to be dumped.

b. Significant Avoidable Impacts for the Build-out of the site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan could result in avoidable significant impacts related to Land Use and Housing, Agricultural Resources, Transportation and Circulation, Air Quality, Noise, Global Climate Change, Public Services, Utilities and Energy, Cultural Resources, Biological Resources, Hydrology and Water Quality, Hazards and Hazardous Materials, and Visual and Scenic Resources as analyzed in Chapter IV, Setting, Impacts and Mitigation Measures of this EIR. They own other Industrial locations that would be comparatively less impacted by the zoning than the Class one soil agricultural land.

28-67

• Land Use and Housing

o Build-out of the Draft General Plan that includes the 160 Industrial site at Clark Pacific Woodland could create substantial incompatibilities between our land use and theirs as well as the adjacent farm land and further result in conversion of agricultural land.

28-68

o Build-out of the Draft General Plan 160 Industrial site at Clark Pacific Woodland would substantially alter the type and intensity of land uses within and surrounding the community areas of the unincorporated County.

o Land uses and development consistent with the Draft General Plan site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch and other properties across from the site at Clark Pacific Woodland would fail to achieve a jobs/housing balance and match in some community areas and could potentially exacerbate an existing jobs/housing imbalance in some community areas.

28-69

• Agricultural Resources

o Build-out of the site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Draft General Plan 160 Industrial site at Clark Pacific Woodland and

28-70

the associated development would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses.

28-70
cont.

o Build-out of the site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Draft General Plan proposed 160 acres and the associated development would result in permanent conversion of agricultural soils to non-agricultural use.

28-71

o Build-out of the site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Draft General Plan 160 Industrial site at Clark Pacific Woodland and the associated development would conflict with or result in the cancellation of a Williamson Act contract

28-72

• Transportation and Circulation

o Build-out of the site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan could result in increased vehicle miles of travel for employees, vendors and people coming to the site as it is located in the county and not in the appropriate City limits.

28-73

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Draft General Plan could add vehicle trips to roadways that would

28-74

operate below the 1983 Yolo County General Plan level of service (LOS) under cumulative conditions.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch Draft General Plan would rely upon future roadway capacity expansion

28-75

projects for which full funding is not ensured.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch Draft General Plan could contribute vehicle trips to roadways projected to operate worse than the LOS thresholds identified in the Congestion Management

28-76

Program (CMP) under cumulative conditions, but these are not identified nor analyzed with the new map presented at the June 10th meeting.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch Draft General Plan would contribute vehicle trips to roadways projected to operate worse than the LOS thresholds of the incorporated Cities of Davis, West

28-77

Sacramento, Winters, and Woodland under cumulative conditions.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch Draft General Plan could contribute vehicle trips on state highways

28-78

that would operate worse than the Caltrans LOS threshold under cumulative conditions.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to

28-79

the Historic Nelson Ranch Draft General Plan could result in increased travel on roadways that do not meet current design standards.

28-79
cont.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch Draft General Plan could result in increased travel on state facilities that do not meet current design standards.

28-80

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in an adverse physical environmental impact associated with an increase in traffic on roadways in comparison to the policies of the 1983 General Plan.

28-81

• Air Quality

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan could result in construction-related emissions that exceed the YSAQMD thresholds of significance for criteria pollutants on site that affect habitat, offsite and on adjoining parcels.

28-82

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope, outdoor use and proximity to the Historic Nelson Ranch in the Draft General Plan could result in long-term operational emissions that would exceed YSAQMD thresholds of significance and substantially contribute to air quality violations.

28-83

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan could result in a cumulatively considerable impact on criteria air pollutants.

28-84

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan could result in conflicts with air quality planning efforts by other agencies.

28-85

• Noise

o Increased traffic from build-out of the proposed Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in a significant increase in traffic noise levels on roadway segments on 18C, 113 possibly 102 and throughout the County.

28-86

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the proposed Draft General Plan would result in a substantial or periodic increase in ambient noise levels.

28-87

• Global Climate Change

Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in greenhouse gas emissions that would have a significant physical adverse impact and cumulatively contribute to global climate change.

28-88

o While uncertainty exists in the degree to which the effects of climate change will occur, at the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the it is likely that significant adverse physical impacts from the effects of global climate change could occur on existing and future planned adjacent land uses in the County by 2030 from this project,

28-88
cont.

• Utilities and Energy

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan may result in a demand for water in excess of available groundwater supply and affect the wells on surrounding properties due to subsidence.

28-89

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan could result in increased overdraft of County aquifers and a net increase in ground surface subsidence.

• Cultural Resources

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in the potential for impacts to architectural resources and archaeological deposits that qualify as historical resources under CEQA.

28-90

O Build-out of Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in the potential for impacts to archaeological deposits that qualify as unique archaeological resources under CEQA without further study.

• Biological Resources

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan may result in loss or destruction of riparian habitats and the wildlife and plants that depend on those habitats. There are riparian sites in the tree line directly adjacent to the proposed use, that may be affected significantly from this change.

28-91

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan may result in loss or destruction of wetlands and vernal pools and the wildlife and plants that depend on those habitats.

28-92

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan may result in loss or destruction unique habitat and the wildlife and plants that depend on those habitats.

28-93

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to

28-94

the Historic Nelson Ranch in the Draft General Plan may result in the disruption of movement corridors and nursery sites on which local wildlife depend. Especially the identified wood corridor from Cache Creek through the site both on site and on the adjacent Historic Nelson Ranch.

28-94
cont.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan may result in the loss or destruction of special status plants and their habitats, and/or to special-status fish and wildlife and their habitats.

28-95

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in a general loss of habitat in natural and agricultural areas.

28-96

• Hydrology and Water Quality

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would expose more people and structures flood

28-97

hazards and may impede or redirect flood flows, resulting in increased flood hazards.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would expose more people and structures flood

hazards as a result of climate-induced sea level rise.

• Hazards and Hazardous Materials

o New development under the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan may impair emergency response

28-98

during peak traffic periods especially during a flood event or building in this area known to have weak levees and flooding both seasonal and 100 year as identified by FEMA.

• Visual and Scenic Resources

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in new growth that degrades the

28-99

existing visual character and quality of the County and adjacent properties.

o VIS-2: Implementation of the Draft General Plan could result in additional uses that would

create new sources of substantial light or glare, which could adversely affect nighttime views

outside of identified growth areas.

• Cumulative Impacts

28-100

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Implementation of the Draft General Plan could result in additional uses that would create new sources of substantial light or glare, which could adversely affect nighttime views outside of identified growth areas and on adjacent properties Nighttime ambiance is important for our events and horses and light will affect them

• Cumulative Impacts

- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Draft General Plan would result in growth inducing impacts.

}

28-101
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Draft General Plan would result in significant irreversible changes.

}

28-102
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to land use and housing impacts both at the local site and in Yolo County .

}

28-103
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in Draft General Plan in the conjunction with other planned development in the region would contribute cumulatively to loss of agricultural land.

}

28-104
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to transportation and circulation impacts in this local area and in Yolo County and California.

}

28-105
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan, in conjunction with other planned development in the region would contribute cumulatively to air quality impacts locally and in Yolo County that could be avoided if they developed on their land in the City.

}

28-106
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to noise impacts to adjacent local property and in the region.

}

28-107
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan, in conjunction with other planned development in the region would contribute cumulatively to global climate change.

}

28-108
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to degradation and impacts to water supply and infrastructure impacts.

}

28-109
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to energy impacts.

}

28-110
- o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development locally and in the region would contribute cumulatively to impacts to biological resources.

}

28-111

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan, in conjunction with other planned development in the region would contribute cumulatively to hydrology and water quality impacts and possible significant changes to the adjacent wells.

28-112

3. Alternatives to the Project

Chapter V, of this EIR contains a full description and analysis of the three alternatives to the proposed project that are analyzed in this Draft EIR. The three alternatives are:

• The CEQA-required **No Project alternative** assumes that the proposed project would not be

adopted or implemented and that development would continue in accordance with the 1983

28-113

General Plan. This alternative assumes the full build-out of the development envisioned under the

1983 General Plan and would result in a total of approximately 34,505 persons, 11,277 dwelling

units, 33,945 jobs, and 1,962 acres of commercial/industrial development within the VIS-2: Implementation of the Draft General Plan could result in additional uses that would create new sources of substantial light or glare, which could adversely affect nighttime views

outside of identified growth areas.

• **Cumulative Impacts**

o Build-out of and the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the implementation of the Draft General Plan could result in additional uses that would create new sources of substantial light or glare, which could adversely affect nighttime views outside of identified growth areas and on adjacent properties such as the Historic Nelson Ranch which can impact the economic viability.

• **Cumulative Impacts**

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in growth inducing impacts to the agricultural community and surrounding ag related busienseses.

28-114

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in significant irreversible changes to the adjacent property and onsite.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to land use and housing impacts in the region.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to a significant and avoidable loss of agricultural land if properly located at a site they own in the City.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned

development in the region would contribute cumulatively to transportation and circulation impacts in the region. These could have a significant impact the the adjacent Historic Nelson Ranch, safety of the horse shows and riding programs and impacts to the adults with disabilities and the Historic Nelson Ranch Foundation programs.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan, in conjunction with other planned development in the region would contribute cumulatively to air quality impacts in the locally and in the region.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to noise impacts on adjacent properties and in the region.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan, in conjunction with other planned development in the region would contribute cumulatively to global climate change.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region could and would contribute cumulatively to water supply and

infrastructure impacts and have not been properly identified to reduce the impact.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to energy impacts.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to biological resources and degradation locally and regionally.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan, in conjunction with other planned development in the region would contribute cumulatively to hydrology and water quality impacts.

3. Alternatives to the Project

This EIR failed to properly and adequately contain a full description and analysis of alternatives to the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the proposed project that are analyzed in this Draft EIR.

The CEQA-required **No Project alternative** would be less of an impact to our ranch and use at 41070 County Rd 18C Woodland Ca 95776

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan would result in significant irreversible changes which are detrimental to our land, use, quality of life and other impacts and can be avoided by not converting additional land or by placing a plan with

28-114
cont.

28-115

28-116

28-117

restriction for time of operation, road traffic, noise control, location to sensitive habitat and receptors...

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to land use and housing impacts in the region.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to loss of agricultural land.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to transportation and circulation impacts in the region.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan, in conjunction with other planned development in the region would contribute cumulatively to air quality impacts in the region.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to noise impacts in the region.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan, in conjunction with other planned development in the region would contribute cumulatively to global climate change.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to water supply and infrastructure impacts.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to energy impacts.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan in conjunction with other planned development in the region would contribute cumulatively to biological resources.

o Build-out of the Clark Pacific site for and additional conversion of agricultural land to Industrial and possibly heavy Industrial of 160 acres and the size, scope and proximity to the Historic Nelson Ranch in the Draft General Plan, in conjunction with other planned development in the region would contribute cumulatively to hydrology and water quality impacts.

28-117
cont.

We feel the Draft EIR is not equitable to our property as locations proposed for Industrial development in the county have had more study and direction compared to the Clark Pacific Site For example "Site specific information shall be required for appropriate to 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, including 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. Each technical study must cover the entire acreage upon which development is being proposed including any off-site improvements (e.g. wells; pumps; force mains; new roads; dirt borrow sites; etc.) that may be necessary. Technical studies must meet CEQA standards and the standards in the applicable industry. As necessary, the technical studies shall include recommendations that are to be implemented as part of the project" **DEIR, but this standard and site specific information is not being placed or done on the Clark Pacific site.**

28-118

There is no site specific plan and therefore we do not equally share in the benefit of "The discretionary review of development proposals shall evaluate and address impacts on the rural landscapes and views. (Policies CC-1.1 through CC-1.19) This review shall also evaluate the potential for land use incompatibilities and require incorporation of design features to reduce potential impacts, to the greatest extent feasible" And "Implement Mitigation Measure LU-2b to revise Policy CC- 4.11.DEIR pg 16."

Furthermore, "Permanent conversion of agricultural land to non-agricultural uses will occur with build-out of the Draft General Plan, and while implementation of the policies and actions included in the Draft General Plan would reduce the severity of this impact, no additional feasible mitigation measures are available, and this impact would remain significant and unavoidable." We feel this is incorrect and that the additional acreage being converted to Industrial could have mitigation imposed to help lessen the impact, and there are no mitigation measures proposed in this document for the land being converted.

28-119

Mitigation Measure Policy on page 19 DERI "AG-3: None available. Permanent conversion of agricultural soils to non-agricultural uses will occur with build-out of the Draft General Plan, and while implementation of the policies and actions included in the Draft General Plan would reduce the severity of this impact, no additional feasible mitigation measures are available, and this impact would remain significant and unavoidable." Is simply untrue. There are additional opportunities that can be taken for both the Clark Pacific land and other land being changed from agriculture to no agricultural uses. The impacts have not been analyzed or proposed in this document.

28-120

Mitigation Measure "AG-4: Amend Policy AG-1.8 of the Draft General Plan as follows:

28-121

Policy AG-1.8: The intent of this policy ... the decision-making body. Except as noted below where no buffer is required, in no case shall the buffer be reduced to less than 100 feet. The buffer area shall generally be designated Open Space (OS), but may also be designated Public and Quasi-Public (PQ) or Parks and Recreation (PR) based on applicable circumstances. Agricultural buffers are not required for planned urban growth elsewhere within a growth boundary because the agricultural-urban interface will be temporary until full build-out occurs" There needs to be mitigation for conversion of OS as most of the OS is created out of mitigation requirements. There needs to be larger 300 foot buffers for Industrial adjacent to agriculture to protect from the impacts and off site impacts Industrial and Heavy Industrial create.

28-121
cont.

"Implementation of the policies and actions contained in the Draft General Plan would reduce impacts associated with general loss of habitat, natural and agricultural areas; however not to a less than significant level. Therefore, the reduction of habitat associated with build-out of the Draft General Plan in the County remains significant and unavoidable." There are no measures discussed to reduce the impacts above to our property by creating an Industrial site of 160 acres next door at Clark Pacific.

28-122

The DEIR states, "**M. HAZARDS AND HAZARDOUS MATERIALS** HAZ-1: The public may be exposed to health risks from agricultural chemical residues in soils as a result of redevelopment of former agricultural properties that may occur under the Draft General Plan" with mitigation of "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 redevelopment may expose sensitive populations to hazardous materials, and a Phase II ESA may be required in certain circumstances based on the recommendations/results of the Phase I. A Phase I ESA will be required for residential and other sensitive development on former industrial, commercial, and agricultural properties, and for commercial development on former industrial properties. 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." This policy fails to adequately analyze protect our use and neighboring properties and habitat and businesses and sensitive receptors the hazards from Ag

28-123

Industrial or Industrials type uses especially given Clark Pacific is a California Brownfield site.

28-123
cont.

The DERI states, "While implementation of the policies and actions included in the Draft General Plan would reduce the severity of this impact to unique visual and scenic resources, no additional feasible mitigation measures are available. Therefore, this impact would remain significant and unavoidable." If there was a plan for the changes to Industrial proposed next door to lessen the impacts we will face to the use of our property, we could lessen or mitigate so stating that there are no additional feasible mitigation measures available is untrue. No putting additional Industrial would keep us from having a bigger problem in the first place, screening, type of operation etc...

28-124

All of these impacts; the Land Use and Housing; Agricultural Resources; Transportation and Circulation; Air Quality; Noise; Global Climate Change; Public Services; Utilities and Energy; Cultural Resources; Biological Resources; Hydrology and Water Quality; Geology, Soils, Seismicity and Mineral Resources; Hazards and Hazardous Materials; and Visual and Scenic Resources, might be avoidable or able to be reduced to less than significant; but have not been properly studied or analyzed for the impacts to their site or the adjoining sites to accomplish this. The result of the size, scope and proximity to our unique and sensitive agricultural permit and the sensitive population we serve could very likely result in an inverse condemnation of our use, project and programs without proper mitigation in place to protect our site at 41070 CR 18C, Woodland CA 95776.

28-125

For Project Description

Map of FIGURE III-1 SOURCE: YOLO COUNTY GIS, 2007; DESIGN COMMUNITY & ENVIRONMENT, 2008.
I:\CYK0701 yolo county\figures\EIR\Fig_III1.ai (12/24/08) *Yolo County 2030 Countywide General Plan EIR County and Regional Location Map* is **wrong** for the area of Clark Pacific, Historic Nelson Ranch and UC Regents, the grey does not correctly depict the land or ownership or use out here, please correct it. I was told it was land UC owns, and this is not correct, it gives the reader the miss understanding that it is urban in this location of the county.

28-126

Setting

DETERMINATION OF SIGNIFICANCE
"CEQA is the foundation of environmental law and policy in California. It encourages the protection of all aspects of the environment by requiring cities and other agencies to prepare multi-disciplinary environmental impact analyses and to make decisions on the findings of those studies regarding the environmental effects of the proposed project or action. Under CEQA, a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment.1 The *CEQA Guidelines* direct that this determination be based on scientific and factual data. Determining appropriate thresholds of significance is necessary to accurately identify the minimum levels at which impacts may negatively affect the physical environment or residents and workers within the County. Under *CEQA Guidelines* Section 21082.2, the lead agency identifies and determines the significance thresholds and the potential impacts and whether they may

28-127

have a significant effect on the environment based on substantial evidence in light of the whole record. For example, a temporary, local impact may affect a small area or population, but may not exceed the identified threshold to be considered "significant" and would therefore not require further mitigation."

This is not fair or equitable to our use, unless our use is considered in this plan. Actions by changing zoning next to us are significant because we are the only house in an agricultural area on the National Register in the County with an agricultural use permit and Swainson hawks and other identified endangered habitat that is unique for this site. A use adjacent that is not compatible would be a significant threshold given the uniqueness of our operation related to the entire county. Our needs must therefore be addressed before adopting a 160 acres Industrial park adjacent to our property that may result in further conversion of agricultural land.

28-127
cont.

In the Land Use section of the DEIR, the zoning change of 69 acres Industrial next door is in **direct conflict** with the following policies to protect our adjacent ranch and use including:

- Policy LU-2.4: Prohibit the division of land in an agricultural area if the division is for non-agricultural purposes and/or if the result of the division will be parcels that are infeasible for farming.
- Policy LU-2.5: Vigorously conserve, preserve, and enhance the productivity of the agricultural lands in areas outside of adopted community growth boundaries and outside of city SOIs.
- Policy LU-3.6: Avoid or minimize conflicts and/or incompatibilities between land uses.
- Policy LU-3.7: Maintain the compatibility of surrounding land uses and development, so as not to impede the existing and planned operation of public airports, landfills and related facilities and community sewage treatment facilities.

28-128

In the **Agriculture and Economic Development Element** section of the DEIR, the zoning change of 69 acres Industrial next door is in **direct conflict** with the following policies to protect our adjacent ranch and use including

- Policy AG-1.4: Prohibit land use activities that are not compatible within agriculturally designated areas.
- Policy AG-1.8: The intent of this policy is to protect existing farm operations from impacts related to the encroachment of urban uses. The expertise of the County Agricultural Commissioner shall be used in applying this policy. Urban development shall bear the primary burden of this policy. Ensure that development will not have a significant adverse effect on the economic viability or constrain the lawful practices of adjoining or nearby agricultural operations, except for land within the Sphere of Influence (SOI) around a city or within the growth boundary of an unincorporated community. New urban (nonagricultural) development should be setback a minimum of 300 feet from adjoining agricultural land where possible, but special circumstances can be considered by the decision-making body. The buffer area shall generally be designated Open Space (OS), but may also be designated Public and Quasi-Public (PQ) or Parks and Recreation (PR) based on applicable circumstances. Agricultural buffers are not required for planned urban growth elsewhere within a growth boundary because the agricultural-urban interface will be temporary until full build-out occurs.

28-129

We recommend Modifying the Action Below as it will result in impacts to agricultural uses such as rural tourism, restoration of historic structures such as the Maples, Nelson Ranch etc.. in areas of Industrial like adjacent to us.

- ActionHS-A69: Designate appropriate zoning that avoids placing significant new noise sensitive land uses in proximity of existing or planned commercial and industrial uses. (Policy -HS-7.1)

28-130

The Action Below Places the burden on the agricultural operation rather than the source and result in impacts to agricultural uses such as rural tourism, restoration of historic structures such as the Maples, Nelson Ranch etc.. in areas of Industrial like adjacent to us. WE recommend re-wording it to protect the agriculture.

- Action HS-73: Minimize potential noise conflicts by establishing compatible land uses and larger setbacks adjoining truck routes and other critical transportation corridors that tend to generate greater levels of noise. (Policy HS-7.1, Policy HS-7.5)

28-131

Land Use Element DEIR Page 131, "**Impact LU-1: Build-out of the Draft General Plan could disrupt or physically divide established communities. (S)** Draft General Plan policies and actions address the potential for the division of communities by physical and visual obstructions. The Draft General Plan provides for the orderly extension of roadways and infrastructure to serve the existing and proposed new growth. The majority of the new urban growth allowed under the Draft General Plan would occur within the communities ofDunnigan, Knights Landing, Madison, Esparto and Elkhorn. Dunnigan, Madison, Knight's Landing and Elkhorn are identified as Specific Plan areas (totaling 3,285 acres)..." **Our area is not included and contains major Industrial growth compared to the historical use of the property. This is even more significant given the growth is Heavy Industrial.**

28-132

We recommend adding exceptions, so as to allow walls or screening for noise or visual from Industrial and Heavy Industrial users like Clark Pacific that is expanding in an agricultural area. We also want language to prevent and protect the agricultural land from future expansions at the Clark Pacific Site,

"service commercial uses in rural areas in order to preserve surrounding agriculture, character, and aesthetics, and policies CC-1.8 and CC-1.9 require the placement of utility and telecommunications infrastructure underground where feasible and the screening of visually obtrusive uses. Draft General Plan policies also discourage the establishment of gated or walled communities that can create barriers between neighborhoods (Policy CC-4.21)."

28-133

Health and Safety Element

Hazardous Materials

- Policy HS-4.1: Minimize exposure to the harmful effects of hazardous materials and waste.

The new Industrial area at Clark Pacific is in location of the underground pipes and PCC ponds that were unlined. Adjacent to our property. There is a pipe that runs underground from the plant and across the neighbors property and is rusting and leaking. It may be why our trees are dying only the ones that are adjacent to it. Plus the lime form the ponds has asbestos in it and as it is pulled out becomes

28-134

airbourne and is dangerous. Spreckels according to the EPA 1986 report historically used 300 pounds of asbestosis per day, PCB's un accounted for and lead acetate and they had a cooling tower that may have had hex. Cromimum. If they disturb the site for Industrial, I need to make sure the drilling, driving, dust, soil, water all protected so we do not get sick or expose anyone to hazardous materials.

Action HS-A46: 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: residential uses, hospitals and nursing/convalescent homes, hotels and lodging, schools and day care centers and neighborhood parks. (Policy HS-4.1)

If Industrial is next door, I need to know we will be protected.

Action HS-A47: New development and redevelopment in areas previously used for 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. (Policy HS-4.1)

• Action HS-A48:

Please see EPA reports and other Environmental site assessments done here to make sure we are protected and the asbestois does not become air bourne. Protect, people, habitat, animals, and non profit. We have Swainson hawks in the area of the new Industrial.

Impacts Analysis. The following section provides an evaluation and analysis for the potential impacts of the Draft General Plan for each of the criteria of significance listed above.

(1) Exposure from the Use, Storage, Generation, Disposal or Release of Hazardous Materials. This discussion addresses the first two significance criteria listed above. Current land uses, as well as future land uses under the Draft General Plan, involve or will involve the use, storage, generation, and disposal of hazardous materials. As detailed in the setting section, hundreds of businesses currently use hazardous materials and each year releases occur, which require regulatory oversight to protect human health and the environment. Although hazardous materials releases cannot

Clark Pacific moved the red dirt and stored it by the other piles, plus the stuff dumped in the unlined ponds and the "hazardous stuff" going down from ground level needs to be safe. The area around the plating shop, see old google maps it is white rings, the red rings around the barns, the black area where they used to burn analyzed and tested. PLise the Hex Cromimum or other stuff from the water towers cleaned up. The pipes removed and our trees fixed. The pipes removed all along 18C, and Pioneer into and along Kentucky, they go under the County maintained road and dump in behind Radio Shack. People interviewed to find out where the PCB's went. When we moved here back in the storage yard North of the Sperckels barn were transformers, a bunch of them. That is probably why, where did they go and where is the chemicals in the above ground septic tanks?

Impact HAZ-1: The public may be exposed to health risks from agricultural chemical residues in soils as a result of redevelopment of former agricultural properties that may occur under the

28-134
cont.

28-135

28-136

Draft General Plan. (S)

Add apolicy to protect against Industrial hazards as well as agricultural .

Mitigation Measure 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 redevelopment may expose sensitive populations to hazardous materials, and a Phase II ESA may be required in certain circumstances based on the recommendations/results of the Phase I. A Phase I ESA will be required for residential and other sensitive development on former industrial, commercial, and agricultural properties, and for commercial development on former industrial properties. 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.
(LTS)

28-136
cont.

Test, the Spreckels site, the soils Clark Pacific land for Industrial development.

(3) Expose Schools and Other Sensitive Receptors to Hazardous Materials. Sensitive receptors, which include children, the elderly, and the infirm, are more susceptible to health effects from hazardous materials than the general population. As described in the setting section, hazardous materials must be handled properly to prevent significant releases that could affect sensitive receptors. Schools must be sited to prevent them from being located near hazardous materials sites. In addition, Policy HS-A45 in the Draft General Plan calls for separation between hazardous materials users and residentially-designated land uses, hospitals and nursing/convalescent homes, hotels and lodging, schools and daycare centers, and species of concern. This policy, in coordination with existing regulatory programs, would reduce this impact to a less-than-significant level, and no additional mitigation is required.

28-137

WE have a non profit and school children and adults with disabilities on site. They need to be protected from the Industrial off site impacts.

Impact HAZ-2: New development under the Draft General Plan may impair emergency response during peak traffic periods.

28-138

Give us a plan of evacuation for the horses and people if there is a levee breach and flood event to protect us from environmental hazards.

28-138
cont.

Impact HAZ-2: New development under the Draft General Plan may impair emergency response during peak traffic periods.

28-139

Keep trucks carrying hazardous material going East and west out of the plant and limited to rd 100B, do not allow them to come past our ranch.

8) Result in Adverse Impacts from Draft General Plan Policies Compared to 1983 General Plan Policies. Where possible and appropriate, the Draft General Plan includes many policies and actions that are more stringent than the State or federal regulatory requirements and the 1983 General Plan. As one example, requiring a Phase I site assessment (Action HS-A46) is more protective to human health than is required by State and federal regulations. Therefore, implementation of the Draft General Plan would result in a beneficial impact, compared to the 1983 General Plan. No additional mitigation is required.

28-140

This is a major impact to us and the surrounding agriculture

Policy CI-4.1: Avoid or mitigate environmental impacts from the construction and/or operation of the transportation system.

28-141

The purpose of Industrial is construction, how are our needs going to be protected?

• Policy CI-4.2: Support regional air quality and greenhouse gas objectives through effective management of the county's transportation system

28-142

How can you do this in a manufacturing area and protect our trees, habitat and sensitive receptors

Conservation and Open Space Element
• Policy CO-6.1: Improve air quality through land use planning decisions.
• Policy CO-6.2: Support local and regional air quality improvement efforts

Policy CO-6.6: Encourage implementation of Best Management Practices to reduce emissions and control dust during construction activities

28-143

Action CO-A102: Require development proposals that introduce sources of toxic air pollutants to prepare a health risk assessment and, based on the results of the assessment, establish appropriate land use buffer zones around those uses posing substantial health risks. (Policy CO-6.1)
• Action CO-A103: For discretionary permits, require agricultural Best Management Practices

Please make detailed restrictions to keep our air clean in this area, do not waive requirements or restrictions. Do not allow them to sand blast outside or create particulate that can get on organic crops, affect habitat or be people

Create objectionable odors affecting a substantial number of people

28-144

We have events with a lot of people at our site and they need to be protected from the Industrial uses.

Our trees are dying, they need to provide buffers tall enough to block Industrial and absorb offsite particulate at Clark pacific.

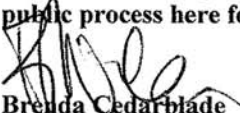
28-145

I believe we should have the comment period re-opened as the public process was hindered. There needs to be extended time for people to make comments and see the new information that may affect the DEIR.

28-146

The last minute map on June 10th of the Clark Pacific site creates major issues for farming, agriculture, rail, hazardous dust, noise and quality of life for adjacent neighbors. There was not time to analyze it, it was prepared by Clark Pacific not the county and the text is illegible as I brought up a the planning commission meeting. Not a good, fair or equitable public process here for the GP update.

28-147



Brenda Cedarblade
41070 County Rd 18 C
Woodland Ca 95695
<http://www.historicnelsonranch.com>

**Historic Nelson Ranch
41070 County Rd 18C
Woodland CA 95776**

Please allow for conversion of plans, actions and policies and page numbers as our book, that we got last week did not match the Yolo County Internet Site and make all applicable conversions. Thank you.

28-148

**COUNTY OF YOLO
2030 COUNTYWIDE GENERAL PLAN
LAND USE AND COMMUNITY CHARACTER ELEMENT**

Policy LU-2.1 The intent of this policy is to protect existing farm operations from impacts related to the encroachment of urban uses. The expertise of the County Agricultural Commissioner shall be used in applying this policy. Urban development shall bear the primary burden of this policy. Ensure that development will not have a significant adverse effect on the economic viability or constrain the lawful practices of adjoining or nearby agricultural operations, except for land within the Sphere of Influence (SOI) around a city or within the growth boundary of an unincorporated community. New urban (non-agricultural) development should be setback a minimum of 300 feet from adjoining agricultural land where possible, but special circumstances can be considered by the decision-making body. Except as noted below where no buffer is required, in no case shall the buffer be reduced to less than 100 feet. The buffer area shall generally be designated Open Space (OS), but

28-149

This is dropped to 100 feet or less later in the doc. Should stay 300 foot.

Policy LU-3.6 Maintain the compatibility of surrounding land uses and development, so as not to impede the existing and planned operation of public airports, landfills and related facilities and community sewage treatment facilities.

28-150

Add a policy to protect compatibility of agricultural operations and habitat to the list.

Policy LU-3.8 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.

28-151

Add Policy to restrict this use from non ag uses. ie Wildwings, whereby they needed farm labor housing for the horses, which got them out of William son Act and then and this was later converted to a housing

Cheryl R. Green

development. It is what is going on in the green belt buffer by Dowling between Davis and Woodland. They are putting in a bunch of mobile homes for their “farm labor” but the people are just renters.

**28-151
cont.**

Policy LU-7.5 Support efforts to adopt a regional tax measure that would fund agricultural and open space acquisition, protection and maintenance.

28-152

Add – In perpetuity

Policy CC-1.1 Encourage private landowners of both residential and commercial properties to maintain their property in a way that contributes to the attractive appearance of Yolo County, while recognizing that many of the land uses in the County, including agriculture and light industry, require a variety of on-site structures, equipment, machinery and vehicles in order to operate effectively.

28-153

Add- Protect agricultural land and habitat from Industrial uses of offsite and adjacent uses by screening equipment, machinery and vehicles from

Policy CC-1.2 Preserve and enhance the rural landscape as an important scenic feature of the County.

28-154

Add back in the language – The discretionary review of development proposals shall evaluate and address impacts on scenic landscapes and views.

Policy CC-1.4 Identify and preserve, where possible, landmarks and icons which contribute to the identity and character of the rural areas.

28-155

Add- Trees (Heritage trees?)

Policy CC-1.6 New freestanding off-site advertising along rural roads shall be limited. Existing non-conforming advertising shall be eliminated whenever possible. Pg LU-23

28-156

Add Back “are prohibited unless necessary for directional purposes “

Comment – there is nothing more detracting to the county scenic views than the bright gaudy signs for housing developments and signs on trailers popping up along roads and freeways.

Policy CC-1.7 Reinforce the growth boundaries for each community through

28-157

appropriate mechanisms including greenbelts, buffers, conservation easements and other community separators. Page LU-24

28-157
cont.

Add- Something to prevent the stuff like the Willow Creek horse barns that are commercial going in the greenbelt between Davis and Woodland and mobile homes they lease out to people in Davis that are in areas of mitigation land.

Policy CC-1.8 Screen visually obtrusive activities and facilities such as infrastructure and utility facilities, storage yards, outdoor parking and display areas, along highways, freeways, roads and trails.

28-158

Add the word "Industrial, infrastructure and utility facilities"

Policy CC-1.9 In communities, place both new and existing line utilities and telecommunications infrastructure underground where feasible. Where underground

28-159

Add – Co-Locate line utilities along the path of existing lines or run underground

Policy CC-1.11 Require the development of open space corridors, bicycle paths and trails integrating waterways, scenic areas and County parks where appropriate, in collaboration with affected land owners as a part of project approval. The intent is to connect each community and city and other special places and corridors, throughout the County.

28-160

Add a policy like this above for making the Os designated habitat and doing habitat restoration rather than leaving OS. Require habitat restoration in the OS buffers.

Policy CC-1.12 Preserve and enhance the scenic quality of the County's rural roadway system. Prohibit projects and activities that would obscure, detract from, or negatively affect the quality of views from designated scenic roadways or scenic highways.

28-161

Add policy like this to protect adjacent landowners from non compatible zoning uses.

Policy CC-1.14 Designate other scenic roadways or routes where appropriate using the following criteria: the roadway or route traverses a scenic corridor, water feature, open space area or other interesting or unique areas, both urban and rural and may include bikeways, hiking and riding trails and pedestrian ways.

28-162

Add the word Historic

**28-162
cont.**

Policy CC-1.15 The following features shall be protected and preserved along designated scenic roadways and routes, except where there are health and safety concerns:

- Trees and other natural or unique vegetation
- Landforms and natural or unique features
- Views and vistas
- Historic structures (where feasible), including buildings, bridges and Signs

28-163

Why are we limiting this along scenic routes? It should apply to entire county and all development that is not agricultural.

Policy CC-1.16 The following features shall be stringently regulated along designated scenic roadways and routes with the intent of preserving and protecting the scenic qualities of the roadway or route:

- Signage
- Architectural design of adjoining structures
- Construction, repair and maintenance operations
- Landscaping
- Litter control
- Water quality
- Power poles, towers, above-ground wire lines, wind power and solar power devices and antennae

And

28-164

Policy CC-1.17 Existing trees and vegetation and natural landforms along scenic roadways and routes shall be retained to the greatest feasible extent. Landscaping shall be required to enhance scenic qualities and/or screen unsightly views and shall emphasize the use of native plants and habitat restoration to the extent possible. Removal of trees, particularly those with scenic and/or historic value, shall be generally prohibited along the roadway or route.

And

Policy CC-1.19 Unscreened outdoor storage of industrial and commercial parts and materials, salvage or junk, dismantled vehicles, used or new vehicle sales or, building materials for sale and similar materials, uses and things along designated scenic roadways and routes shall be prohibited.

Comment- Again why are we limiting this to Scenic Roadways?

28-164
cont.

Policy CC-2.12 Strive to create an average yield community-wide of 16 jobs per acre for industrial, commercial and other job-generating land uses.

For Our Area and the proposed 160 acre conversion it would mean 2560 people. This is a large number that would be on rural roads, septic, and using our groundwater in a major area of the Yolo County floodplain and counter intuitive and competitive with the Industrial area in the City of Woodland and West Sac..

28-165

Action CC-A12 Seek voter approval of an intra-county and/or regional fee or tax for the preservation of agricultural, habitat, or open space land in Yolo County. (Policy LU-6.4, Policy LU-7.1, Policy LU-7.3, Policy LU-7.4, Policy LU-7.5, Policy LU-7.6)
Responsibility: County Administrator's Office, Parks and Resources Department
Timeframe: 2010/2011

28-166

Comment: We have this for Swainson Hawks, how about adding a policy directing the county spend the money within a period of time to ensure the money is not ratholed someplace.

Action CC-A30 Amend the County Code to remove the Williamson Act as a basis for the Agricultural Preserve Zone. (Policy LU-2.5)
Responsibility: Planning and Public Works Department
Timeframe: 2009/2010

28-167

Comment – HUH???

TABLE LU-4 LAND USE DESIGNATIONS
Land Use
Designation
(XX) Allowed Uses Residential Density
Persons
Per Acrea
FARb
Maximum

28-168

**Maximum
Impervious
Surface**

Open Space
(OS)

Public open space lands, major natural water bodies, agricultural buffer areas, and habitat. Characterized by "passive" and/or very low management uses as the primary land use, as distinguished from AG or PR land use designations which involve more intense management of the land. Detention basins allowed as ancillary use if designed with naturalized features and native landscaping, compatible with the open space primary use.

One caretaker unit. <0.1 0.001 >0.01%

Comment -We need to offer a minimum amount of land that would require a creataker unit ie; any OS over 80 acres.... This policy for housing can also encourage the division of larger parcels into smaller home sites and/or inflated values for farmland (due to its value as a home site), making it difficult for new or expanding farms to acquire land. The location and placement of homes in the open space can also have an impact on tenant farmers and neighboring farm operations and habitat. It can also create issues in the sustainability of the area a s open space.

**28-168
cont.**

Comment- We need a minimum about of land as OS before we can put on a care taker unit. A house would require roads etc that can be detrimental to the intended use of the OS. SO minimum of 100 acres and the house to be close to the road sort of thing. Determine the size for the house, what can be there ie:horses etc.... so as not to deter the reason for the OS.

Detention basins in general are fine, except when being used around Intensive Industrial uses like those that create cement dust, chemical drift etc... This increases the animals exposure to hazardous chemicals. How are you going to control the runoff in Industrial land of hazardous materials in to the detention basins and protect the habitat and also how wil the mosquitos be protected.

NEW

b. Growth Boundaries
The County has long maintained a growth strategy that focuses urban development within the four cities and the unincorporated communities. This General Plan

28-169

establishes growth boundaries for each unincorporated community in Yolo County and relies upon the City SOI as the growth boundaries for the cities, clearly defining the agricultural-community interface. In addition, the County has agreed with Davis and Woodland to maintain a permanent agricultural and open space buffer between the two cities. This Agricultural and Economic Development element contains a policy to maintain this 11,000-acre buffer and an action to work with the cities to make it more specific and binding.

28-169
cont.

How is to be protected form commercial interestes, Willow Creek Horse Park and future housing?

Policy AG-1.6 Continue to mitigate at a ratio of no less than 1:1 the conversion of farm land and/or the conversion of land designated or zoned for agriculture, to urban uses.

28-170

Add policy to protect OS and mitigation for conversion of OS as well as farm land

Policy AG-1.22 Within conservation easements, preclude the practice of fallowing fields for the purpose of water export. Fallowing as a part of normal crop rotation is not subject to this policy.

28-171

Add language to prevent this for abandoned viable farmland slated for development doomed land as well.

Policy AG-1.24 Oppose the creation of any conservation easements within growth boundaries. Conservation easements within growth boundaries shall not be accepted for mitigation purposes.

28-172

Comments – ????????????????????


Policy AG-3.5 Encourage the provision of farm worker housing by streamlining permit requirements, reducing fees and requiring inclusionary housing within established communities.

28-173

Add – ways to prevent less than honest people from using this to put in housing like that in the green belt on the Willow Creek Property between Davis and Woodland

Policy AG-3.10 Encourage the establishment of small-scale agriculture uses (e.g. truck farms, organic farms and agricultural research operations) where small parcels of land presently exist in agricultural areas with suitable soils.
Comment – What is a truck farm. Please define, is it agricultural, industrial or the a bunch of trucks used for hauling aggregate, camper parking, truck lots etc... that add to pollution, and are not visually compatible.

28-174

AG-A13 Reduce development restrictions for new and/or expanded agricultural processing, on-site agricultural sales, and bioenergy production. (Policy AG-3.2, Policy AG-3.16, Policy AG-3.19) 
Responsibility: Planning and Public Works Department, County Administrator's Office, Health Department
Timeframe: 2010/2011

28-175

Why are we reducing fees for bioenergy? This has many offsite impacts and environmental impacts as well as benefits, the Yolo County needs to be compensated for this.

Action AG-A15 Work with farm interests and housing organizations to develop specific recommendations for expanding farm worker housing opportunities. Such recommendations may include providing pre-approved building and septic plans (consistent with State requirements), exempting Use Permit requirements for homes where there is an agreement to limit occupation to farm workers, reducing requirements for mobile homes and limiting property tax reassessment. (Policy AG-3.5)
Responsibility: Assessor, Agriculture Department, Planning and Public Works Department, Health Department, County Administrator's Office
Timeframe: 2010/2011

28-176

Comment - This sounds like an ok idea until we consider the mobile homes placed in the green belt, Williamson act acre on the Dowling Willow Creek Horse Park that are rented out to people that are professional white and not farm workers. This could be used as a ploy for more housing on acerage, if not properly done to reduce fees and have additional homes and this will result in reduced income to the county.

Action AG-A21 Examine the possibility of creating agricultural programssimilar to business improvement districts, with the ability to generate tax revenue, to fund agricultural business development and expansion. Also consider the use of special service districts (such as used for fire protection) for the same purpose. (Policy AG-3.1)
Responsibility: County Administrator's Office, Planning and Public Works Department, Agriculture Department

28-177

Timeframe: 2012/2013

This additional cost to farmers and small farmers may make it prohibitive to continued viability. BID districts can cost a lot for the landowner and the business and is another tax we do not need.

28-177
cont.

Action AG-A24 Work with the California Department of Food and Agriculture and the City of Woodland to relocate the County Fairgrounds to a more suitable location. (Policy AG-4.4)
Responsibility: County Administrator's Office, Agriculture Department
Timeframe: Ongoing

28-178

The fair grounds are located in the heart of Woodland and make it feasible for children to walk to the site to maintain their animals, is a venue for ag related functions and is free. There is plenty of parking, it is close to the police department, and it center OES in an area outside of the floodplain and central to the city, which is a great feature in the event of an emergency. Moving it will result in added costs. If its not broken, why fix it?

Action AG-A25 Implement a voluntary Agricultural Transfer of Development Rights (TDR) program to facilitate the creation of affordable agricultural housing. Such a program would allow for the transfer of existing rights to build farm dwellings from areas characterized by large-acreage farm operations to areas characterized by small farms and/or where labor needs are greater. Develop criteria for appropriate transfer and receiver locations that take into account factors such as labor needs, crop types and/or other relevant factors and that preclude nonagricultural related transfers. Allow a density bonus of up to 20 percent for participants. (Policy AG-3.6)
Responsibility: Planning and Public Works Department, Agriculture Department
Timeframe: 2009/2010

28-179

Comment – Does not sound like a good policy

Action AG-A28 Work to site a USDA approved animal harvest facility at an appropriate location within the county. (Policy AG-5.2)
Responsibility: County Administrator's Office, Agriculture Department
Timeframe: 2012/2013

28-180

Comment.....

Policy ED-1.1 Ensure that an adequate supply of industrial and commercial land is designated for future development, to allow the market to continue to expand in a manner that is compatible with adjacent properties and existing uses.

28-181

Comment- Industrial belongs adjacent to Cities where there is water and sewer and roads and residential, habitat and agricultural uses will not be impacted by the heavy and offsite outdoor uses.

Policy ED-1.4 Encourage the telecommunications industry to install and maintain high-speed high-capacity telephone and Internet service throughout the county so that businesses can effectively compete.

28-182

Add- Underground or in conjunction with existing overhead lines

Action ED-A1 Create and maintain a website with useful economic and demographic information, as well as profiles of key development sites and vacant buildings available for new businesses. (Policy ED-2.2)
Responsibility: County Administrator's Office
Timeframe: 2009/2010

28-183

Shouldn't a website for the benefit of private businesses be the responsibility of the Chamber of Commerce, real estate site or other non profits and not a cost incurred to the taxpayers and county?

Action ED-A20 Amend the zoning code to allow limited off-site signage in rural areas.
(Policy CC-1.16, Policy ED-4.1)
Responsibility: Planning and Public Works Department
Timeframe: 2009/2010

28-184

Comment We do not need urban style and off site commercial, advertising signs dotting our rural county and roads.

Action ED-A27 Create a new "agricultural commercial" zoning designation that will allow direct marketing opportunities with limited discretionary review.
(Policy ED-1.13)
Responsibility: Planning and Public Works Department
Timeframe: 2009/2010

28-185

Comment - This may be a good idea and may be bad idea

Action ED-A30 Create a position to provide direct business and permit assistance.

Work with local government agencies on projects that promote economic growth within Yolo County and the surrounding region. (Policy ED-2.5)

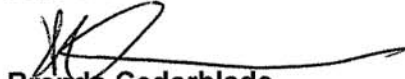
Responsibility: County Administrator's Office

Timeframe: 2010/2011

Comment – The Chamber should take on this responsibility and this policy is creating a county job that we may not need and given the state of affairs financially it may not be a good idea. We just need permit sensitivity training for the building department and a set of standards that apply across the board and are clear. Specifically pertaining to Ag exempt structures and horse related ranches.

28-186

Add- Policy to define what is ag exempt in this plan.



Brenda Cedarblade
41070 County Rd 18C
Woodland Ca 95695



Ted Wilson

Page LU 13

Policy LU-1.1 Assign the following range of land use designations throughout the County, as presented in detail in Table LU-4 (Land Use Designations):

Open Space (OS) includes public open space lands, major natural water bodies, agricultural buffer areas, and habitat. The primary land use is characterized by “passive” and/or very low-intensity management, as distinguished from AG or PR land use designations, which involve more intense management of the land. Detention basins are allowed as an ancillary use when designed with naturalized features and native landscaping, compatible with the open space primary use.

Parks and Recreation (PR) includes developed (or “active”) park facilities, such as regional, community and neighborhood parks, tot lots, sports fields, and public pools. Also may include agricultural buffer areas. Detention basins are allowed as an ancillary use when designed with recreational or sports features.

Public and Quasi-Public (PQ) includes public/governmental offices, places of worship, schools, libraries, and other community and/or civic uses. It also includes public airports, including related visitor services, and infrastructure including wastewater treatment facilities,

COUNTY OF YOLO
2030 COUNTY WIDE GENERAL PLAN
LAND USE AND COMMUNITY CHARACTER ELEMENT
LU-15

municipal wells, and landfills, and

Policy LU-2.1 The intent of this policy is to protect existing farm operations from impacts related to the encroachment of urban uses. The expertise of the County Agricultural Commissioner shall be used in applying this policy. Urban development shall bear the primary burden of this policy. Ensure that development will not have a significant adverse effect on the economic viability or constrain the lawful practices of adjoining or nearby agricultural operations, except for land within the Sphere of Influence (SOI) around a city or within the growth boundary of an unincorporated community. New urban (non-agricultural) development should be setback a minimum of 300 feet from adjoining agricultural land where possible, but special circumstances can be considered by the decision-making body. Except as noted below where no buffer is required, in no case shall the buffer be reduced to less than 100 feet. The buffer area shall generally be designated Open Space (OS), but may also be designated Public and Quasi-Public (PQ) or Parks and Recreation (PR) based on applicable circumstances. Agricultural buffers are not required for planned urban growth elsewhere within a growth boundary because the agricultural-urban interface interface will be

28-187

temporary until full build-out occurs. (DEIR MM AG-4

Page LU 18 O/L

Policy LU-2.5 Where planned growth would occur on lands under Williamson Act contract, ensure that development is phased to avoid the need for contract cancellation, where feasible. (DEIR MM AG-2)

28-187
cont.

Policy CC-1.1 Encourage private landowners of both residential and commercial properties to maintain their property in a way that contributes to the attractive appearance of Yolo County, while recognizing that many of the land uses in the County, including agriculture and light industry, require a variety of on-site structures, equipment, machinery and vehicles in order to operate effectively.

28-188

Add- Protect agricultural land and habitat from Industrial uses of offsite and adjacent uses by screening equipment, machinery and vehicles from

Policy CC-1.14 Designate other scenic roadways or routes where appropriate using the following criteria: the roadway or route traverses a scenic corridor, water feature, open space area or other interesting or unique areas, both urban and rural and may include bikeways, hiking and riding trails and pedestrian ways.

28-189

Add the word historic areas

Policy cc-3.7 C this should be 200 year flood protection not 100 year given the direction of the state and floodplain policies that Lois Wolk is proposing.

28-190

Policy CC-4.11 Require site specific information appropriate to each application to

enable informed decision-making, including but not limited to the following: biological resources assessment, noise analysis, traffic and circulation assessment, air quality calculations (including greenhouse gases), cultural resources assessment, geotechnical study, Phase One environmental site assessment, title report, storm drainage analysis, flood risk analysis, water supply assessment, sewer/septic capacity and service analysis and fiscal impact analysis.

28-191

COUNTY OF YOLO
2030 COUNTY WIDE GENERAL PLAN
LAND USE AND COMMUNITY CHARACTER ELEMENT
LU-49

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.

Each technical study must cover the entire acreage upon which development is being proposed including any off-site improvements (e.g. wells; pumps; force mains; new roads; dirt borrow sites; etc.) that may be necessary. Technical studies must meet CEQA standards and the standards in the applicable industry. As necessary, the technical studies shall include recommendations that are to be implemented as part of the project. (DEIR MM LU-2b)

Add Study and protect from offsite impacts

28-191
cont.

TABLE LU-4 LAND USE DESIGNATIONS

Land Use Designation
(XX) Allowed Uses Residential Density
Persons Per Acre^a
FAR^b
Maximum Maximum Impervious Surface
Open Space (OS)
Public open space lands, major natural water bodies, agricultural buffer areas, and habitat. Characterized by "passive" and/or very low management uses as the primary land use, as distinguished from AG or PR land use designations which involve more intense management of the land. Detention basins allowed as ancillary use if designed with naturalized features and native landscaping, compatible with the open space primary use.
One caretaker unit. <0.1 0.001 >0.01%

Comment- We need a minimum amount of land as OS before we can put on a caretaker unit. A house would require roads etc that can be detrimental to the intended use of the OS. SO minimum of 100 acres and the house to be close to the road sort of thing.

28-192

How are you going to control the runoff in Industrial land of hazardous materials in to the detention basins and protect the habitat and also how wil the mosquitos be protected.

28-192
cont.

Policy C1-3.1 □ State Route 113 (Sutter County Line to County Road 102) – LOS F is acceptable.

28-193

Comment- Why is this allowed a lower level of service compared to the other similar roads. Shouldn't it be D or at most E?

□ County Road 102 (County Road 17 to the Woodland City Limit) - LOS E is acceptable, assuming that passing lanes and appropriate intersection improvements are constructed. The County will secure a fair share towards these improvements from all feasible sources XXplanned development. (DEIR MM CI-2)

28-194

Comment – Why is planned development deleted?
Why is Level E acceptable when similar roads are at level D? Ie: 102 to 17 is Level D and Woodland City Limits to Davis is Level D. It is not fair that our road getting a less acceptable standard level.

Policy CI-3.11 Require new development to finance and construct all off-site circulation improvements necessary to mitigate a project's transportation impacts (including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts).

Add – Horse and carriages

28-195

Policy CI-5.18 Ensure that bike paths, multi-use trails and alternative fuel vehicle routes are designed to minimize impacts to adjoining agricultural lands.

Add- Add a policy like this for Industrial and Truck traffic. For example the trucks carrying the cement stuff have cement debris and rock falling off the trucks which over time can impact the organic food in the area of truck concentration. Use this to protect the ag and residential from offsite impacts of heavy truck traffic

28-196

Add a policy for road standard for heavy truck traffic as heavy trucks can tear up agricultural roads not designed for load.

28-197

Page 60 of the DEIR Designation Allowed Uses

“Residential Density Floor Area Ratio Maximum Open Space (OS)

Public open space lands, major natural water bodies, agricultural buffer areas, and habitat. Characterized by “passive” and/or very low management uses as the primary land use, as distinguished from AG or PR land use designations which involve more intense management of the land.

One caretaker unit. 0.001”

28-198

Open Space is used to create a buffer and for habitat areas and mitigation. Allowing a house on the OS defeats the objective of the OS and mitigation. Additionally, there is not mitigation provided like for agricultural conversion which further leads to urbanization and uses that are not adequately regulated to protect agriculture. We recommend adding language to protect Open Space and habitat from encroachment and maintaining the intent of mitigation.

Page 61 in the DEIR

“Industrial (IN) Full range of light to heavy industrial/ manufacturing uses. Agricultural industrial allowed. Research and Development and biotechnology with manufacturing as primary use (more than 50 percent of total square footage). Storage facilities, contractor’s yards, corporation yards, dismantling, etc. **One caretaker** unit per operation. 0.5”

28-199

What is the definition of an operation? Can you have multiple houses if an Industrial area is subdivided or there are multiple users? How does a caretaker unit differ from a regular house? NOTE: I did not see this in the Draft GP I was reading. There is also not language regarding splitting and selling off Industrial land, as there is for Agricultural creating mixed Industrial uses that may have a serious cumulative effect on the environment and adjoining land uses. Policy need to be in place to define what can be split and developed in an Industrial area.

FIGURE III-2 LSA in the Project Description *Yolo County 2030 Countywide General Plan EIR* General Plan Land Uses and Community Area Locations, **does not appropriately depict the Industrial at the Clark Pacific Site given the map changes and impacts to agriculture presented on the June 10, 2009 meeting. We need time to review these changes and impacts created by the new map.**

FIGURE III-2d SOURCE: YOLO COUNTY GIS, 2009. I:\CYK0701 yolo county\figures\GP\Fig_III2d.ai (4/1/09) *Yolo County 2030 Countywide General Plan EIR* General Plan Land Use Map, **has the old map as well**

28-200

Community Area Locations, does not appropriately depict the Industrial at the Clark Pacific Site given the map changes and impacts to agriculture presented on the June 10, 2009 meeting. We need time to review these changes and impacts to the Class 1 soil now being impacted, rail addition and other impacts. This site is not known as Spreckels any more, it is Clark Pacific. Spreckels closed in 1999. The map presented on June 10, 2009 has an increased area than that shown on the map in the DEIR. This can present new and significant impacts, that are unknown until there has been time to review

The **Flood Hazards** section addresses flood protection and levee stability for communities at risk of flooding, including Clarksburg, Knights Landing, and Madison, and incorporates recent legislation for these hazards. Policies and actions support the goal of protecting the public and reducing damage to property from flood hazards.

28-201

Page 78 of Project Description does not contain our area North Woodland. This is a major area of flooding as defined by the Corp of Engineer, FEMA and the City of Woodland studies in 2000. The levees in this area have squirrel holes, there have been sand bar build up and the turn in Cache Creek at 102 and where the levee breeched puts this area at greater risk and should be contained in the DEIR.

Page 88 Project Description DEIR

Spreckels (1,786 jobs) where is this number derived 160 acres = 2560 . Spreckles is closed, it would be more appropriate to call it Clark Pacific. And, North Woodland (630 jobs) where is this exactly and what is it referring to?

28-202

Land Use DEIR Page 103

... The **Woodland Area** (675.9 acres) includes the following four subareas: Spreckels, North Woodland, Willow Oak, and East Woodland.

28-203

There is no Spreckels signs at the Clark Pacific site or anything that identifies the former Spreckels site. What is considered North Woodland. This is confusing.

LAND USE

Land Use and Community Character Element

Suggestion to Add a Policy like this one to protect Agricultural uses like our from visual of Industrial or urban uses

• Policy CC-1.8: Screen visually obtrusive activities and facilities such as infrastructure and utility facilities, storage yards, outdoor parking and display areas, along highways, freeways, roads and trails.

28-204

Add Policy to protect from Industrial Similar to :

* Protect and preserve to the greatest feasible extent creeks, riparian areas and other biological values within or adjoining an area *from Industria limpacts*

* Policy CC-4.29: Provide appropriate buffers or barriers between incompatible residential and nonresidential uses. The last-built use shall be responsible for design and construction (and/or other related costs) of the buffer/barrier. *Add a policy like this for Industrial.*

* • Policy PF-3.5: Include buffers, hedgerows, directed lighting, and other features to ensure the compatibility of recreational activities with surrounding land uses. *Add a policy like this for Industrial.*

* Establish impact thresholds for rural roadways that allow higher traffic levels for Industrial related Uses in agricultural production areas while maintaining the rural setting and design of the existing roadways. ***This will create major traffic impacts especially to need to lower***

28-205

Oppose:

• Action AG-A13: Reduce development restrictions for new and/or expanded agricultural processing, on-site agricultural sales, and biodiesel and ethanol production. (Policy AG-3.2, Policy AG-3.16, Policy AG-3.19) **While we support these types of uses, we need to make sure they go through the process to protect adjoining agricultural uses form commercial operations (unlike biodiesel and ethanol for personal farmuse) Not doing this for larger biodiesel or ethanol operations with major hazardous materials creates a risk to surrounding areas , habitat and populated cities**

28-206

Page 135, Land Use DEIR

The land next to us in no longer recognized as Spreckles, it is Clark Pacific. Potential land use incompatibilities could result from the construction of new industrial uses under the Draft General Plan. For example, the 383.7 acres of industrial uses allowed in the Covell/Pole Line Road area in the Davis Area would be adjacent to existing residential uses and, depending o the type of new industrial that ultimately develops, incompatibilities between uses may occur. **Similarly, land designated for industrial uses in North Woodland would be located in proximity to residential uses, and industrial acres would be surrounded by lands designated for agriculture. Conflicts with existing or future land uses may also result from development on lands designated**

28-207

Page 136 Land USE DEIR Draft General Plan Comments:

Language should be changed to limit placement of truck routes and transportation corridors next to sensitive land uses, so the burden is not on the agricultural user Draft Genreal Plan actions address the placement of sensitive land uses in proximity to commercial and industrial uses and the placement of appropriate land use types adjacent to truck routes and other transportation corridors (Actions HS-A70 and HS-A73).

28-208

The Draft General Plan supports agricultural commercial/agricultural industrial uses within agricultural areas as a component of economic development and requires buffers for adjoining existing residential uses (Policies LU-2.2, CC-4.29, and CC- 4.37). **Add language to not limit it to residential as we need buffers for agricultural uses or farmers that live on site of their agricultural use from 24 hour operation and other impacts.**

28-209

Agriculture

Policy AG-1.2: Maintain parcel sizes outside of the community growth boundaries large enough to sustain viable agriculture and discourage conversion to non-agricultural home sites. ***The Proposed Industrial Changes at Clark Pacific encroach on Class 1 soil and this is a reason to deny the additional 61 Industrial acres***

28-210

• Policy AG-1.3: Prohibit the division of agricultural land for non-agricultural uses. ***Deny the additional 61 Industrial acres***

28-211

• Policy AG-1.4: Prohibit land use activities that are not compatible within agriculturally designated areas. ***Our use is farmland of statewide importance, Clark Pacific encroach on Class 1 soil and this is a reason to deny the additional 61 Industrial acres***

28-212

• Policy AG-1.5: Strongly discourage the conversion of agricultural land for other uses. No lands shall be considered for redesignation from Agricultural or Open Space to another land use designation unless all of the following findings can be made:

A. There is a public need or net community benefit derived from the conversion of the land that outweighs the need to protect the land for long-term agricultural use. ***Deny the Additional Acres as Clark Pacific Owns Land in The City of Woodland, 300 acres that was annexed in 2004.***

28-213

B. There are no feasible alternative locations for the proposed project that are either designated for nonagricultural land uses or are less productive agricultural lands. . ***Deny the Additional Acres as Clark Pacific Owns Land in The City of Woodland, 300 acres that was annexed in 2004.***

C. The use would not have a significant adverse effect on existing or potential agricultural production on surrounding lands designated Agriculture . ***Industrial has many offsite impacts, Deny the Additional Acres as Clark Pacific Owns Land in The City of Woodland, 300 acres that was annexed in 2004.***

• Policy AG-1.6: Continue to mitigate at a ratio of no less than 1:1 the conversion of farm land and/or the conversion of land designated or zoned for agriculture, to urban uses. . ***The Additional Acres did not provide any mitigation.***

Policy AG-1.8: Ensure that development will not have a significant adverse effect on the economic viability or constrain the lawful practices of adjoining or nearby agricultural operations, except for land within the Sphere of Influence (SOI) around a city or within the growth boundary of an unincorporated community. New urban (non-agricultural) development shall be set back a minimum of 300 feet from adjoining agricultural land. ***We feel the Industrial will affect our agricultural operation and there are not enough policies in this document to prevent impacts to our ranch and use from the Industrial and or heavy Industrial***

28-214

• Policy AG-3.8: Encourage re-use, for agricultural purposes, of agricultural industrial facilities that are no longer needed due to changing economic conditions ***Require additional Industrial Changes or future re-use of the Clark Pacific facility to be Ag. Industrial.***

28-215

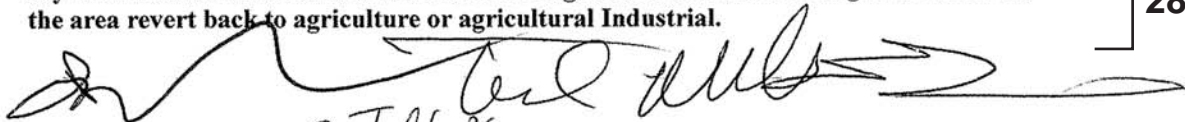
There will be significant impacts from the conversion of 61 acres of Class 1 soil to Industrial at the Clark Pacific site from the Draft General Plan. The conversion also conflicts with the City of Woodland Plan for growth and development.

28-216

We do not agree with more Industrial land at Clark Pacific site. It has no many offsite impacts. There are no specific plan or ways that our use is protected from this encroachment.

My final recommendation is if Industrial users go out of business in an agricultural area, the area revert back to agriculture or agricultural Industrial.

28-217


Brenda Cedarblade & Ted Wilson
41070 County rd 18C
Woodland Ca 95695

Letter 28
Brenda Cedarblade and Ted Wilson
June 12, 2009

Response 28-1: The authors state that they did not have the most recent version of the Draft General Plan and requests that when they reference policies and actions, that their comments be accepted accordingly. They also indicate that the Historic Nelson Ranch Foundation has been established to serve intercity youth, as well as disabled and special needs people, with regards to the proposed Industrial designation near her property. The comments are noted.

Response 28-2: The authors indicate that their commercial horse stable will be negatively affected by an increase in the amount of Industrial designated land on the adjoining Spreckels property. Impacts include: 24-hour operation, lighting, noise, vibration, and lack of visual screening. They indicate that the Draft General Plan is deficient with regards to these issues. As a result, they suggest several new policies to address these impacts: (a) require developers to work with adjoining landowners and the Agricultural Commissioner to minimize impacts; (b) cover truck loads; (c) require mitigation for the conversion of open space; and (d) prohibit truck traffic on County Road 18C.

It should be noted that the impacts of the existing 91-acres of industrial uses have been previously addressed in a Mitigated Negative Declaration certified by the County, which was the subject of a lawsuit by the authors against Yolo County. All of the grounds for the lawsuit were dismissed by the Superior Court, except for the issue of the 24-hour operations, which the Court ordered to be evaluated through a Focused Environmental Impact Report (FEIR) if such operations are eventually proposed. Otherwise, for the impact of 24-hour operations within the new Industrial designated area, please see Response 18-4. Also see Response 18-4, for a discussion that responds to the authors' concerns about impacts related to lighting and vibration.

Concerning noise, as discussed on page 316 of the EIR, operational ambient noise levels at the existing Clark-Pacific batch plant range up to 75dBA Lmax at 100 feet, which falls within the range of Conditionally Acceptable noise levels for Industrial and Agricultural uses. Any discretionary uses within the proposed Industrial designated expansion area will require additional analysis and review to ensure compatibility with the County Noise Compatibility Guidelines. Staff also refers the authors to Policies HS-7.3, HS-7.4, HS-A61, HS-A63, HS-A64, and HS-A65.

Regarding the lack of screening, please see Response 22-12.

The authors' suggestion that applicants be required to work with adjoining landowners and the Agricultural Commissioner to minimize impacts on adjoining properties is already addressed in the Draft General Plan. Policy LU-2.1 requires the use of the Agricultural Commissioner's expertise in determining recommendations regarding agricultural buffers. Policy LU-5.2 allows for meaningful participation in the planning process by affected individuals and/or groups. Concerning the suggested requirement to cover all trucks, please see Response 22-22. Regarding the suggestion to require mitigation for the conversion of Open Space, please see Response 22-30. For the suggestion to prohibit trucks on County Road 18C, please see Response 14-8.

Response 28-3:

The authors summarize Goals LU-2 (agricultural preservation) and AG-1 (preservation of agriculture as fundamental), as well as Policy LU-2.1 (protect existing farm operations from impacts of urban uses). They state that they have submitted hundreds of pages of comments, but feel that they are being ignored by the County. The authors indicate their intent to ensure that the Draft General Plan protects small farms from non-compatible zoning and regulations, and protects agricultural and habitat lands from conversion. The extensive comments submitted by the authors throughout the General Plan process are acknowledged, however, those comments have not been ignored as evidenced by the hundreds of replies provided in this Response to Comments document. The protection of small farms, preservation of agriculture, and conservation of habitat are all guiding principles of the Draft General Plan and are supported by numerous policies and actions.

Response 28-4:

The authors indicate that they run a commercial horse stable and that the existing 91-acres of industrial operations adjoining their property affects the health of their horses, their work with the disabled and the poor, the historic nature of their home, their ability to host horse shows and/or movie productions, and their potential to develop a park or bed and breakfast. Based on these reasons, they state their strong opposition to the proposed addition of 69-acres more of Industrial designation included in the Draft General Plan. Staff notes the authors' opposition.

Response 28-5:

The authors request that an Environmental Impact Report (EIR) be prepared for the proposed additional change to Industrial, focused on water supply and effects to groundwater, use of septic systems and water wells, and waste runoff. They also state that the additional 51 acres of Industrial designation proposed for the Spreckels area contradicts Policy LU-7.2. The proposed addition of 51 acres of Industrial designated land at the Spreckels site is included as a part of this Draft General Plan and has been thoroughly evaluated in the Draft EIR and in compliance with the California Environmental Quality Act (CEQA). An additional EIR would be duplicative of the existing analysis. Policy LU-7.2 supports and encourages participation in regional planning efforts related to various

goals of the Draft General Plan. The authors do not provide any specific information as to how the proposed Industrial designation would conflict with this policy, nor is any conflict apparent.

Response 28-6: The authors reference Policy LU-2.3 regarding the prohibition of land in an agricultural area for non-farming purposes. They suggest revisions to prohibit the division of land in an Industrial designation if it would affect agricultural operations. Also, change the word “farming” to “agricultural operations.” Staff disagrees. Once the land is designated for industrial uses, staff fails to see how the division of land would result in any additional impact to adjoining landowners, nor does the author provide evidence as to the need for the proposed revision. The word “farming” in this policy makes clear the intent that the division of agricultural land should not reduce the productive capacity of the land. Changing the word to “agricultural operation,” may allow for the division of agricultural land to separate a dryer, hay barn, or other agricultural activity, which would result in the further fragmentation of farmland. As such, no change has been made.

Response 28-7: The authors summarize Goal LU-3 regarding growth management and states that the proposed expansion of Industrial designated lands at Spreckels is not managed growth. As indicated on page LU-10 of the Draft General Plan, growth boundaries have been identified for each non-Agriculture or Open Space designation within the unincorporated area. Any change to a growth boundary will require a General Plan Amendment and further review under the California Environmental Quality Act (CEQA). This includes the Spreckels site. Consequently, staff believes that the proposed Industrial designation is consistent with managed growth.

Response 28-8: The authors summarize Policy LU-3.5, which avoids or minimizes land use incompatibility. They suggest adding language to clarify the use of open space in industrial/commercial areas, as well as language protecting existing uses on the land adjoining proposed zoning change. The authors seem to misunderstand some basic elements of the situation. Open Space, Industrial, and Commercial (Local and General) are each separate and exclusive land use categories in the Draft General Plan. It is not possible to have lands designated as Open Space as defined by the Draft General Plan within an Industrial designation, although this does not preclude the owner of Industrial-designated land from establishing small areas of open space to complement other uses on a site. Nor does it preclude adjacent Open Space and Industrial designations, as is the case for the Spreckels site to the west of the authors’ property. The intent of this policy is to accommodate both new and existing land uses by minimizing potential conflicts. No change is needed.

Response 28-9: The authors summarize Policy LU-3.7, which provides criteria for establishing new urban development. One of the criteria is that the area

must be contiguous to existing urban development. The authors state that the area around their property is not generally recognized as urban. As such, it should not be the basis for continued urban development, which is detrimental to agriculture and to the neighbors. Staff disagrees. The 1983 General Plan, as amended, currently includes 91-acres of Industrial designated land at the Spreckels site. Nearly all of this acreage has a long history of intensive agricultural-industrial use. The 51 additional acres of land designated for Industrial use are contiguous to the existing industrial area.

Response 28-10:

The authors summarize Goal LU-5, regarding equitable land use decisions. The authors state that they have participated in the General Plan update process and provided comments, but the General Plan is largely silent regarding the protection of uses such as theirs which are incompatible with adjoining industrial operations. They cite setbacks, noise, 24-hour operations, lighting, air quality, and traffic as concerns that need to be addressed.

Goal LU-5 of the General Plan ensures inclusion, fair treatment, and equitable outcomes in local land use decisions. As the authors indicate, they have extensively participated in the General Plan update process as evidenced by their many comments and testimony. The authors have been treated fairly and provided the same opportunities and access to information as other participants in the update process. The impacts of the existing 91-acres of industrial uses have been previously addressed in a Mitigated Negative Declaration certified by the County, which was the subject of a lawsuit by the authors against Yolo County. All of the grounds for the lawsuit were dismissed by the Superior Court, except for the issue of the 24-hour operations, which the Court ordered to be evaluated through a Focused Environmental Impact Report (FEIR) prior to the commencement of any such operations.

Response 28-11:

The authors summarize Policy CC-1.1, which encourages commercial and residential landowners to maintain their property in a way that is attractive, but excludes industrial and agricultural owners. They suggest that industrial users be included in this policy. As Policy CC-1.1 indicates, the County recognizes that agriculture and industry by their nature involve structures, equipment, machinery, and vehicles that may not be visually attractive. Staff also refer the authors to Policies CC-1.2, CC-1.8, CC-1.12 through CC-1.19, and Action CC-A9 for further measures that address visual impacts.

Response 28-12:

The authors summarize Policy CC-1.2, which they indicate requires an evaluation of scenic resources as a part of discretionary review. They suggest that industrial users be required to comply with this policy. Staff notes that Policy CC-1.2 was revised in the January 20, 2009, version of the Draft General Plan to delete the sentence: "The discretionary review of

development proposals shall evaluate and address impacts on scenic landscapes and views.” The deleted sentence was moved to Action CC-A34. However, staff agrees with the comment’s intent and notes that there is no exception in Policy CC-1.2, thus ensuring that it will apply equally to industrial uses.

Response 28-13: The authors summarize Policy CC-1.3, which protects the night sky as an important scenic feature. They indicate that 24-hour operation of the adjoining industrial use—which is not addressed in the Draft General Plan—is a significant impact on their commercial horse stable. The proposed 51-acres of additional Industrial designated land would not be immediately adjoining as it would be separated from the author’s property by a 300-foot buffer designated as Open Space. The potential significance of any 24-hour operations at the industrial facility has yet to be determined. Please see Responses 18-4 and 28-10.

Response 28-14: The authors summarize Policy CC-1.4, which preserves landmarks and icons that are important to rural identity. They state that their property needs to be screened from the industrial use next door, because of the historic resource that they own. Staff is unclear how screening, or the lack thereof, would affect the preservation status of the historic house located on the author’s property. The Camilus Nelson Farm house will continue to be preserved through the provisions of Chapter 8 in Title 8 of the County Code, “Historic Landmarks and Historic Districts.” Moreover, staff notes that the historic house has co-existed with intensive agricultural industrial (and more recently, industrial) uses on the adjacent property for many decades.

Response 28-15: The authors summarize Policy CC-1.8, which requires screening of visually obtrusive activities and facilities along public rights-of-way. They suggest that screening also be required for adjoining neighbors. Staff agrees and refers the authors to Policies CC-1.2 and CC-4.11, as well as Action CC-A34.

Response 28-16: The authors summarize Policy CC-1.12, which preserves the scenic quality of the County road system. The authors suggest that the policy be expanded to include adjoining Historic Landmarks. Staff disagrees. Most historic landmarks are privately owned, as opposed to the views that may be enjoyed by the public along County roads which deserve additional protections. In addition, the suggested language would place an obligation on nearby landowners to maintain the view shed of privately held historic landmarks, without any corresponding public benefit. Finally, it is not apparent how any change in the visual landscape as seen from a historic landmark would materially affect the preservation of the historic resource.

Response 28-17: The authors summarize Policy CC-1.15, which protects designated scenic roads, except when there are health and safety concerns. They ask why

this policy is limited to scenic routes and suggests that it apply throughout the agriculturally designated area of the County. Staff disagrees. This policy imposes additional limitations on property owners along scenic roads, to benefit public appreciation of a particularly beautiful vista or aesthetically pleasing landscape. However, every road within the unincorporated area does not share the scenic quality of the routes listed in Policy CC-1.13. Imposing additional restrictions to preserve view sheds along County roads that have little aesthetic value would not serve any public purpose.

Response 28-18: The authors summarize Policy CC-1.16, which regulates activities along designated scenic roads. They suggest that the policy be revised to protect historic landmarks. Staff disagrees. Designated scenic roads are generally agreed to have a high aesthetic value. Historic landmarks are not consistent in terms of their scenic quality. Although historic areas may in some cases be picturesque, they do not in and of themselves necessarily create a pleasant visual experience. Regrettably, there are numerous examples within the unincorporated area of historic structures that have been allowed to deteriorate to the point of becoming eyesores.

Response 28-19: The authors summarize Policy CC-2.12, regarding the target of creating an average of 16 jobs per acre for industrial, commercial, and other job-generating land uses. They state that the proposed 160-acre conversion to industrial uses next to her property (which includes the existing 91 acres of Industrial designated land) would generate 2,560 jobs, which would be using rural roads, septic systems, and groundwater, while working within the floodplain. They suggest that a Specific Plan be required for the industrial area, to address a range of potential impacts. As indicated in the policies under Goal CC-3, Specific Plans are intended to provide a jobs/housing balance within the community, public services, sustainable infrastructure, cultural and social amenities, shopping, and other features. To accomplish this, would require 2,133 homes, which at an average density of 8 units per acre, would require 267 acres of residential designated land. The associated population would require 30 acres of parks, a new elementary school, roads, etc. The resulting Specific Plan would be at least three to four times the size of the total Industrial designation at the Spreckels site, which is inconsistent with the vision of the County for this area. Consequently, staff believes that a Specific Plan would not be consistent with the Draft General Plan. Further, a specific plan is neither necessary nor practical for the limited amount of additional industrial development on the Spreckels site (51 acres) that could result from adoption and implementation of the Draft General Plan.

Response 28-20: The authors summarize Policy LU-7.2 (intergovernmental coordination) and Goal CC-1 (preservation of rural character). They suggest adding language to prohibit the unscreened outdoor storage of industrial and commercial materials along private property. Please see Response 28-15.

Response 28-21: The authors summarize Policies CC-4 (sustainable project design) and CC-4.15 (architecture compatible with the site and community). They suggest adding language to require habitat conservation easements instead of the open space restrictions currently allowed under the Clark-Pacific Use Permit, to keep their property distinct from the adjoining industrial use. Please see Response 22-9. Staff notes that the 300-foot buffer between the authors' property and the adjoining industrial area has been designated in the Draft General Plan as Open Space. Any change to the Open Space designation will require a General Plan Amendment and further review under the California Environmental Quality Act (CEQA), providing additional protection for the authors from future development of the buffer area.

Response 28-22: The authors summarize Action CC-A34 (evaluate aesthetic impacts of discretionary projects). They state that a storm water detention basin should not be located next to their property, as it would put the horses at the commercial stable at greater risk of pest-borne diseases such as West Nile virus. The authors suggest adding language indicating how detention basins are to be maintained, especially given the known problems elsewhere in the County. Staff disagrees. The detention basin immediately next to the authors' property was included in the Clark-Pacific Use Permit, which was approved by the Board of Supervisors on April 1, 2008 (Minute Order No. 08-91). The proposed expansion of the existing Industrial-designated area at the Spreckels site will not encroach any closer to the speaker's property than currently exists under the 1983 General Plan. As such, the speaker appears to be referring to impacts from the existing uses allowed within the current Industrial area. It should be noted that these impacts have been previously addressed in a Mitigated Negative Declaration certified by the County, which was the subject of a lawsuit by the speaker against Yolo County. All of the grounds for the lawsuit were dismissed by the Superior Court, except for the issue of the 24-hour operations, which the Court ordered to be evaluated through a Focused Environmental Impact Report (EIR) if such operations are eventually proposed. Staff notes that the applicant is required to maintain a Storm Water Pollution Prevention Plan (SWPPP) with the County, and Waste Discharge Requirements from the Central Valley Regional Water Quality Control Board.

It should also be noted that the authors' property is located within the Sacramento-Yolo Mosquito Abatement District, which is responsible for taking the measures necessary to minimize mosquito populations, which carry the West-Nile virus. Regarding policies and actions that address storm water quality in detention basins, staff refers the authors to Policies PF-2.1, PF-2.3, CO-5.4, and CO-5.6, as well as Actions PF-A15, CO-A91, CO-A92, and CO-A93.

Response 28-23: The authors summarize Policies CI-2.1 (designing roads for all users) and CI-2.4 (balance the needs of bicyclists, pedestrians, and others with drivers). They suggest adding horse riders and carriages to Policy CI-3.3. Section 21050 of the California Motor Vehicle Code states:

Every person riding or driving an animal upon a highway has all of the rights and is subject to all of the duties applicable to the driver of a vehicle by this division and Division 10 (commencing with Section 20000), except those provisions which by their very nature can have no application.

As a horse and/or horse and carriage are considered equal to other vehicles on the road, no special needs are required for their accommodation. Staff also refers the authors to Figure CO-2 and Policies CO-1.2, CO-1.6, CO-1.11, and CO-2.22, as well as Actions CO-A6, CO-A7, CO-A13, CO-A15, CO-A20, regarding support for expanded trails within the County.

Response 28-24: The authors reference the map provided by the California Department of Conservation, Farmland Mapping and Monitoring Program, provided on page AG-8 of the Draft General Plan. They ask whether the designation of their property as gray or urban is correct. The map shows the authors' property as Agriculture, however, the data is from the 2004 map. The 2006 map shows the author's property as gray, which falls into the Other Lands category. This category includes low density rural development and confined livestock facilities. Please see the following DOC webpage: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/yol06.pdf>.

Response 28-25: The authors summarize Policy AG-1.3, which prohibits the division of agricultural land for non-farming purposes. They oppose the designation of the additional 51 acres of nearby land as Industrial. Please see Response 28-6.

Response 28-26: The authors summarize Policy AG-1.5, which establishes criteria that must be met to allow for the conversion of agricultural land. They oppose the proposed addition of 69 acres of Industrial land because it does not meet the criteria for this policy as: (a) there is no public or community need; (b) there are alternative lands available; (c) it would create significant, adverse impacts on existing or potential agricultural production on surrounding lands. The authors' opposition is noted, and specific comments relating to adverse impacts are dealt with in other responses.

Response 28-27: The authors summarize Policy AG-1.6, which requires 1:1 mitigation for the loss of farmland to urban uses. They suggest that the conversion of the designated open space within the buffer (although not proposed as part of the Draft General Plan) between their property and the Clark-Pacific facility should require mitigation. They also suggest that conversion of open space in general should require mitigation. Concerning the status of

the buffer, please see Response 22-9. Regarding the general conversion of open space, please see Response 22-30.

Response 28-28: The authors summarize Policy AG-2.1, which protects areas that significantly contribute to groundwater recharge. They indicate that the proposed addition of 69 acres of Industrial designated land would threaten the quality and quantity of groundwater, including leading to subsidence. They suggest that the use be required to rely in part on surface water, and that their rate of groundwater usage be monitored. The Spreckles site is located within an area characterized by moderate groundwater infiltration rates, as shown in Figure CO-7 on page CO-62 of the Draft General Plan. The size of the additional Industrial acreage (51 acres) and the moderate infiltration rate indicate that the proposal in and of itself would not significantly reduce groundwater recharge and/or result in subsidence. Regarding potential impacts of the proposed Industrial designation of the Spreckels site on ground water quality, please see Response 28-22.

Response 28-29: The authors summarize Policy AG-2.5, which preserves prime soils wherever feasible. They state that the proposed conversion to Industrial designation at the Spreckels site will lead to the loss of 60 acres of prime farm land (the expanded Industrial area has been revised to 41-acres in the Draft General Plan) and is inconsistent with this policy. The purpose of this policy is to protect prime soils located outside of growth boundaries. The proposed expansion of Industrial land at the Spreckels site would be located entirely within the growth boundary for this area and thus would be consistent with Policy AG-2.5.

Response 28-30: The authors summarize Policy AG-3.8, which encourages the re-use of agricultural industrial facilities that are no longer needed. They oppose the designation of an additional 52 acres of Industrial land use at the Spreckels site and suggest that the land adjoining their property be designated instead for agricultural industrial purposes.

Staff disagrees. The Draft General Plan has been developed and refined through a continuous public process over the past six years. Dozens of workshops and thousands of public comments (including a dozen public hearings before the Planning Commission and/or Board of Supervisors) were taken into consideration during the creation of the Preferred Land Use Alternative, which in turn became the foundation for the Draft General Plan. The Spreckels site was identified early in the process as a potential location for new industrial development, due to its previous use as a sugar processing facility, as well as its access to natural gas, existing rail lines, a nearby highway, and an urban labor pool. Industrial use of this site is consistent with the County's vision for creating a strong and diversified local economy. Changing the designation from Industrial to Agriculture (which would be the land use category for agricultural industrial zoning) is

inconsistent with the County vision and is contrary to the extensive public process that has gone into developing the Draft General Plan.

Response 28-31: The authors summarize Action AG-A27, which establishes setbacks for non-agricultural development from farming infrastructure. They suggest that a 1,000-foot setback be established between industrial uses and adjoining non-compatible uses. The authors do not provide any evidence supporting the need for a 1,000-foot setback. Policy LU-2.1 describes the County's approach to buffers between agricultural and urban uses, which requires a 300-foot setback, although in special circumstances the buffer may be reduced to 100-feet. Even if the adjoining agricultural use relies on aerial spraying of pesticides, the typical setback (for the sprayer it should be noted) required by the Agricultural Commissioner would be 500 feet from urban uses. No changes have been made for these reasons.

Response 28-32: The authors summarize Policy ED-1.1, which ensures an adequate supply of industrial and commercial land. The authors state that industrial land belongs in the cities, where there is sufficient infrastructure and where agriculture and habitat will not be impacted. Staff strongly disagrees. Providing policies that create a mix of residential and job-producing uses is critical to maintaining small unincorporated communities. Without commercial and industrial development, most residents in these small towns would be required to commute long distances in order to go to work, shop, and receive medical services. Vital local public agencies dealing with issues such as sewer, water, and education would lose a significant portion of their funding. Placing the majority of existing jobs in the cities would further impair the County's fiscal health and would undermine the County's goal of significantly reducing greenhouse gas emissions. The redefinition of local communities into small clusters of commuter residents is contrary to "smart growth" principles and the vision of the Draft General Plan.

Response 28-33: The authors summarize Goal ED-2, regarding the creation of a welcoming environment for both existing companies and new businesses. They state that their commercial horse stable needs protection from the adjoining industrial use to prevent inverse condemnation. Staff points out that the Goal referenced by the authors is intended to create a welcoming environment for both the existing commercial stable owned by the authors and the new Clark-Pacific facility, as well as any other new industrial users that may be located at the Spreckels site. Staff strongly disagrees with the authors that the Draft General Plan would somehow condemn their property.

Response 28-34: The authors summarize Goal ED-5 which supports sustainability in economic development. The authors suggest that policies be included in the Draft General Plan to protect sensitive receptors such as hawks and owls, the disabled, horses, and organic farming. Staff refers the authors to

the numerous policies and actions that protect habitat, special needs populations, and agriculture.

Response 28-35: The authors note that Table LU-1 shows the area set aside as open space for the Spreckels site as Industrial. They add that requiring Specific Plans in other areas, while not requiring one for the Spreckels site, is neither fair nor equitable. Please see Responses 22-9 and 28-19.

Response 28-36: The authors summarize Action CI-A23, which would create special districts to fund the operation and maintenance of county roads. They ask whether their property would have to pay these costs. The answer is unknown. The formation of a Special District including the authors' property would have to be proposed, which would require the support of a majority of landowners located within the proposed district boundaries through a public voting process. If such a district were proposed and if it were supported by a majority of voting landowners, then the authors would be subject to any assessments or taxes required for their property.

Response 28-37: The authors summarize Action AG-A12 (implement an Economic Development Strategy), Policy ED-1.3 (encourage tourism, value-added agriculture, food processing, and agricultural suppliers), and Goal ED-4 (expansion of tourism). They indicate that their commercial horse stable is consistent with these goals, policies, and actions. However, its continued operation depends upon an aesthetically pleasing environment, which in turn relies on needed protections from the adjoining industrial use. Staff acknowledges that the authors' commercial horse stable is consistent with the policies and actions included within the Draft General Plan that support agricultural tourism and recreation related businesses. Staff also notes that authors' property is designated Agriculture, which is not necessarily an aesthetically pleasing environment. Agriculture often involves a range of activities that are typically considered to be nuisances, including night-time lighting for harvests, pesticide and seed spraying, insects, noise from farm equipment, odors from confined animal facilities and/or manure, dust from plowing/tilling, etc. Staff also notes that the adjoining industrial use was previously approved for rezoning and a Use Permit, which include numerous mitigation measures and conditions of approval to minimize impacts to the authors' property. Please see Response 22-12. For policies that protect the authors' property from the adjoining industrial use, please see Response 22-11.

Response 28-38: The authors summarize Policy P-3, which requires that urban development provide buffers to prevent conflicts with proposed and existing agricultural uses. They suggest that language be added to protect land around industrial uses, including setbacks of 500 to 1,000 feet. Please see Response 28-31.

- Response 28-39: The authors indicate that the proposed expansion of Industrial designated land at the Spreckels site will create significant impacts on their adjoining property due to brownfield contamination, disturbance due to 24-hour operations, and noise. Regarding brown field sites, please see Response 22-14. Concerning noise impacts, please see Response 28-2. For impacts from 24-hour operations, please see Response 18-4.
- Response 28-40: Staff appreciates the authors' invitation to the County environmental consulting firm to visit their property, so that the firm may better understand how the proposed nearby industrial uses could affect their agricultural operation.
- Response 28-41: The authors indicate that their previous comments regarding the Draft General Plan were not included in the June 10, 2009, Staff Report. The June 10, 2009, staff report references earlier staff work. The authors' comments of November 20 and 21, 2008, were provided to the Board of Supervisors for their consideration as a part of the January 21, 2009, staff report.
- Response 28-42: The authors state that there are alternative sites within the City of Woodland for the 160 acres of Industrial land use proposed at the Spreckels site (which includes 91 acres of existing Industrial-designated land). Please see Response 28-26.
- Response 28-43: The authors indicate that the potential for land use incompatibilities between the proposed Industrial designation at the Spreckels site and their commercial horse stable have not been adequately analyzed in the Draft Environmental Impact Report (EIR), especially when compared with other areas where Specific Plans are proposed. They state that there are no policies and/or actions in the Draft General Plan to adequately protect their property, and suggests that policies be added to protect their property and others from the impacts of nearby industrial uses to the greatest extent possible. Concerning the difference between the environmental analysis of Specific Plans and that of the Spreckels site, staff refers the authors to page 2 of the EIR, which states:

Subject to the foregoing, with the exception of the identified Specific Plan areas, other planned growth in the General Plan update is expected to move forward under negative declarations, exemptions, and/or reliance on this EIR. The Specific Plan areas will have additional technical and site analysis, and are anticipated to likely trigger subsequent EIRs, although negative declarations will be prepared if appropriate. The County intends to rely, to the extent legally feasible, upon the statutory exemptions provided under state law including: 1) Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for land use actions and development consistent (including ordinances and community plans) with the

General Plan; and, 2) California Government Code Section 65457a and CEQA Guidelines Section 15182(a) for residential projects consistent with the Specific Plans.

Other planned development (as described in more detail in Chapter III, Project Description) may be allowed by right, and/or may rely on this EIR and subsequent site-level technical studies only. This will include the following: a) growth allowed in other community areas; b) farm dwellings, agricultural commercial development, and agricultural industrial development; c) future open space acquisitions and minor accompanying improvements (e.g. staging areas, parking lots, interpretive areas, etc; d) roadway widenings and improvements consistent with the General Plan Circulation Element; and e) trails, including those that fall outside of community areas, such as between towns.

The County will consider future discretionary projects and make determinations as to their consistency with the General Plan and other regulations and whether they may properly rely on this EIR, and/or whether any subsequent site-level technical studies and resource inventories should be required. The County and other agencies will use information presented in this Program EIR to evaluate future land use and/or development proposals and to focus subsequent CEQA review on project-related impacts (if any) that were not specifically addressed in this EIR.

Response 28-44: The authors note that the City of Woodland is opposed to the proposed Industrial designation at the Spreckels site. Staff acknowledges the City of Woodland's letter dated November 20, 2008, wherein they stated: "...the City opposes redesignation of the remaining 69 acres of the 160 acre site unless it is specifically for expansion of Clark-Pacific."

Response 28-45: The authors cite Impact LU-1 on page 131 of the Draft Environmental Impact Report (EIR), which provides a broad overview of urban growth allowed under the Draft General Plan, including those communities that provide the majority of new growth. They indicate that the description does not include North Woodland and/or the Spreckels site. They also indicate that a new proposal for configuring the 160-acres of proposed Industrial development at the Spreckels site was distributed at the June 10, 2009, Planning Commission public hearing, and was not previously available to the public. Staff disagrees with the need to add either North Woodland or Spreckels to this description. Even if residential and public uses are excluded, the Woodland area (including Spreckels) only accounts for 7.5 percent of total new commercial/industrial growth within the County. The Spreckels and/or North Woodland sites are not significant sources of new Industrial uses and should not be described as such.

Concerning the material handed out at the June 10, 2009, Planning Commission meeting, please see Responses 22-23 and 22-57.

Response 28-46:

The authors state that the proposed Industrial designation of the Spreckels site would have numerous impacts to their adjoining property, including: land use, agriculture, circulation, , noise, public services, cultural resources, hazards and hazardous materials, open space, greenhouse gas emissions and climate change, visual and scenic resources, and inadequate buffers. The Draft Environmental Impact Report (EIR) inadequately addresses these impacts, as they are not reduced to a less-than-significant level.

Under the California Environmental Quality Act (CEQA), an EIR is not required to mitigate all potential impacts to a less-than-significant level. Section 15126.2.(b) of the CEQA Guidelines requires EIRs to describe any significant impact, including those which can be mitigated but not reduced to a level of insignificance.

Not all conceivable mitigation measures must be adopted in the pursuit of reducing impacts to a less-than-significant level. Section 21002.1.(c) of CEQA indicates that: "If economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency if the project is otherwise permissible under applicable laws and regulations." This provision is also included in Section 21081.(a).(3) of CEQA.

In addition, CEQA provides procedures for approving a project that has significant impacts. Section 15093 of the CEQA Guidelines states that:

When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

Based on the above, no changes are required.

Response 28-47:

The authors request that an additional Environmental Impact Report (EIR) be prepared for the Spreckels site to reduce all impacts to a less-than-significant level, so that the proposed Industrial designation at the Spreckels site would not affect their property or quality of life. Please see Response 28-46.

Response 28-48:

The authors suggest that the Clark-Pacific operation would be better located within the City of Woodland, where they would have access to

infrastructure and would not as negatively affect adjoining landowners. Please see Response 28-26.

- Response 28-49: The authors state that the Draft Environmental Impact Report (EIR) fails to adequately address the impacts to their site, since the impacts are not reduced to a less-than-significant level. They also indicate that the proposed Industrial designation of a portion of the Spreckels site violates County policies by failing to protect agricultural, soil, and water resources. The authors do not cite any specific policies violated by the proposed Industrial designation of a portion of the Spreckels site. Staff acknowledges that the proposed Industrial designation would have potentially significant and unavoidable impacts to the loss of farmland, availability of groundwater, and cumulative impact to water quality. However, the California Environmental Quality Act (CEQA) and the CEQA Guidelines provide procedures for approving a project that has significant and unavoidable impacts. For further information regarding the adequacy of the EIR, please see Response 28-46.
- Response 28-50: The authors suggest that the proposed Industrial designation of the Spreckels site would be better located at the property owned by Clark-Pacific within the City of Woodland, where the facility would have access to infrastructure and services, and where there would be less of an impact to agriculture. Please see Response 28-26.
- Response 28-51: The authors state that the proposed Industrial designation of the Spreckels site would impact an existing network of connected open space and recreational horse arenas, and has not been integrated with the Yolo Natural Heritage Program (YNHP). Staff is unclear regarding the “network of connected open space” referred to by the authors. The only Open Space identified by the Draft General Plan is the 300-foot buffer that separates the Spreckels site from properties to the east and south. The rest of the land surrounding the Spreckels site is designated as Agriculture. The only significance criteria in the Draft Environmental Impact Report (EIR) that addresses recreation is Impact PUB-3 (on page 426 of the EIR), which concerns demand for public parks that may exceed established service thresholds. The private recreational horse arenas located on the authors’ property are not publicly-owned recreational facilities, nor do the authors provide any specific evidence regarding how the proposed designation of 51 acres of Industrial uses at the Spreckels site would impact their riding arenas. Staff notes that the YNHP is in the draft stages of developing its Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP). Policy CO-2.4 and Actions CO-A25 and CO-A26 call for the 2030 General Plan to integrate the HCP/NCCP, once the latter is adopted.
- Response 28-52: The authors indicate that the proposed Industrial designation of the Spreckels site would reduce the potential for tax revenues and job

production by agricultural operations within the area. Section 15064.(e) of the California Environmental Quality Act (CEQA) Guidelines state that: “Economic and social changes resulting from a project shall not be treated as significant effects on the environment.” In addition, staff believes that the potential 816 jobs and increase in property taxes created by the proposed 52-acre expansion of Industrial uses would more than likely offset any potential reduction in tax revenues and/or job resulting from a decline in agriculture within the immediate area.

Response 28-53: The authors indicate that the Draft Environmental Impact Report (EIR) fails to take into account the use of horses and/or carriages on County Roads 18C and 100B, and their incompatibility with heavy truck traffic. Please see Response 28-23.

Response 28-54: The authors note that the proposed designation of 160-acres of Industrial at the Spreckels site will allow for 2,560 employees at full build-out, which will place them within an area protected by inadequate levees and subject to flooding. They go on to say that there are insufficient services at this site to effectively provide for the increased number of future employees. The authors do not provide any specific information regarding the types of services that would be insufficient. The Draft Environmental Impact Report (EIR) concludes that the provision of law enforcement, fire response, schools, libraries, government services, parks, public utilities, water facilities, wastewater treatment facilities, storm water drainage, and solid waste services would all have a less-than-significant impact for build-out of the Draft General Plan. Regarding flooding, please see Response 18-4. No changes are required.

Response 28-55: The authors state that a comprehensive plan to reduce greenhouse gas emissions and to address the potential impacts of climate change has not been prepared for the 160-acre Industrial designation of the Spreckels site. The existing 91-acres of Industrial land at the Spreckels site is considered to be existing development and is not the subject of this Draft Environmental Impact Report (EIR). The proposed 51 acres of expanded Industrial use has been analyzed in the EIR, which determined that build-out of the Draft General Plan would result in a significant and unavoidable increase in greenhouse gas emissions. Staff also refers the authors to Action CO-A115, which requires the preparation of a countywide Climate Action Plan that will create greenhouse gas emission targets and provide strategies for achieving those targets, and CO-A115.1, which sets greenhouse gas emission standards for the consideration of land use projects until such time as the Climate Action Plan is adopted.

Response 28-56: The authors indicate that the proposed Industrial designation of the Spreckels site is not consistent with community design principles that emphasize “smart growth” and “healthy design,” and does not complement the agricultural and historic nature of the area. Staff disagrees. The

Spreckels site is consistent with several of the Blueprint principles for smart growth adopted by the Sacramento Area Council of Governments, including: compact development, use of existing assets, and natural resources conservation. Staff acknowledges that the Spreckles site does not conform to each of the seven smart growth principles or the healthy community design features recommended by the National Center for Disease Control (CDC), however, the additional impacts required to achieve full compliance with the principles and features is not consistent with the vision of the Draft General Plan, as established by the Board of Supervisors. Please see Response 28-19.

Response 28-57:

The authors state that the proposed Industrial designation of the Spreckels site would divide an established community, by separating their property from other farmland to the west. Staff disagrees with the characterization of the agricultural area surrounding the Spreckels site as constituting an established community. As used in the Draft General Plan, the 35 identified communities (see Figures LU-1B through LU-1H) are defined by intensive land use categories that exclude both Agriculture and Open Space. Each community is also defined in the Draft General Plan by an established growth boundary. Consequently, the authors' agricultural land and other similar farmland in the immediate area do not constitute an established community.

Response 28-58:

The authors state that the proposed Industrial designation of the Spreckels site would be in conflict with the plans and policies of other agencies (particularly the City of Woodland), historic resources on their property, and County policies to protect agriculture. In addition, the existing setback is insufficient and does not contain either habitat or open space.

The Draft General Plan is not required to be consistent with the plans and policies of other local agencies. As indicated on page 154 of the Draft Environmental Impact Report:

Four community areas within the Woodland area are described in the Draft General Plan: Willow Oak, North Woodland, East Woodland, and Spreckels. The County's proposed land use designations for these areas are generally consistent with the Woodland General Plan land use designations for these areas, although differences between the designations would not in and of themselves be considered an impact because the County's General Plan is the governing land use document for these areas and (sic) until they are annexed into the City limits.

Staff is unclear how the proposed Industrial designation would affect the preservation status of the historic house located on the authors' property. The Camilus Nelson Farm house will continue to be preserved through the provisions of Chapter 8 in Title 8 of the County Code, "Historic Landmarks and Historic Districts."

The land designated for Industrial at the Spreckels site already has a 300-foot buffer to the south and east (which is proposed to be designated in the Draft General Plan as Open Space). There is an intervening parcel to the west, which provides far more than a 300-foot buffer. There is also a 100-foot buffer to the north. Policy LU-2.1 of the Draft General Plan requires a minimum 300-foot buffer, except in special circumstances when the buffer may be reduced to no less than 100-feet. The existing buffers associated with the Clark-Pacific Use Permit and Development Agreement meet or exceed the minimum widths required under the Draft General Plan. It is unclear how buffers for the authors' property or other adjoining lands are insufficient.

Response 28-59: The authors note that the proposed Industrial designation of the Spreckels site would result in less effective buffers, and therefore less protection for their property and other nearby landowners. Please see Response 28-58.

Response 28-60: The authors indicate that the proposed Industrial designation of the Spreckels site would expose sensitive receptors such as nesting Swainson's hawks, yellow-billed magpies, giant garter snakes, burrowing owls, and elderberry bushes to toxic air contaminants. Neither the Draft Environmental Impact Report (EIR), nor the Draft General Plan, defines sensitive receptors for toxic air contaminants as including sensitive species. In this case, sensitive receptors refer to types of land uses, such as hospitals, nursing homes, hotels, schools, parks, etc. As indicated on page 273 of the EIR, secondary federal air standards include limits on air pollutants to protect against damage to animals. Table IV.D-2 on page 275 of the EIR shows the applicable secondary federal standards, which regulate ozone, respirable particulate matter, fine particulate matter, nitrogen dioxide, lead, and sulfur dioxide. Table IV.D-4 on page 283 of the EIR indicates that the only federal standard that the Yolo-Solano Air Quality Management District is currently in non-attainment for is ozone within an eight-hour period. As described on pages 293 – 298 of the EIR, the Draft General Plan would result in a less-than-significant impact with regards to construction-related ozone impacts, but would have a significant and unavoidable impact from operations-related ozone impacts.

Response 28-61: The authors state that the proposed Industrial designation of the Spreckels site would result in traffic noise that exceeds the 60 dBA Ldn level normally accepted by the County for sensitive land use development, which affects the habitat on their property, as well as the adults with disabilities who visit. Staff is unaware of the 60 dB standard for sensitive land uses referred to by the authors. Their property is designated as Agriculture. Under Figure HS-7 of the Draft General Plan, noise levels of up to 70 Ldn dB are normally acceptable, and levels of up to 80 Ldn dB are conditionally acceptable. Moreover, as defined in Action HS-A62, as modified and accepted by the Board of Supervisors during the public

hearing on the Draft General Plan held on July 21, 2009 (Minute Order No. 09-143), the authors' operation would not qualify as a sensitive receptor:

Regulate the location and operation of land uses to avoid or mitigate harmful or nuisance levels of noise to the following sensitive receptors: residentially designated land uses, hospitals, 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.

Response 28-62: The authors state that the proposed Industrial designation of the Spreckels site would increase the existing and excessive levels of ground-borne vibrations on their property. Please see Response 18-4.

Response 28-63: The authors note that the proposed Industrial designation of the Spreckels site would generate a demand for fire and emergency response services that would exceed local agencies established service thresholds. Staff strongly disagrees. As indicated on page 393 of the Draft Environmental Impact Report (EIR), with the inclusion of Mitigation Measure PUB-1 (included in the Draft General Plan as Policy PF-5.9), the impact of new growth on fire protection services and emergency response would be less-than-significant. This policy requires that prior to the approval of any new project, the applicant must provide a will-serve letter from the appropriate fire department confirming their ability to provide service. The authors provide no evidence to support their assertion.

Response 28-64: The authors indicate that the proposed Industrial designation of the Spreckels site could result in an increase overdraft of local aquifers, a reduction in the ability to recharge the aquifer, the availability of ground water resources, and increased subsidence, depending on the type of industrial use located there in the future. Please see Response 28-28.

Response 28-65: The authors suggest that the proposed Industrial designation of the Spreckels site could result in the destruction or modification of a unique geologic feature. The 41 acres identified as new Industrial designation have been farmed for decades as field crops. The land has been leveled and repeatedly ripped and plowed. Any unique geologic features that may have existed on the site have long since been removed. The authors do not cite any specific feature at risk, nor is staff aware of any unique geologic features within the proposed area. No change is required.

Response 28-66: The authors state that the Spreckels property has been listed as a brownfield site, and that potential contaminants include asbestos, hexavalent chromium, PCBs (polychlorinated biphenyl), lead acetate, and other hazardous materials. In addition, sand blasting at the Clark-Pacific operation will release cement dust into the air. Both the public and

employees may be exposed to these contaminants. Please see Response 22-14.

Response 28-67: The authors indicate that the proposed Industrial designation of the Spreckels site could result in significant and unavoidable impacts, including land use, housing, agriculture, circulation, air quality, noise, climate change, public services, energy, cultural resources, habitat, water resources, hazardous materials, and visual resources. They note that Clark-Pacific owns land in the industrial area of the City of Woodland that would not result in as many environmental impacts. Regarding potential impacts of the proposed Industrial designation, please see Responses 28-68 through 28-111, inclusive. For a discussion of alternate sites for the Clark-Pacific facility, please see Response 28-26.

Response 28-68: The authors state that the proposed Industrial designation of the Spreckels site would be an incompatible use with adjoining farmland, and would result in the further conversion of agricultural land. They say that it would also alter the type and intensity of land use within the immediate area. As indicated on pages 138 and 139 of the Draft Environmental Impact Report (EIR), incompatibilities between land uses and the alteration of the type and intensity of land uses were found to be significant and unavoidable impacts. Staff disagrees with the suggestion that the proposed Industrial designation would result in the further conversion of agricultural land. The Spreckels site is enclosed within a growth boundary, as shown on LU-1E of the Draft General Plan. Any changes to enlarge the growth boundary, to allow for the further conversion of farmland to urban uses, would require a separate General Plan Amendment and would require review under the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Response 28-69: The authors note that the proposed Industrial designation of the Spreckels site would fail to achieve a jobs/housing balance within the community area and would exacerbate an existing jobs/housing balance in other communities. Please see Responses 28-19 and 28-30. Staff agrees. As discussed on pages 148 and 150 of the Draft Environmental Impact Report, failure to improve the existing jobs/housing balance would be a significant and unavoidable impact.

Response 28-70: The authors state that the proposed Industrial designation of the Spreckels site would convert prime farmland to non-agricultural uses. Staff agrees. As indicated on page 198 of the Draft Environmental Impact Report (EIR), the permanent conversion of agricultural land to non-agricultural uses was found to be a significant and unavoidable impact.

Response 28-71: The authors state that the proposed Industrial designation of the Spreckels site would convert agricultural soils to non-agricultural uses. Please see Response 28-70.

- Response 28-72: The authors indicate that the proposed Industrial designation of the Spreckels site would conflict with or result in the cancellation of a Williamson Act contract. The Spreckels site is not currently under a Williamson Act contract. There are only two properties bordering the entire 142-acre Industrial area that have existing Williamson Act contracts. Both are located across Best Ranch Road. The authors do not indicate how the proposed Industrial designation of 69 acres would conflict with or resulting in the cancellation of a Williamson Act contract, nor is staff aware of any potential conflicts. Neither of the landowners has commented to oppose the proposal. Consequently, no change in the EIR has been made.
- Response 28-73: The authors say that the proposed Industrial designation of the Spreckels site would increase the number of vehicle miles traveled (VMT) for employees, vendors, and visitors, as it is located in the unincorporated area instead of within the city limits where it would be more appropriate. Staff agrees that the proposal would result in an increase in VMT. The Draft Environmental Impact (EIR) notes on page 248 that total VMT for the unincorporated area would increase from 690,000 currently to 1,263,000 under full build-out conditions in 2030. However, average VMT per household would decrease from 83 to 60 VMT during this same period. On page 249, the EIR notes that: "The Draft General Plan includes policies that focus on reducing VMT for the entire unincorporated area of the County. The proposed VMT threshold can help to reduce the VMT produced by the unincorporated area of the County but would be difficult to apply on a parcel-by-parcel basis versus an area-wide approach." As indicated on page 251 of the EIR, the increase in VMT was found to be a significant and unavoidable impact.
- Response 28-74: The authors state that the proposed Industrial designation of the Spreckels site could contribute vehicle trips to roadways projected to operate worse than the Level of Service (LOS) thresholds in the 1983 General Plan under cumulative conditions. Staff agrees. This impact particularly applies to County Road 102 (Woodland city limits to County Road 17) and Old River Road (Interstate 5 to West Sacramento city limits). However, the reasons for this impact are important to both smart growth and climate change. Please see Response 13-6. As indicated on page 261 of the Draft Environmental Impact Report (EIR), the contribution of vehicle trips to roadways projected to operate worse than the LOS thresholds in the 1983 General Plan under cumulative conditions is found to be significant and unavoidable.
- Response 28-75: The authors say that the proposed Industrial designation of the Spreckels site would rely on roadway capacity improvement projects for which monies have not been secured. Staff agrees. As listed in Policy CI-3.1, there are several road segments that the proposal may rely upon, including Interstate 5 (Woodland city limit to Sacramento County line), Old River

Road (Interstate 5 to West Sacramento city limits), and County Road 102 (County Road 17 to Woodland city limits). As indicated on page 262 of the Draft Environmental Impact Report (EIR), there is no guarantee that other jurisdictions will participate in funding the identified improvements for these road segments. As a result, the impact was found to be significant and unavoidable.

Response 28-76:

The authors indicate that the proposed Industrial designation of the Spreckels site could contribute vehicle trips to roadways projected to operate worse than the Level of Service (LOS) thresholds in the Congestion Management Plan (CMP) under cumulative conditions. The authors do not provide any details for their assertion. Staff assumes that they refer to County Road 102, from the Woodland city limits to County Road 17, as listed on page 262 of the Draft Environmental Impact Report (EIR). It should be noted that Mitigation Measure CI-4a calls for the CMP to be updated to reflect the LOS established in the Draft General Plan, or a deficiency plan adopted as required under the CMP, or for the County to opt out of the CMP altogether. Any of these three actions would make this impact less-than-significant. However, as each of these actions relies on agencies other than the County, there is no guarantee that they will occur. As indicated on page 263 of the EIR, the contribution of vehicle trips to roadways projected to operate worse than the LOS thresholds in the CMP under cumulative conditions was found to be a significant and unavoidable impact.

Response 28-77:

The authors state that the proposed Industrial designation of the Spreckels site could contribute vehicle trips to roadways projected to operate worse than the Level of Service (LOS) thresholds of the Cities of Davis, West Sacramento, Winters, and Woodland under cumulative conditions. Staff disagrees. As indicated on page 265 of the Draft Environmental Impact Report (EIR), the affected roadway segments relevant to this impact are County Road 102 (County Road 27 to Gibson Road); Covell Boulevard (County Road 98 to State Route 113); Jefferson Boulevard (Gregory Avenue to Interstate 50); Main Street (County Road 98 to State Route 113); and Reed Avenue (Interstate 80 to Jefferson Boulevard). Although the proposed Industrial designation of the Spreckels site may contribute additional vehicle trips to Main Street, it is not a significant contributor to any of the above listed impacted segments. Staff also notes the following (as stated page 265 of the Draft EIR):

While implementation of the policies and actions included in the Draft General Plan would ensure fair-share funding toward roadway impacts in the cities, there is no guarantee that the cities will agree to new funding mechanisms or construct roadway capacity expansion projects to reduce the identified impacts.

Mitigation is proposed that would maintain existing levels of service on selected road segments within the cities, but there is no guarantee that the cities will agree to fund-sharing or that the affected roads will have their capacities increased. As these actions are outside of the County's control, the impact remains significant and unavoidable.

Response 28-78: The authors indicate that the proposed Industrial designation of the Spreckels site could contribute vehicle trips to state highways projected to operate worse than the Caltrans Level of Service (LOS) thresholds under cumulative conditions. Staff agrees, though it notes that the authors do not provide any details for their assertion. Page 266 of the Draft Environmental Impact Report (EIR) indicates that Interstate 5 (southbound) from County Road 102 to the Sacramento County line would operate at LOS F during the p.m. peak hour. The proposed Industrial designation of the Spreckels site would likely contribute to this impacted highway segment. As indicated on page 267 of the EIR, the contribution of vehicle trips to state highways projected to operate worse than the Caltrans LOS thresholds under cumulative conditions was found to be a significant and unavoidable impact.

Response 28-79: The authors state that the proposed Industrial designation of the Spreckels site could contribute vehicle trips to roadways that do not meet current design standards. Staff agrees. This impact particularly applies to County Road 102 (Woodland city limits to County Road 17) and Old River Road (Interstate 5 to West Sacramento city limits). As indicated on page 268 of the Draft Environmental Impact Report (EIR), the contribution of vehicle trips to roadways that do not meet current design standards is found to be significant and unavoidable.

Response 28-80: The authors state that the proposed Industrial designation of the Spreckels site could contribute vehicle trips to state facilities that do not meet current design standards. Staff disagrees. As indicated on page 268 of the Draft Environmental Impact Report (EIR), the highway segment that would see increased travel and does not meet current design standards is State Route 16, from the Cache Creek Casino Resort to Interstate 505. The proposed Industrial designation of the Spreckels site is not a significant contributor to this segment of State Route 16.

Response 28-81: The authors say that the proposed Industrial designation of the Spreckels site could contribute to an increase in traffic compared to the implementation of the policies of the current 1983 General Plan. As indicated on page 271 of the Draft Environmental Impact Report (EIR), the Draft General Plan would allow for Level of Service (LOS) thresholds greater than the current policy of LOS C on selected roadways. Consequently, the increase in traffic compared to the implementation of the policies of the current 1983 General Plan was found to be a significant and unavoidable impact.

- Response 28-82: The authors indicate that the proposed Industrial designation of the Spreckels site could result in construction related air emissions that exceed the Yolo Solano Air Quality Management District (YSAQMD) thresholds of significance. Staff agrees. As indicated on page 293 of the Draft Environmental Impact Report (EIR), construction-related emissions that exceed YSAQMD thresholds for reactive organic gasses (ROG), nitrogen oxide (NO_x) and particulate matter less than 10 microns (PM₁₀) were found to be a significant and unavoidable impact.
- Response 28-83: The authors state that the proposed Industrial designation of the Spreckels site could result in operational air emissions that exceed the Yolo Solano Air Quality Management District (YSAQMD) thresholds of significance. Staff agrees. As indicated on page 298 of the Draft Environmental Impact Report (EIR), operational emissions that exceed YSAQMD thresholds for reactive organic gasses (ROG), nitrogen oxide (NO_x) and particulate matter less than 10 microns (PM₁₀) were found to be a significant and unavoidable impact.
- Response 28-84: The authors say that the proposed Industrial designation of the Spreckels site could result in a cumulatively significant impact to criteria air pollutants. Staff agrees. As indicated on page 303 of the Draft Environmental Impact Report (EIR), cumulative emissions of ozone that exceed YSAQMD thresholds was found to be a significant and unavoidable impact.
- Response 28-85: The authors indicate that the proposed Industrial designation of the Spreckels site could result in conflicts with air quality planning efforts by other agencies. Staff agrees. As indicated on page 305 of the Draft Environmental Impact Report (EIR), build-out of the General Plan could conflict with the planning efforts of the Yolo Solano Air Quality Management District (YSAQMD) and the Sacramento Area Council of Governments (SACOG), which was found to be a significant and unavoidable impact.
- Response 28-86: The authors state that the proposed Industrial designation of the Spreckels site would result in a significant increase in traffic noise levels for County Roads 18C and 102, State Route 113, and other roads throughout the county. Staff disagrees. As indicated on page 325 of the Draft Environmental Impact Report (EIR), there are only three roadway segments that are anticipated to exceed a 5 dBA or greater increase in ambient traffic noise: County Road 85 (from State Route 16 to County Road 14); County Road 88 (from County Road 24 to State Route 16); and County Road 19 (from County Road 87 to Interstate 505). The proposed Industrial designation of the Spreckels site would not be a significant contributor to any of the above impacted road segments.

- Response 28-87: The authors indicate that the proposed Industrial designation of the Spreckels site would result in a significant increase in ambient noise levels. Staff agrees. As indicated on page 334 of the Draft Environmental Impact Report (EIR), the increase in ambient noise levels was found to be a significant and unavoidable impact.
- Response 28-88: The authors say that the proposed Industrial designation of the Spreckels site would result in greenhouse gas emissions that would have a significant impact and cumulatively contribute to global climate change. In turn, climate change could affect existing and future planned land uses next to the Spreckels site. Staff disagrees that development of the Spreckels site would have a significant impact on climate change by itself, especially considering Policy CO-115.1. However, staff agrees that such development would be significant in terms of its cumulative contributions to greenhouse gas emissions. The impact of climate change on any future uses planned by the authors for the property next to the Spreckels site is speculative and is not appropriate for evaluation within the EIR. However, staff agrees that future climate change has the potential to affect existing land uses on the authors' property.
- Response 28-89: The authors state that the proposed Industrial designation of the Spreckels site could result in a demand for water in excess of the available ground water supply, increase subsidence, and overdraft local aquifers. Staff agrees. As indicated on pages 459-460, and 464 of the Draft Environmental Impact Report, uncertainty regarding the capacity of existing groundwater supplies to meet future demand, as well as the lack of direct County jurisdiction over public water supplies and private wells, would result in a significant and unavoidable impact on the potential increased overdraft of aquifers and subsidence, particularly during drought years.
- Response 28-90: The authors say that the proposed Industrial designation of the Spreckels site would result in impacts to historic architectural and unique archaeological resources. Staff disagrees with the assertion that the proposed Industrial designation would result in the demolition, redevelopment, and/or physical modification of any historic architectural resources. However, staff agrees that the proposal would have the potential to impact unique architectural resources. As indicated on page 546 of the EIR, the impact to unique archaeological resources was found to be a significant and unavoidable impact.
- Response 28-91: The authors indicate that the proposed Industrial designation of the Spreckels site may result in the loss of riparian habitat, particularly the trees along the eastern boundary of the property. Staff disagrees. The authors provide no details to support their assertion. As indicated in Figure IV.J-1 on page 553 of the Draft Environmental Impact Report (EIR), the trees along the eastern boundary of the Spreckels site are not shown as

riparian habitat. Even if the trees constitute such habitat, however, there is no reason to believe that the change in land use designation will have any impact on the trees.

- Response 28-92: The authors indicate that the proposed Industrial designation of the Spreckels site may result in the loss of wetlands and vernal pools. Staff disagrees. The authors provide no details to support their assertion. As discussed on page 617 of the Draft Environmental Impact Report (EIR), the majority of wetlands and vernal pools occur within the Yolo Bypass, in the southeast portion of the County near Grasslands Regional Park, in the annual grasslands near Winters, and in the alkali areas south of Woodland. Figure IV.J-1 on page 553 of the EIR shows the proposed 51 acres of Industrial designated area as agriculture. No wetlands or vernal pools are indicated on the subject site.
- Response 28-93: The authors state that the proposed Industrial designation of the Spreckels site would result in the loss of unique habitat. Staff is unclear as to the meaning of the authors' comment. The loss of "unique" habitat is not listed as a significance criterion for biological resources on page 609 of the Draft Environmental Impact Report (EIR). It is also not listed as a potential impact under the Environmental Checklist Form (Appendix G of the California Environmental Quality Act (CEQA) Guidelines. In many respects, the interplay of species, soil, climate, hydrology is unique in each habitat. Without further clarity, staff is unable to respond.
- Response 28-94: The authors say that the proposed Industrial designation of the Spreckels site may result in the loss of movement corridors and nursery sites, particularly the wooded corridor shared by the Spreckels and the authors' properties. Staff agrees. As discussed on pages 625 and 626 of the Draft Environmental Impact Report (EIR) activities may disrupt Swainson's hawk nests during the nesting period may result in a significant and unavoidable impact.
- Response 28-95: The authors indicate that the proposed Industrial designation of the Spreckels site may result in the loss of special status species and their habitats. Staff agrees. The proposed Industrial designation would result in the loss of Swainson's hawk foraging habitat and may impact burrowing owl habitat. As indicated on page 631 of the Draft Environmental Impact Report (EIR), the loss of special status species and their habitats was found to be a significant and unavoidable impact.
- Response 28-96: The authors state that the proposed Industrial designation of the Spreckels site may result in the general loss of habitat. Staff agrees. As indicated on page 632 of the Draft Environmental Impact Report (EIR), the loss of agricultural land and its associated biological value would be a significant and unavoidable impact.

- Response 28-97: The authors indicate that the proposed Industrial designation of the Spreckels site would expose more people and structures to flooding, impede or redirect flood flows, increase flood hazards, and be subject to greater risk of flooding due to global climate change. Staff agrees. As indicated on page 675 of the Draft Environmental Impact Report (EIR), the exposure of people and structures to flood hazards, and the increase of flood hazards by impeding or redirecting flood flows, would be a significant and unavoidable impact. Regarding climate change, please see Response 28-88.
- Response 28-98: The authors say that the proposed Industrial designation of the Spreckels site may impair emergency response during periods of peak traffic flow, especially during a flood event. Staff disagrees. As discussed on page 726 of the Draft Environmental Impact Report (EIR), the Impact HAZ-2 is found to be significant and unavoidable due to the slight delay in acceptable response times for fire services within mixed growth communities (specifically Dunnigan, Knights Landing, and Madison). As these conditions do not apply to the Spreckels site, this impact would be less-than-significant.
- Response 28-99: The authors state that the proposed Industrial designation of the Spreckels site would result in new growth that would degrade the visual character of the areas. Staff disagrees. As indicated on page 755 of the Draft Environmental Impact Report (EIR), the potential for new development to degrade the existing visual character or quality of the surrounding area exists where there is no existing adjacent development or where the type or massing of proposed development is significantly greater than what currently exists. The proposed 51 acres of new Industrial designated land would be located immediately next to an existing 91-acre Industrial area, that is characterized by tall silos and existing buildings remaining from the previous use of the site as a sugar beet processing facility. Under this criterion, the new proposed Industrial area would be consistent with adjoining industrial development of similar type and massing.
- Response 28-100: The authors indicate that the proposed Industrial designation of the Spreckels site would result in new sources of significant light or glare, which could affect night-time views within the area. This in turn could negatively affect their commercial horse stable. Staff agrees. As indicated on pages 757 and 758 of the Draft Environmental Impact Report (EIR), the creation of new sources of light and glare, and their impact on night-time views, would be significant and unavoidable.
- Response 28-101: The authors state that the proposed Industrial designation of the Spreckels site will be growth-inducing. Staff disagrees. As stated on page 801 of the Draft Environmental Impact Report (EIR): "All proposed areas of growth are adjoining or within existing communities or key transportation nodes, and all growth is limited by the establishment of growth boundaries

through the Draft General Plan. Therefore, the Draft General Plan would not encourage economic growth that leads to unanticipated jobs or homes.” This impact is considered significant and unavoidable due to the removal of obstacles to growth and the accommodation of substantial population growth. It should be noted, however, that on page 802 of the EIR, it indicates that while this impact may be significant and unavoidable, it is considered a beneficial outcome for the County.

- Response 28-102: The authors state that the proposed Industrial designation of the Spreckels site will result in significant irreversible changes. However, in this particular comment, the authors do not specify what those changes would be, whether they would be positive or negative, and the basis for determining the changes.
- Response 28-103: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to land use and housing impacts. Staff disagrees. As indicated on page 810 of the Draft Environmental Impact Report (EIR), this impact would be considered significant and unavoidable due to the small, incremental effect on growth and population, not as the result of unregulated employment growth within the County. Please see Response 28-101.
- Response 28-104: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to the loss of agricultural land. Please see Response 28-70.
- Response 28-105: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to circulation and traffic impacts. Please see Responses 28-73 through 28-81, inclusive.
- Response 28-106: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to air quality impacts. Please see Responses 28-82 through 28-85, inclusive.
- Response 28-107: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to noise impacts. Please see Responses 28-86 and 28-87.
- Response 28-108: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to climate change. Please see Response 28-88.
- Response 28-109: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to the degradation of the water supply and impacts to water infrastructure. Staff agrees. As indicated on page 815 of the Draft Environmental Impact Report (EIR), the cumulative impact to

water supply and related infrastructure would be a significant and unavoidable impact. Please see Response 28-89.

Response 28-110: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to energy impacts. Staff agrees. Although energy use may be reduced on a project by project basis, cumulatively there will be an increase in the demand for energy. As indicated on page 815 of the Draft Environmental Impact Report (EIR), this would be a significant and unavoidable impact.

Response 28-111: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to biological resources. Please see Responses 91 through 96, inclusive.

Response 28-112: The authors state that the proposed Industrial designation of the Spreckels site will contribute cumulatively to water quality impacts, particularly adjoining wells. Staff agrees. As indicated on page 817 of the Draft Environmental Impact Report (EIR), the cumulative impacts to hydrology and water quality would be a significant and unavoidable impact.

Response 28-113: The authors reference a description of the No Project alternative on page 12 of the Draft Environmental Impact Report (EIR). No comments are provided.

Response 28-114: The authors restate the various cumulative impacts that would be created by the proposed Industrial designation of the Spreckels site. Please see Responses 28-103 through 28-112.

Response 28-115: The authors state that the Draft Environmental Impact Report (EIR) failed to adequately describe and analyze alternatives to designation of 160 acres of Industrial at the Spreckels site. Please see Response 28-46.

Response 28-116: In particular, they note that the No Project alternative would have less of an impact to their property. Please see Response 28-30.

Response 28-117: The authors restate the various cumulative impacts that would be created by the proposed Industrial designation of the Spreckels site. Please see Responses 28-101 through 28-113.

Response 28-118: The authors indicate that other sites proposed for Industrial designation within the Draft General Plan have had more study and direction than the Spreckels site, which they believe to be inequitable. They reference Policy CC-4.11 and Action CC-A34, which the authors state are not being applied to the Spreckels site. Regarding the difference between the environmental analysis for Specific Plans and the Spreckels site, please see Response 28-43. The authors are incorrect and both Policy CC-4.11 and Action CC-A34

will be applied to all future development within the Industrial land designated at the Spreckels site.

- Response 28-119: The authors reference Table II-1 on page 22 of the Draft Environmental Impact Report (EIR), which states that no additional feasible mitigation measures are available to reduce the impacts to the loss of agricultural land. The authors disagree with this conclusion and believes that additional mitigation measures that would reduce the impact are available, although no specific recommendations are offered. Please see Response 28-46.
- Response 28-120: The authors reference Table II-1 on page 22 of the Draft Environmental Impact Report (EIR), which states that no additional feasible mitigation measures are available to reduce the impacts from the conversion of agricultural soils to non-agricultural uses. The authors disagree with this conclusion and believes that additional mitigation measures that would reduce the impact are available, although no specific recommendations are offered. Please see Response 28-46.
- Response 28-121: The authors reference Policy AG-1.8, which provides criteria for the establishment of agricultural buffers. They suggest that a policy be added to require mitigation when Open Space land is converted to urban uses. The authors also suggest a minimum 300-foot buffer be required between industrial and adjoining agricultural uses. Concerning the mitigation of open space lands, please see Response 22-30. Regarding agricultural buffers, please see Responses 22-33 and 28-58.
- Response 28-122: The authors reference Table II-1 on page 47 of the Draft Environmental Impact Report (EIR), which states that no additional feasible mitigation measures are available to reduce impacts to biological resources to a less than significant level. They go on to state that no mitigation measures have been included in the EIR to specifically address the impacts of the proposed expansion of Industrial designated land on biological resources associated with their property. Please see Response 28-19 and 28-46.
- Response 28-123: The authors reference Table II-1 on page 49 of the Draft Environmental Impact Report (EIR), regarding Impact HAZ-1 and Mitigation Measure HAZ-1, which is included in the Draft General Plan as Action HS-A47. They indicate that the EIR fails to adequately analyze the impacts of hazardous materials associated with the brownfield at the Spreckels site. The proposed mitigation measure also fails to adequately protect adjoining properties, including their own, from these impacts. Please see Response 22-14 regarding brownfields. Action HS-A47 requires that: "New development... 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." Together with an extensive array of other federal and state laws, it requires identification, study, and clean-up of any

hazardous material releases from prior land uses. It is unclear to staff how this fails to protect adjoining properties from contamination.

Response 28-124: The authors reference Table II-1 on page 50 of the Draft Environmental Impact Report (EIR), which states that no additional feasible mitigation measures are available to reduce the impacts to visual and scenic resources to a less than significant level. They go on to indicate that not designating 160 acres of the Spreckels site to Industrial would eliminate the impact entirely to their property. Please see Responses 28-30 and 28-46.

Response 28-125: The authors list those impacts that remain significant and unavoidable, and indicates that they have not been properly studied for their effect on their property and others adjoining the Spreckels site. They may be avoidable or mitigated to a less-than-significant level at the site-specific level. If not, the size and scope of the proposed Industrial designation is an inverse condemnation of their agricultural operation. Regarding the adequacy of the EIR as it pertains to significant and unavoidable impacts, please see Response 28-46. Staff strongly disagrees with the authors' conclusion regarding the legal issue of inverse condemnation.

Response 28-126: The authors cite Figure III-1 of the Draft Environmental Impact Report (EIR), "County and Regional Location Map" on page 54. They indicate that it incorrectly shows the extent of urban land, by placing a shaded area to the east of their property and the Spreckels site. This map is correct in that it shows land owned by UC-Davis as shaded, which is accurate for the lands to the east of the authors' property. However, for the purposes of the General Plan, these lands are considered to be primarily agricultural in nature and not a part of the main developed campus. As a result, staff agrees with the authors' comment and the maps have been revised.

Response 28-127: The authors reference a portion of the section entitled "Determination of Significance" from page 97 of Chapter IV: "Setting, Impacts and Mitigation Measures" of the Draft Environmental Impact Report (EIR), regarding the definition of significance in terms of the California Environmental Quality Act (CEQA) and how the level of significance is determined for an impact. The authors indicate that the definition and its use are unfair to their unique circumstances. They state that they have the only house on the National Register in an agricultural area which has a Use Permit, as well as identified on-site endangered habitat. The placement of an incompatible 160-acre Industrial designation next to this property must be treated as a significant impact, and the needs of their property must be addressed before designation of the Industrial land at the Spreckels site is allowed to continue. Regarding how significance is defined and used in CEQA, please see Response 28-46. The issues of impacts to historic resources, agriculture, and habitat have all been extensively addressed through the EIR process. Policies, actions, and mitigation measures have been considered and included in the Draft General Plan that will protect the

authors' property, in balance with other County goals. Please see Response 22-11.

Response 28-128:

The authors state that the proposed Industrial designation of the Spreckels site would be in conflict with Draft General Plan policies LU-2.4, LU-2.5, LU-3.6, and LU-3.7. Staff disagrees, for the following reasons:

- LU-2.4: The proposed Spreckels area is located within an existing community growth boundary. Agricultural lands outside the boundary will continue to be preserved.
- LU-2.5: The proposed Industrial area is not located within a Williamson Act contract.
- LU-3.6: The proposed Industrial area is not located in proximity to any public airports, landfills, community sewage treatment facilities, and/or other related facilities.
- LU-3.7: The proposed Industrial area is served by the Woodland Fire Department and has access to adequate electrical and natural gas utilities. The proposed Industrial area is located within a floodplain, but any risks to new structure can be adequately mitigated through compliance with the County Flood Damage Prevention Ordinance (Chapter 3 of Title 8 of the County Code). The proposed Industrial area is not located within an area of high groundwater recharge, nor are there any known mineral, timber, or scenic resources. There is wildlife habitat both on-site and nearby, but any potential impacts can be mitigated to a less-than-significant level. The proposed Industrial area is contiguous to the existing 91-acre Industrial area already located at the Spreckels site. Consequently, the proposed Industrial site meets each of the criterion listed to allow for the designation of new urban development.

Response 28-129:

The authors state that the proposed Industrial designation of the Spreckels site would be in conflict with Draft General Plan policies AG-1.4, and AG-1.8. Staff disagree, for the following reasons:

- AG-1.4: This policy refers to uses located within Agriculturally designated areas. The proposal would change the designation of the 51 acres from Agriculture to Industrial. Consequently, this policy would not apply.
- AG-1.8: Future uses within the proposed Industrial area would be required to comply with the agricultural buffer requirements of Policy LU-2.1.

- Response 28-130: The authors suggest revising Action HS-A69, regarding the placement of compatible land uses near existing or planned industrial and commercial facilities, as it will impact agriculture, rural tourism, and historic structures. Staff disagrees. The Action states: “Designate appropriate zoning that avoids placing significant new noise sensitive land uses in proximity of existing or planned commercial and industrial uses.” As indicated in Action HS-A62, as revised by the Board of Supervisors on July 21, 2009, noise sensitive uses are defined as “residentially designated land uses, hospitals, nursing/convalescent homes and similar board and/or care facilities, hotels and lodging, schools and day care centers, and neighborhood parks.” Staff notes that agriculture, rural tourism (except for hotels and lodging), and historic structures are not included on the list of noise-sensitive uses.
- Response 28-131: The authors reference Action HS-A73, which seeks to minimize noise conflicts through compatible land uses and larger setbacks along truck routes. They state that this places the burden on the farm owner for the use of public roads by trucks, and will negatively affect agricultural tourism and historic resources. Policy CI-3.10 states that the roadways listed in Table CI-1 (on page CI-31 of the Draft General Plan) represent targeted trucking corridors for agricultural (“farm-to-market”) transport and other goods movement. By attracting trucks to these corridors, other roadways are more available for the movement of agricultural equipment and farm workers, thus providing a more efficient and safe agricultural transportation network. As a result, the designation of truck routes will benefit agriculture, not burden it. This concept is also discussed in the Rural Urban Connections Strategy (RUCS) document being prepared by the Sacramento Area Council of Governments (SACOG). Finally, staff notes that the list of priority truck corridors does not include County Road 18C, which provides access to the authors’ property.
- Response 28-132: The authors reference Impact LU-1 on page 131 of the Draft Environmental Impact Report (EIR), which evaluates the potential for the disruption or division of established communities. The description includes a list of communities where the majority of new urban growth would occur under the Draft General Plan. The authors note that the Spreckels site should be included in the list, due to its size and potential for heavy industrial development. Please see Response 28-45.
- Response 28-133: The authors cite the first paragraph on page 132 of the Draft Environmental Impact Report (EIR). They suggest requiring walls/screening to reduce the visual and noise impacts of industrial users located in agricultural areas. The authors also suggest additional policies to protect agricultural land from further expansion of Industrial uses at the Spreckels site. Regarding screening, staff points out that the section cited by the authors addresses impacts related to the disruption or physical division of an established community. Visual and noise impacts are evaluated in separate analyses in

the EIR. Moreover, an agricultural area is not considered an established community as defined in the Draft General Plan. Finally, the use of walls and screens in this context would tend to increase the impact of dividing communities, rather than mitigating the impact.

The Draft General Plan establishes a growth boundary around each unincorporated community, including the Spreckels site. Any change to the growth boundary to allow for additional non-agricultural or non-open space development would require public noticing and hearings, as well as approval of a General Plan Amendment by the County, and further review under the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

Response 28-134:

The authors reference Policy HS-4.1 and Actions HS-A46, HS-A47, and HS-A48 on page 718 of the Draft Environmental Impact Report (EIR), all of which work to minimize exposure to the harmful effects of hazardous materials. They indicate that the existing Clark-Pacific facility is located in an area of underground pipes and unlined PCC (PCB?) ponds. They indicate that one of the underground pipes crosses a neighbor's property and is leaking, which may be killing the authors' trees. They also state that the lime being removed from the on-site ponds at the Clark-Pacific facility contains asbestos which is being released into the atmosphere during the removal process. The authors indicate that the site also contains PCBs, lead acetate, and hexavalent chromium. As a result, they want to know how the Draft General Plan will protect their commercial horse stable and non-profit operations from exposure. Please see Response 22-14.

Response 28-135:

The authors reference the first significance criteria under the Hazards and Hazardous Materials chapter on page 723 of the Draft Environmental Impact Report (EIR), concerning the potential for exposure to hazardous materials. They request that various areas of the Clark-Pacific site be tested and remediated for hazardous materials, and that the underground pipes that run from the Clark-Pacific facility to an off-site location within the City of Woodland be removed. They also ask where have the transformers formerly located at the Clark-Pacific site, as well as the contents of the above-ground septic tanks, been moved.

Action HS-A47 requires that a Phase I Environmental Site Assessment (ESA) be performed on property being redeveloped that was previously used for agricultural, commercial, or industrial uses. A Phase II ESA may be required, depending on the recommendation of the Phase I ESA and site-specific circumstances. The authors do not provide any specific evidence to support removal of off-site underground pipes, except for the statement that it is rusting and leaking and may be damaging trees. Please see Response 22-14. The question of the present location of any former transformers and/or the contents of septic tanks is outside the scope of this EIR.

Response 28-136: The authors reference Impact HAZ-1 on page 724 of the Draft Environmental Impact Report (EIR), which evaluates the potential for the public to be exposed to health risks from agricultural chemical residue in soils that may occur through development of former farm land. They suggest that the development of former industrial sites should also be considered as a potential environmental impact. The authors go on to cite Mitigation Measure HAZ-1. Based on this measure, they encourage Phase I and Phase II studies to be performed at the Spreckels site.

Action HS-A47 requires that a Phase I Environmental Site Assessment (ESA) be performed on property being developed or redeveloped that was previously used for agricultural, commercial, or industrial uses. A Phase II ESA may be required, depending on the recommendation of the Phase I ESA and site-specific circumstances.

Response 28-137: The authors reference paragraph (3) under Impact HAZ-2 on page 725 of the Draft Environmental Impact Report (EIR), which evaluates the exposure of schools and other sensitive receptors to hazardous materials. They note that their horse facility includes a non-profit organization that brings school children and adults with disability out to their site, which needs to be protected from the adjoining industrial uses. As defined in Action HS-A42, modified and accepted by the Board of Supervisors during the public hearing on the Draft General Plan held on July 21, 2009 (Minute Order No. 09-143), the authors' operation would not qualify as a sensitive receptor for hazardous materials:

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.

Regarding polices that protect the authors' property, please see Response 22-11.

Response 28-138: The authors reference Impact HAZ-2 on page 725 of the Draft Environmental Impact Report (EIR), which evaluates whether new development would impair emergency response during peak traffic periods. They request an evacuation plan for the horses and people on their property, should there be a levee breach along Cache Creek, to protect from contaminated flood waters. The authors are referred to Actions HS-A53 and HS-A54 of the Draft General Plan.

Response 28-139: The authors indicate that there are trucks carrying hazardous materials going east out of the Clark-Pacific facility which should not be allowed to go past their property. This comment concerns the adopted Conditions of Approval for an approved Use Permit. The complaint has been forwarded to staff for further investigation.

Response 28-140: The authors reference paragraph (8) under Impact HAZ-3 on page 727 of the Draft Environmental Impact Report (EIR), which evaluates what impacts would result from the Draft General Plan compared to the current 1983 General Plan. They disagree that the implementation of the Draft General Plan would result in an overall beneficial impact, based on the major impact to their ranch and surrounding properties from the Industrial-designated land at the Spreckels site. Staff notes that mitigation measures have been adopted both with the Clark-Pacific Use Permit for the existing 91 acres of Industrial use, as well as in the Draft General Plan for the additional 51 acres of proposed Industrial use. Adoption of these mitigation measures has reduced most impacts to the authors' property to a less-than-significant level. Staff strongly disagrees with the premise that the limited potential impacts to any one property (no other neighboring property owners to the Spreckels site have provided comments on the EIR), outweigh the extensive number of policies and actions within the Draft General Plan that provide greater protection for a broader range of issues than those addressed in the 1983 General Plan.

Response 28-141: The authors reference Policy CI-4.1, which seeks to avoid or mitigate impacts relating to the construction and/or operation of the transportation system. They ask whether these same protections exist for adjoining landowners from construction-related activities in industrial areas. The authors are correct that Policy CI-4.1 is written more strictly than is required under the California Environmental Quality Act (CEQA) and CEQA Guidelines. As a result, staff recommends the following revision as a part of this Response to Comments document:

Avoid or mitigate environmental impacts from the construction and/or operation of the transportation system, to the greatest feasible extent.

Response 28-142: The authors reference Policy CI-4.2, which supports air quality and greenhouse gas reduction through effective transportation management. They ask how this can be done for manufacturing in a way that protects habitat and sensitive receptors. Compliance with applicable air quality standards is the responsibility of the Yolo-Solano Air Quality Management District. With regards to greenhouse gas emissions, the details of compliance will vary depending on the type of industrial process being proposed and the site-specific measures available. However, the Draft General Plan provides the methodology and framework for evaluating the compliance of future discretionary approvals with greenhouse gas

emissions targets. The authors are referred to Actions CO-A115 and CO-A115.1.

- Response 28-143: The authors reference Policies CO-6.1, CO-6.2, and CO-6.6, and Actions CO-A102 and CO-A103, all of which generally address improving air quality. The authors suggest that the Draft General Plan include detailed restrictions to ensure air quality and that no waivers to the restrictions be allowed. They also suggest that the existing Clark-Pacific facility be prohibited from outdoor sand blasting activities that may affect crops, habitat, and people. Staff disagrees. The establishment and enforcement of air quality regulations is the responsibility of the Yolo-Solano Air Quality Management District and is outside the scope of the County Draft General Plan. With regards to sand blasting at the Clark-Pacific facility, this comment concerns the adopted Conditions of Approval for an approved Use Permit that is outside the scope of the Draft General Plan. Staff also notes that the question of whether the existing Clark-Pacific operation can conduct outdoor sand blasting was addressed as part of a larger lawsuit by the authors against Yolo County. All of the grounds for the lawsuit (including alleged impacts by outdoor sand blasting) were dismissed by the Superior Court, except for the issue of the 24-hour operations, which the Court ordered to be evaluated through a Focused Environmental Impact Report (EIR) in the event the site owner expresses an interest in undertaking such operations in the future.
- Response 28-144: The authors appear to reference one of the significance criterion for Air Quality impacts on Page 289 of the Draft Environmental Impact Report (EIR), which evaluates the potential for objectionable odors to affect substantial numbers of people. They indicate that there are large numbers of people that attend horse shows at their facility that need to be protected from the odors associated with the adjoining industrial operations. As indicated on page 302 of the Draft Environmental Impact Report (EIR), the potential for the creation of objectionable odors associated with build-out of the Draft General Plan I considered to be less-than-significant.
- Response 28-145: The authors indicate that Clark-Pacific should provide screening to replace the dying trees that separate their property from the adjoining industrial use. Replaced trees would also help to remove particulates from the industrial facility. The authors are referring to alleged impacts resulting from a prior approved Use Permit for the Clark-Pacific facility that is not the subject of this Draft Environmental Impact Report (EIR). Please see Response 22-12.
- Response 28-146: The authors request an extension of the public comment period for the Draft Environmental Impact Report (EIR), to allow the public time to see new information. Please see Master Response No. 1.

- Response 28-147: The authors oppose the request by Clark-Pacific at the June 10, 2009, Planning Commission hearing to revise the boundaries of the additional 69 acres of Industrial land proposed for the Spreckels site. They believe that the request would result in impacts to agriculture, hazardous materials, noise, and the quality of life of local residents. They indicate that there was no time during the hearing for it to be analyzed, and that the text was illegible. Consequently, they believe that the process for considering this request to revise the Draft General Plan was not good, fair, or equitable. Staff notes the authors' opposition to the Clark-Pacific proposal, which was not subsequently accepted by the Board of Supervisors. Please see Response 22-9.
- Response 28-148: The authors indicate that they were working from various versions of the Draft General Plan and that policy and action numbers may not always match the current version of the Draft General Plan under consideration. The comments are noted.
- Response 28-149: The authors reference Policy LU-2.1, which establishes minimum buffers between urban uses and farm operations. They suggest that the minimum buffer width be 300 feet and that no exceptions be allowed. Staff agrees, except as to the potential for limited reductions of the buffer width in special circumstances. Please see Response 28-31.
- Response 28-150: The authors reference Policy LU-3.6, which limits non-compatible uses in areas around public infrastructure, such as airports, landfills, and wastewater treatment plants. They suggest adding a similar new policy to protect agriculture and habitat from nearby incompatible uses as well. Staff refers the authors to Policy LU-2.1, which protects agriculture from incompatible uses through the requirement of a 300-foot buffer. Policy CO-2.11 requires open space buffers to be located between sensitive habitat and planned development. No new policy is required.
- Response 28-151: The authors reference Policy LU-3.8, regarding criteria for the establishment and location of rural residences. They suggest language to restrict the use of rural residences by occupants who are not involved in farming operations. The requested wording is already contained in Policy LU-3.8, which states: "The intent of allowing residences in the agricultural areas is to provide dwellings for those directly involved in on-site farming activity..." Stronger prohibitions would not be feasible to enforce. Determining whether the occupant of a home is involved in on-site farming operations would require extensive investigation into the personal information of the occupant to verify where they work and to ensure where their primary residence is located. It would require a substantial level of effort by staff to ensure that such inquiries are regularly maintained.
- Response 28-152: The authors suggest revising Policy LU-7.5, concerning a proposed regional tax to acquire, protect, and maintain agriculture and open space,

by adding the phrase: “in perpetuity.” Staff disagrees. For instance, there are circumstances where long-term easements, such as 30-year agreements, may be appropriate. It would be premature to unnecessarily limit the scope and/or terms of any future tax measure.

Response 28-153: The authors reference Policy CC-1.1, which encourages landowners to maintain the appearance of their property. They suggest the addition of language to protect the views of agricultural and open space properties from off-site industrial uses. Please see Response 28-20.

Response 28-154: The authors suggest revising Policy CC-1.2, regarding the preservation of the rural landscape as an important scenic feature, by reinstating deleted language which reads: “The discretionary review of development proposals shall evaluate and address impacts on scenic landscapes and views.” All discretionary reviews of proposed land use applications must be consistent with the General Plan in order to be approved. As such, staff believes that the language is duplicative to existing policies (see Policies CC-1.1 through CC-1.19, inclusive).

Response 28-155: The authors suggest revising Policy CC-1.4, regarding the preservation of landmarks and icons that define the character of rural areas, to add the phrase: “heritage trees.” Policy CC-1.4 preserves where possible landmarks and icons which contribute to the identity and character of the rural area. Staff believes that “heritage trees” are included within the broad definition of landmarks and icons, and adding a specific reference would be redundant. The authors are also referred to Policies CC-1.5, CO-2.3, CO-2.13, CO-2.14, and Actions CO-A28, CO-A29 relating to the preservation of oak woodlands and heritage trees.

Response 28-156: The authors reference Policy CC-1.6, which allows for limited off-site advertising along rural roads. They suggest reinstating deleted language which reads: “...are prohibited unless necessary for directional purposes.” The authors also express their opposition to various types of signs that they believe to be detrimental to rural scenery. The County does not have the ability to prohibit all signs in the rural area with the exception of except for directional signs related to agricultural uses. California Civil Code Section 713 requires local jurisdictions to allow signs for the advertising of real estate. Under the First Amendment of the U.S. Constitution, individuals have the right to free speech, which must also be accommodated in any County sign ordinance. The authors’ opposition to housing development signs in the rural area is noted.

Response 28-157: The authors reference Policy CC-1.7, regarding the reinforcement of community growth boundaries through the use of conservation easements, greenbelts, buffers, and other mechanisms. They suggest that language be added to prevent commercial horse barns and rural housing from being allowed within greenbelts. Staff disagrees. The Davis-Woodland

greenbelt is a pledge by both cities and the County to keep the area between County Roads 27 and 29 as Agriculture and not to designate or rezone any land within this area for urban purposes. It is not a commitment to prohibit all structures within the greenbelt. In particular, rural housing is important to agriculture, for both farm families and farm workers. The County considers commercial horse stables and rural residences (including the authors' home) to be consistent with agriculture uses, and therefore allowed within the greenbelt area.

Response 28-158: The authors reference Policy CC-1.8, which requires that visually obtrusive activities and facilities be screened from public rights-of-way. They suggest that the word "industrial" be added to the list of potential visual problems that need to be screened. Staff disagrees, as such a change would conflict with Policy CC-1.1, which recognizes that in terms of attractive appearances, agriculture and light industry require a variety of on-site structures, equipment, machinery, and vehicles in order to operate effectively.

Response 28-159: The authors reference Policy CC-1.9, which requires new utility and telecommunication lines to be placed underground where feasible. They suggest revising the policy by requiring that where lines are not feasible to place underground, they should be co-located within existing utility lines. Staff agrees and has made the following revision as a part of this Response to Comments document:

In communities, place both new and existing line utilities and telecommunications infrastructure underground where feasible. Where underground utilities are not feasible, minimize the aesthetic impact by co-locating new improvements within existing lines and facilities where possible.

Response 28-160: The authors reference Policy CC-1.11, which requires a network of open space corridors and trails to integrate parks, scenic areas, and waterways. They suggest the addition of a similar new policy requiring habitat restoration within Open Space designated lands. Staff disagrees. As indicated on page LU-13 of the Draft General Plan, the Open Space land use category includes agricultural buffer areas (such as those found in Esparto that are used for pedestrian/bicycle paths, detention basins, and recreation), as well as County Resource Parks. Requiring habitat restoration within detention basins, campgrounds, and walkable corridors would run counter to the function of these facilities and would in some cases provide small fragments of habitat within urbanized areas that would have little biological value.

Response 28-161: The authors reference Policy CC-1.12, regarding the preservation of scenic roads. They suggest the addition of a similar new policy to extend the

same provisions to landowners adjoining incompatible uses. Please see Response 28-15.

- Response 28-162: The authors suggest revising Policy CC-1.14, regarding the criteria to be used in designating scenic roads and highways, by adding the phrase: "historic resources." Staff disagrees. Although historic areas may in some cases be scenic, they do not in and of themselves necessarily create a pleasant visual experience. There are numerous examples within the unincorporated area of historic structures that have been allowed to deteriorate to the point of becoming an eyesore.
- Response 28-163: The authors reference Policy CC-1.15. They ask why these provisions establishing view shed protections should be limited to just scenic roads and highways, and not extended throughout the unincorporated area. Please see Response 28-161.
- Response 28-164: The authors reference Policies CC-1.16, CC-1.17, and CC-1.19. They ask why these provisions establishing view shed protections should be limited to just scenic roads and highways, and not extended throughout the unincorporated area. Please see Response 28-161.
- Response 28-165: The authors reference Policy CC-2.12 and note that the target of 16 jobs per acre on average for commercial and industrial designated properties would result in 2,560 potential employees at the Spreckels site. They indicate that this many people would impact roads, groundwater availability, and groundwater quality within the area. Staff agrees regarding the impact of the Spreckels site on the listed resources. For impacts to roads, please see Responses 28-73, 28-74, 28-75, 28-77, 28-78, 28-80, and 28-104. For groundwater availability, please see Responses 28-88 and 28-108. For groundwater quality, please see Response 28-111. Designation of the 160-acres of Industrial at the Spreckels site would also compete with similar industrial areas in the Cities of West Sacramento and Woodland. Without municipal infrastructure, the proximity to Interstates and/or the Port of West Sacramento, or the redevelopment incentives available to industrial areas within the cities, the types of industry attracted to the Spreckels site will likely be of a different type than those typically found within the cities. The opportunity for competition with the cities is likely limited. Even so, competition between local jurisdictions for employment, retail, and other economic development activity is not prohibited in the Draft General Plan.
- Response 28-166: The authors reference Action CC-A12, regarding the establishment of a regional fee or tax for the preservation of agriculture, open space, and habitat. They suggest additional language to require that funds raised by the fee or tax be spent within a limited period of time. Pursuant to California Government Code Section 66000 et seq., any development impact fees collected would have to be deposited in a special revenue

account and evaluated annually as a part of the County budget. If the fees have not been fully expended within five years, findings have to be adopted regarding the County's commitment to expend the funds. Taxes must be approved by the voters under Proposition 218. Any monitoring or time limits on the use of the taxes raised would be subject to the terms of the measure establishing the tax.

Response 28-167: The authors reference Action CC-A30, regarding changes to the County Zoning Code to no longer base agricultural zoning on the Williamson Act. No comments are provided.

Response 28-168: The authors reference Table LU-4, regarding land use designation categories. They suggest adding language to the definition of Open Space (OS), which would require a minimum of 100 acres before a care taker home could be placed on OS land. The home would also have to be located in close proximity to a public road. The authors also express concern about the potential for hazardous materials carried by storm water into detention basins on OS land, and their effects on habitat, as well as the need for protection against mosquitoes resulting from detention basins. As indicated on page LU-13 of the Draft General Plan, the Open Space land use category includes a variety of activities, including detention basins, County resource parks, pedestrian/bicycle paths, campgrounds, etc. In particular, both County campgrounds and resource parks rely on "hosts" who live on-site, assist visitors, and keep a watch over the facilities on behalf of the County. As such, a care taker home is appropriate. For some habitat areas, a manager or care taker home is also used to maintain the site and to discourage trespassing and/or poaching. Requiring an arbitrary minimum parcel requirement of 100 acres may unintentionally discourage the development of smaller County resource parks and/or public habitat areas. Concerning detention basins, please see Responses 22-30 and 28-22.

Response 28-169: The authors reference Section B.2.b on page AG-16 of the Draft General Plan, which generally describes the greenbelt located between County Roads 27 and 29, established jointly through a Memorandum of Understanding between the Cities of Davis and Woodland, and the County of Yolo. They ask how the greenbelt will be protected from commercial uses, such as horse stables, and rural housing. See Response 28-165.

Response 28-170: The authors reference Policy AG-1.6, which requires mitigation for the conversion of farm land to urban uses. They suggest a new policy to protect Open Space designated lands and to require mitigation for their conversion.

Response 28-171: The authors suggest revising Policy AG-1.22, which precludes following within agricultural conservation easements, to add language that would

also discourage fallowing on viable farmland designated for future development. Staff agrees and has included the following new policy:

LU-2.6 Encourage interim agricultural production on farmland designated for future development, prior to the start of construction, to reduce the potential for pest vectors, weeds, and fire hazards.

- Response 28-172: The authors reference Policy AG-1.24, but no comments are provided.
- Response 28-173: The authors reference Policy AG-3.5 to provide incentives that encourage farm worker housing opportunities. They have concerns that the proposed Action could result in new rural housing in greenbelts and on Williamson Act land. Please see Response 28-153 for homes located within the greenbelt. With regards to the Williamson Act, Section 51240 et seq. of the California Government Code states that cities and counties may limit the use of agricultural land pursuant and subject to the provisions of the Act. Sections 8-2.402.(b), 8-2.403.(e), and 8-2.404.(h) of the County Code all provide for housing on Williamson Act land. Section 8-2.404.(k) allows for commercial horse stables.
- Response 28-174: The authors ask for clarification regarding the use of the phrase “truck farm” in Policy AG-3.10. Please see Response 22-35.
- Response 28-175: The authors reference Action AG-A13 regarding incentives for agricultural processing facilities, including on-site sales and alternative energy production. They oppose the idea of reducing permit fees for alternative energy facilities, due to the potential for off-site environmental impacts. The authors’ opposition is noted. Staff observes, however, that there is no connection between reduced permit fees and potential environmental impacts.
- Response 28-176: The authors reference Action AG-A15 to develop recommendations for farm worker housing opportunities. They have concerns that the proposed Action could result in new rural housing in greenbelts and on Williamson Act land that would then be rented out to non-farm workers. Please see Responses 28-157 and 28-173.
- Response 28-177: Staff acknowledges the authors’ opposition to Action AG-A21, which would consider the use of special districts to fund agri-business development and expansion, on the basis that the costs of such programs would be too expensive for farmers to afford.
- Response 28-178: Staff acknowledges the authors’ opposition to Action AG-A24, regarding coordination with the City of Woodland and the State to relocate the County Fairgrounds, on the basis that the existing site is centrally located

for the City of Woodland, has plenty of parking, and is not located within the 100-year floodplain.

- Response 28-179: The authors oppose Action AG-A25, to allow for the creation of Transfers of Development Rights, on the basis that it does not sound like a good policy. Their opposition is noted.
- Response 28-180: The authors cite Action AG-A28, but no comments are provided.
- Response 28-181: The authors reference Policy ED-1.1, which ensures an adequate supply of commercial and industrial land for future development. They oppose this policy in the belief that commercial and industrial development more appropriately belongs within the cities. Please see Response 28-32.
- Response 28-182: The authors reference Policy ED-1.4, which encourages the provision of high-speed telephone and Internet service throughout the County. They suggest revising the policy by indicating that new telecommunications lines should be installed underground or overhead in conjunction with existing lines. Please see Response 28-159.
- Response 28-183: Staff acknowledges the authors' opposition to Action ED-A1, which would create an economic development website, for the County, on the basis that such a website should be maintained by the Chamber of Commerce, real estate group, or non-profit organization.
- Response 28-184: Staff acknowledges the authors' opposition to Action ED-A20, which would allow limited off-site signs in rural areas, on the basis that County roads would be cluttered with advertising.
- Response 28-185: The authors reference Action ED-A27, regarding the creation of a new Agricultural Commercial zone. They indicate that it may be either a good idea or a bad idea. Staff notes the comment.
- Response 28-186: The authors oppose Action ED-A30, to create a County position that would provide direct business and permit assistance. They believe that this is a more appropriate role for the Chamber of Commerce, and suggest instead that the County building department undertake permit sensitivity training and develop a clear set of consistent standards. The authors' opposition to Action ED-A30 is noted. Staff also notes that the Development Services Division has been working for the past two years with the Environmental Health Division and the Economic Development Manager to improve customer service and the development review process.
- Response 28-187: The authors reference Policies LU-1.1, LU-2.1, and LU-2.5. No comments are provided.

- Response 28-188: The authors suggest revising Policy CC-1.1 by adding the sentence: “Protect agricultural land and habitat from off-site industrial uses by screening equipment, machinery, and vehicles.” Please see Response 28-153.
- Response 28-189: The authors suggest revising Policy CC-1.14, which establishes criteria for designating new scenic roads, by adding the phrase: “historic areas.” Please see Response 28-162.
- Response 28-190: The authors suggest that Policy CC-3.7 be revised to refer to 200-year flood protection instead of 100-year flood protection, in light of recent State legislation. Staff disagrees. The provisions of Senate Bill (SB) 5 (Machado) in the 2008 legislative session exempt non-urbanized areas of populations less than 10,000 people from complying with the new 200-year flood protection requirements. Policy CC3.7 specifically refers to the town of Knights Landing, which even a full build-out is expected to total less than 10,000 people, and would therefore be exempt from SB 5’s requirements. Table LU-11 on page LU-38 of the Draft Environmental Impact further clarifies that the intent of the Draft General Plan is to ensure 100-year flood protection within the town of Knights Landing.
- Response 28-191: The authors suggest revising Policy CC-4.11 by adding the phrase: “study and protect from off-site impacts.” Staff disagrees. Policy CC-4.11 already requires new land use applications to provide the necessary technical information and studies needed to allow for informed decision making. The term “...protect from off-site impacts,” is overly broad, as the California Environmental Quality Act (CEQA) does not require land use projects to protect properties from all potential environmental impacts. Please see Response 28-46.
- Response 28-192: The authors reference Table LU-4 in the Draft General Plan, specifically regarding the definition of the Open Space land use category. They suggest that the definition be revised to require a minimum of at least 100 acres before a care taker home would be allowed, and then only if located in close proximity to a public road. The authors also ask how habitat in open space areas will be protected from detention basins that may hold storm water contaminated by hazardous materials. They also ask how detention basins will be protected from mosquitoes. Please see Response 28-168.
- Response 28-193: The authors reference Policy CI-3.1, and ask why the segment of State Route 113 between the Sutter County line and County Road 102 has a Level of Service (LOS) F, while similar roadways have LOS D or E. For a discussion of Levels of Service, please see Response 13-6.
- Response 28-194: The authors reference Mitigation Measure CI-2 (Policy CI-3.1 in the Draft General Plan), as revised in the Draft Environmental Impact Report (EIR)

and ask why the words “planned development” have been deleted. They also ask why the segment of County Road 102 between County Road 17 and the Woodland city limits is allowed a Level of Service (LOS) E, while the segments of County Road 102 to the north and south would have LOS D.

In terms of funding specified improvements to road segments, the words “planned development” have been replaced with “all feasible sources.” The new wording recognizes that new development is not the only source of additional traffic. The build-out of existing land use designations, increased commuter traffic from cities, and regional growth also contribute to the need for road improvements. Funding may also include regional, state, and federal programs and grants. As such, all feasible sources will be considered when seeking funding for local road improvements.

For a discussion of Levels of Service, please see Response 13-6.

- Response 28-195: The authors suggest adding the words “horse and carriages” to Policy CI-3.11. Please see Response 28-23.
- Response 28-196: The authors suggest adding a new policy similar to Policy CI-5.18, to ensure that truck routes be designed to minimize impacts on adjoining agricultural lands. Staff does not see the need for a new policy as this issue is already addressed in the Draft General Plan. Staff refers the authors to Policies CI-3.1, CI-3.3, CI-4.1, CI-4.5, CI-5.17, AG-3.3, and Actions AG-14, and AG-A20
- Response 28-197: The authors suggest adding a new road standard for heavy truck traffic due to the damage that they create on County roadways used primarily for agriculture. Staff refers the authors to Section 4-2.E on page 4-3 of the Yolo County Improvement Standards for road improvements required for industrial streets.
- Response 28-198: The authors disagree with the provision to allow a care taker unit on open space lands, as allowed in the definition of the Open Space land use category on page 60 of the Draft Environmental Impact Report (EIR). They believe a care taker home would be inconsistent with the purpose of open space and mitigation requirements. The authors also suggest a policy to require mitigation for the conversion of open space to urban development. The authors appear to misunderstand that the primary purpose of the Open Space land use category, as defined in the Draft General Plan, is not to provide habitat mitigation. As indication on page LU-13 of the Draft General Plan, the Open Space land use category includes a variety of activities, including detention basins, County resource parks, pedestrian/bicycle paths, campgrounds, etc. In particular, both County campgrounds and resource parks rely on “hosts” who live on-site, assist visitors, and keep a watch over the facilities on behalf of the County.

As such, a care taker home is appropriate. For some habitat areas, a manager or care taker home is also used to maintain the site and to discourage trespassing and/or poaching. Please see Response 28-163. Concerning mitigation for the conversion of Open Space, please see Responses 22-30 and 28-27.

Response 28-199:

The authors have questions about the definition of the Industrial land use category on page 61 of the Draft Environmental Impact Report (EIR), including how an operation is defined, would multiple care taker homes be allowed in an area with more than one owner/operation, and is a care taker house different than any other residential unit. They also suggest adding a new policy, similar to Policy AG-1.3, which would discourage Industrial land from being divided into new parcels. Staff defines an operation as a distinct industrial facility. It would generally be located within its own legal parcel or lease site, operated separately from other adjoining industrial facilities. If, for instance, an Industrial designated area contains several separate legal parcels, each containing a discretely owned operation, each operation would be allowed to have its own caretaker unit. Caretaker units are currently allowed within industrial zoning, as provided for under Sections 8-2.1604.(d), 8-2.1703.(c), and 8-2.1704.(d) of the Yolo County Code. Caretaker homes would be reviewed and the building standards would be applied the same as other residential units. Regarding the division of industrial land, please see Response 28-6.

Response 28-200:

The authors state that Figures III-2 and III-2d in the Project Description of the Draft Environmental Impact Report (EIR) do not reflect the extent of the proposed Industrial designated area presented at the June 10, 2009, Planning Commission hearing. Additional changes are needed to consider the map changes recommended by the Planning Commission with regards to Spreckels, including the expanded area and any resulting new significant environmental impacts. They also suggest that the Spreckels site should be referred to as Clark-Pacific.

Regarding the Clark-Pacific proposal at the June 10, 2009 Planning Commission meeting, please see Response 22-9. The Draft General Plan update process has lasted more than six years. Clark-Pacific only bought the Spreckels site within the past two years. As the property is likely more familiar to most of the public as the Spreckels site given its decades of ownership and operation by the Spreckels Sugar Company, staff decided not to change the name in the middle of the process.

Response 28-201:

The authors indicate that page 78 of the Draft Environmental Impact Report (EIR) does not include the North Woodland area as a major area of flooding protected by levees. They suggest that the EIR be revised to include this information. Staff notes page 78 is part of the Project Description, which is intended to provide a broad overview of the Draft General Plan. It is not intended to include the specific information found

in subsequent chapters. Staff refers the authors to page 674 of the EIR, which states:

...Some levees, particularly those that protect parts of the City of Woodland and unincorporated Yolo County, the vicinity of Cache Creek and the town of Yolo, currently provide a 10-year level of flood protection rather than the 100-year federal standard or the 200-year Central Valley Flood Protection Program standard. Without work to improve these levees, additional development in Yolo County's floodplain could put more residents at risk of flooding hazards.

The authors are also referred to Figures IV.K-4 and IV.K-6 in the EIR, as well Figures HS-4 and HS-5 in the Draft General Plan, all of which show the North Woodland and Spreckels areas as being located within the floodplain. Staff believes that no change to the EIR is required.

Response 28-202:

The authors request clarification as to how the jobs number for the Spreckels site was determined on page 88 of the Draft Environmental Impact Report (EIR), especially when Clark-Pacific is currently closed. They suggest that the Spreckels site should be referred to as Clark-Pacific. They also ask where the 630 jobs in North Woodland would be located. The number of 16 jobs per acre comes from Policy CC-2.12 and is an average target yield for both commercial and industrial uses. The EIR is required under the California Environmental Quality Act (CEQA) and CEQA Guidelines to evaluate the full build-out of the Draft General Plan. As such, the EIR analysis may not reflect the existing conditions of any one property. If the entire 160 acres of Industrial land analyzed in the EIR were to be fully developed at 16 jobs per acre, it would result in 2,560 jobs.

Please see Responses 22-9 and 28-200. The new 630 jobs in the North Woodland community would primarily come from the development of existing vacant industrial and commercial land.

Response 28-203:

The authors question why the Spreckels site is referred to on page 103 of the Draft Environmental Impact Report (EIR) as such, when the property is currently owned by Clark-Pacific. They also request clarification on what defines the area referred to as North Woodland. Please see Response 28-195. The North Woodland community is generally defined as those non-Agriculture designated lands located within the unincorporated area, located north of Kentucky Avenue, between County Road 98 and State Route 113.

Response 28-204:

The authors suggest adding several new policies, similar to CC-1.8, bullet X for CC-2.16, CC-4.29, and PF-3.5, to protect existing agricultural uses from proposed Industrial designated lands.

- Response 28-205: The authors oppose the fifth bullet under Action AG-A20, which would establish higher traffic thresholds for industrial uses in agricultural areas, due to the resulting traffic congestion. Staff notes that this bullet refers to “agriculturally related events” in the Draft General Plan, and that there is no reference to “industrial related uses in agricultural production areas.” No change is required.
- Response 28-206: The authors oppose Action AG-A13, which would provide incentives (e.g., expedited permitting, reduced development requirements, etc.) for agricultural processing facilities, including sales and alternative energy production. They indicate that such facilities should still go through the public and environmental review process, to ensure the protection of neighboring areas. The authors’ opposition to incentives for alternative processing facilities is noted. All discretionary approvals for such facilities will continue to require all appropriate public and environmental review, in accordance with local, state, and federal requirements.
- Response 28-207: The authors suggest that the Spreckels site be referred to as Clark-Pacific. They also cite page 135 of the Draft Environmental Impact Report (EIR) discussing the impact on existing agricultural uses from proposed industrial development at the Spreckels and North Woodland sites. Regarding the name of the site, please see Response 28-200. The reference to information presented in the Draft EIR is noted.
- Response 28-208: The authors cite page 136 of the Draft Environmental Impact Report (EIR) regarding the Draft General Plan policies to discourage sensitive land uses near commercial/industrial facilities, truck routes, and primary transportation corridors. They suggest that the policies also be included to relocate truck routes and transportation corridors away from sensitive land uses such as agricultural users. The majority of the existing network of priority roadways and targeted trucking corridors described in Policy CI-3.10 and Table CI-1 of the Draft General Plan is located within agricultural areas. It would not be physically possible or economically feasible to relocate hundreds of miles of roadways in such a way as to avoid all agricultural users. Improvements to the existing road system are already required under several policies within the Draft General Plan to minimize potential environmental impacts. Staff refers the authors to Policies CI-3.1, CI-3.3, CI-4.1, and CI-4.5.
- Response 28-209: The authors cite page 136 of the Draft Environmental Impact Report (EIR) regarding the Draft General Plan’s requirement for buffers between agricultural industrial uses and existing residential uses. They suggest that language be added to the Draft General Plan protecting existing agricultural uses from the impacts of 24-hour a day industrial operations. Regarding buffers, please see Response 28-58. For night-time operations, please see Response 18-4.

- Response 28-210: The authors reference Policy AG-1.2 and suggest that the proposed expansion of Industrial land at the Spreckels site be denied due to the conversion of prime farm land. Please see Response 28-70.
- Response 28-211: The authors reference Policy AG-1.3 and suggest that the proposed expansion of Industrial land at the Spreckels site be denied due to the conversion of prime farm land. Please see Response 28-6.
- Response 28-212: The authors reference Policy AG-1.4 and suggest that the proposed expansion of Industrial land at the Spreckels site be denied due to the conversion of prime farm land. Policy AG-1.4 prohibits land use activities that are not compatible within agriculturally designated areas. Under the Draft General Plan, 51-acres at the Spreckels site would be re-designated from Agriculture to Industrial. Once the land use designation of this area has been changed, it will no longer be agriculturally designated and the industrial activities included within this area will be compatible with the new Industrial designation.
- Response 28-213: The authors reference Policy AG-1.5 and oppose any expansion of Industrial designated land at the Spreckels site, based on a lack of public need or benefit, the existence of feasible alternative sites in the City of Woodland, and the adverse environmental effects on nearby agricultural properties. The authors also reference Policy AG-1.6 and question how the additional Industrial land at the Spreckels site will provide agricultural mitigation. Regarding Policy AG-1.5, please see Response 28-26. Concerning Policy AG-1.6, agricultural mitigation for the 51-acres of converted farmland will be required as a part of any future discretionary approvals within the affected area. Such mitigation will be subject to the County's Agricultural Conservation Easement Program, which requires the preservation of like or better quality farmland on a 1:1 ratio, or similar policies and requirements in effect as of the time of permitting.
- Response 28-214: The authors indicate that the existing and proposed Industrial uses at the Spreckels site will have impacts to their agricultural operation and are in conflict with Policy AG-1.8. They go on to state that there are insufficient policies in the Draft General Plan to protect their property from existing and future industrial uses. In the June 10, 2009, Draft General Plan, Policy AG-1.8 has been deleted and the reader is referred to Policy LU-2.1, which addresses the issue of agricultural buffers. Please see Responses 22-23, 27-6, 28-21, and 28-31.
- Response 28-215: The authors reference Policy AG-3.8 and suggest that either the new Industrial land at the Spreckels site and/or the existing Industrial area be designated for agricultural industrial uses. Please see Response 28-30.
- Response 28-216: The authors note the conversion of 51 acres of Class I soil resulting from the proposed Industrial expansion at Spreckels, and state that the loss of

prime farm land is in conflict with the City of Woodland Plan. For the loss of farmland, please see Response 28-70. Concerning conflict with the Woodland General Plan, as indicated on page 154 of the Draft Environmental Impact Report:

Four community areas within the Woodland area are described in the Draft General Plan: Willow Oak, North Woodland, East Woodland, and Spreckels. The County's proposed land use designations for these areas are generally consistent with the Woodland General Plan land use designations for these areas, although differences between the designations would not in and of themselves be considered an impact because the County's General Plan is the governing land use document for these areas and (sic) until they are annexed into the City limits.

Staff notes the authors' opposition to designating additional Industrial land at the Spreckels site.

Response 28-217:

The authors suggest that if the owners or tenants of Industrial designated property within an agricultural area go out of business, then the Industrial designation should change to Agriculture. Staff disagrees. Policy decisions reflected in the Draft General Plan have nothing to do with who owns or operates particular properties. Accordingly, a change in the identity of the owner or operator of a particular site is not a sound basis for a change in land use designation. Land that is used for intensive activity over a long period of time would be difficult to reclaim to agricultural production. The soil will have become extremely compacted and will have lost most of its nutrients while in industrial use, which would require deep ripping and extensive application of soil amendments. In addition, buildings, foundations, roads, infrastructure and other improvements would have to be removed in order to facilitate farming. This is not to say that these actions are not achievable. However, the cost and effort involved in undertaking these reclamation activities would be prohibitive compared to the likely return of agricultural crop production. Staff believes that the greater social benefit would be to actively market vacant or underutilized industrial sites to provide employment and development for the local economy.

Submitted June 12, 2009

Dunnigan Citizens For Smart Growth
P.O.Box 148
Dunnigan, Ca. 95937
Dunnigancitizensforsmartgrowth@gmail.com

David Morrison
Assistant Director of Planning and Public Works
292 West Beamer Street
Woodland, Ca. 95695

Mr. Morrison;

I respectfully request additional time to comment on the drafted Environmental Impact Report for the proposed 2030 General plan as well as an additional Planning Commission hearing for these reasons:



29-1

1st Consideration of comments submitted by Dunnigan advisory committee. Please allow time to incorporate interest from citizens of greatly impacted Dunnigan area into General Plan.



29-2

2nd Allow viewing of all public comment prior to making planning committee recommendations to Board of Supervisors.



29-3

3rd. Insure the general plan proceed without legal ramifications from not following proper procedure for public input.



29-4

4th. Allow 45 day comment period from last revision of Draft EIR, not the initial April 2009 release date .



29-5

I have faith this road map for the urbanization of rural Yolo County can be better constructed and in a more timely manner if the Citizens interest are recognized.

Bill Weber

Chairman, Dunnigan Citizens.Advisory Committee.

Letter 29
Dunnigan Citizens for Smart Growth
Bill Weber, Chairman
June 12, 2009

- Response 29-1: Please see Master Response No. 1 regarding requests for an extension of time to comment on the Draft General Plan and/or Draft Environmental Impact Report (DEIR).
- Response 29-2: The author requests additional time on the Draft General Plan so that the comments of the Dunnigan Advisory Committee may be considered. The County values and seriously considers the comments of all its General Plan Advisory Committees, including Dunnigan. Public comments will be accepted through the close of the public hearing on November 10, 2009, when the Board of Supervisors is expected to take final action on the Draft General Plan. Staff looks forward to the committee's recommendations.
- Response 29-3: The author requests that all public comments made regarding the Draft General Plan and/or DEIR be made available for public review prior to the Planning Commission hearing to make recommendations to the Board of Supervisors. Staff agrees and has consistently provided copies of all comments to the Board of Supervisors, Planning Commissioners, and interested members of the public. Please refer to Attachment B of the June 10, 2009 Staff Report to the Planning Commission.
- Response 29-4: The author requests additional time to comment on the Draft General Plan to avoid legal ramifications for the County that may result from not following proper procedure for public input. Staff assures the author that all requirements and procedures relating to public hearing noticing, and California Environmental Quality Act (CEQA) noticing have been fully complied with. As the result of an aggressive public outreach effort over the past six years, the Draft General Plan and Draft EIR have received thousands of comments from hundreds of individuals and organizations. This includes Government Code Section 65090 et seq. and Section 15200 et seq. of the CEQA Guidelines.
- Response 29-5: The author requests additional time to comment on the Draft General Plan, based on 45-days from the last revision of the Draft EIR, rather than from the April, 2009, public release date. The author appears to have misunderstood. There has been no revision of the Draft EIR since its release in April, 2009, except for those changes made as a part of this Response to Comments document. Staff believes that the author instead intended to refer to the Revised Draft General Plan, released on June 10, 2009. It should be noted that final action of the Draft General Plan is anticipated to take place during a public hearing on November 10, 2009.

Public comments will be received and considered until the close of the public hearing. As a result, the author will have had 153 days to comment on the Draft General Plan, between June 10 and November 10, 2009.

DUNNIGAN LANDOWNER/DEVELOPER GROUP

June 12, 2009

By Email (david.morrison@yolocounty.org)

David Morrison, Assistant Director
Yolo County Public Works Department
292 West Beamer Street
Woodland, CA 95696-2598

Re: Comments on Draft EIR on the Draft General Plan

Dear Mr. Morrison:

The Dunnigan Landowner/Developer Group ("Landowner Group") thanks you for allowing us this opportunity to provide written comments on the Draft Environmental Impact Report for the Draft General Plan, dated April 24, 2009 ("Draft EIR"). Please feel free to contact me should you have any questions or seek clarifications on our comments.

30-1

Please Note: If the Draft EIR proposes changes to General Plan policies and actions, those changes have been assumed to be accepted for purposes of this mark-up. Thus, the mark-ups in this letter are our recommended changes.

1. Impact LU-4, Mitigation Measure LU-4c, Amended Policy CC-3.3:

The Landowner Group remains in support of the County's goal for an "ongoing balance between housing and jobs." The Landowner Group appreciates the forward thinking of the County, and we are committed to strive to implement this goal through build out of the Dunnigan Specific Plan.

While the goals of the jobs/housing balance are commendable, requiring that land uses be "re-balanced" and even "stayed" in the event that the specific target jobs/housing balance is not met over some period of time, this policy will unintentionally, but genuinely, constrain our ability to secure private and/or public financing. For example, our ability to obtain financing for backbone community infrastructure for the entirety of a project (all phases) will be compromised, as potential funding sources will seek assurances that the project will be able to provide a continued and uninterrupted revenue stream to pay for these improvements. In short, this requirement would encumber our ability to finance the very infrastructure these commercial job producing uses need. We respectfully recommend the revised language below:

30-2

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 ~~and/or other mechanisms to constrain housing to stay balanced~~

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June 11, 2009

~~with job creation through build-out of the area. Each phase of housing shall strive to accomplish a be required to be accompanied by balanced job-generating development to the greatest extent possible. 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 shall be "re-balanced" if necessary~~ in order to achieve a jobs/housing balance of 1.2. A jobs/housing balance monitoring program shall be established as part of each Specific Plan for its planning area. The jobs/housing balance for each specific plan area shall be monitored and efforts made to achieve a jobs/housing balance of 1.2, to the greatest extent feasible, every five years. To the greatest feasible extent, if 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.

30-2
cont.

2. **Impact CI-1, Mitigation Measure CI-1a, new Policy CI-#:**

The Landowner Group is very supportive of the "additional actions" set forth in the new Policy in the event that VMT performance exceeds the threshold in the Policy. Many of these items are already contained in our planning efforts, and we expect that appropriate credit for VMT reduction will be given for these efforts.

The County, Landowner Group, and the public are all entitled to know upfront that mitigation measures are feasible, enforceable, and certain. Mitigation Measure CI-1a does not satisfy that standard because it appears to allow the County to determine, sometime in the future, additional mitigation measures. Thus, we respectfully recommend the revised language below to eliminate this uncertainty and the unreasonable deferral of mitigation.

30-3

CI-1a: The Draft General Plan shall be amended to include the following new policy in the Circulation Element.

Policy CI-# The Dunnigan Specific Plan shall incorporate a maximum of 44 vehicle miles of travel (VMT) generated per household per weekday through implementation of all feasible actions including but not limited to specifications contained in Policies CC-3.3 through CC-3.6. As part of the specific plan implementation, the VMT performance shall be monitored at each phase. If VMT performance exceeds the threshold in this policy, then additional actions shall be implemented and may include, ~~but are not limited to,~~ the following types of actions:

3. **Impact PUB-1, Mitigation Measure PUB-1, new Policy PF-#:**

Proposed Mitigation Measure PUB-1 provides that the County shall require applicants to provide a will-serve letter from the appropriate fire district/department confirming its ability to provide fire protection services to the project "and any required terms of service." While we understand and fully support that a project must have adequate fire protection, and that a will-serve letter may be necessary to establish that fire protection, the phrase "and any required terms of service" is vague, causes uncertainty and is an unreasonable deferral of mitigation. It also gives unreasonable discretion to the fire services provider. This phrasing does not insure that the

30-4

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mitigation measures are feasible, enforceable, and certain. We strongly believe the mitigation measures revolving around the phrase "terms of service" would be better served in the project-level EIR.

We respectfully recommend the revised language below to eliminate this uncertainty that may be viewed in this open-ended phrasing and also to insure that this matter is addressed on a project-specific basis.

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

Policy PF-#: 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 and any required ~~term of service~~ mitigation measure that is identified in the project-level environmental impact report.

30-4
cont.

4. Impact UTIL-1, Mitigation Measure UTIL-1a, new Policy CC-#:

Reference in the new policy to a "specified daily maximum" is ambiguous and uncertain. It would be helpful if this clause included a reference to the Dunnigan Specific Plan consistent with the General Plan policies. We respectfully recommend the revised language below:

UTIL-1a: The Draft General Plan shall be amended to include the following new policy in the Land Use and Community Character Element.

30-5

Policy CC-#: As part of the Dunnigan Specific Plan process establish and implement construction criteria, infrastructure standards, landscaping requirements, etc. to limit water use under normal conditions to a specified daily maximum consistent with the General Plan policies for the Dunnigan Specific Plan and established through the approval of the Dunnigan Specific Plan. Use that threshold for purposes of sizing the community water system.

5. Impact BIO-1, Mitigation Measure BIO-1c, new Policy CO-#:

The proposed new policy in the DEIR provides that funding for mitigation and monitoring activities should be funded prior to implementation of habitat or species mitigation and monitoring plans.. However, the Draft General Plan document that is on the County's web site, dated June 10, 2009, states that the proposed new policy reads as follows: "Habitat preserved as a part of any mitigation requirements shall be preserved in perpetuity through deed restrictions, conservation easements, restrictions, or other method to ensure that the habitat remains protected. All habitat mitigation must have a secure, ongoing funding source for operation and maintenance. (DEIR MM BIO-1c)." We assume that this policy, and not the one in the DEIR, is the one proposed to be added to the General Plan and that a correction will be made in the Final EIR.

30-6

In any event, the policy and the implementation actions are unclear as to when the mitigation will actually take place. We, thus, recommend that an action be added to provide that mitigation will only occur immediately prior to the event triggering the mitigation. Moreover, in the event that the project is split into several phases, any required funding for mitigation and monitoring would be linked to the particular phase of development, rather than to other phases that may not trigger any mitigation until development takes place. We respectfully recommend the language below:

30-7

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Action CO-: Any measures necessary to mitigate a biological impact, and any funding required for such mitigation, shall be required at the event triggering the need for mitigation.

30-7
cont.

6. Impact BIO-4, Mitigation Measure BIO-4c, new Action CO-#:

It is requested that the Draft EIR make certain requirements for the protection of the California tiger salamander based on available data and to provide flexibility for mitigation over time through consultation with the appropriate regulatory agencies. We respectfully recommend the revised language below:

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

30-8

Action CO-#: Preserve grassland habitat within 2,100 feet of documented California tiger salamander breeding ponds, unless, following consultation with the U.S. Fish and Wildlife Service and any applicable local and state agencies, it is determined that landscape specific conditions (e.g. presence of movement barriers, etc.) make such mitigation infeasible or unnecessary, in which case less grassland habitat will be required to be preserved and require that ~~unavoidable impacts be fully mitigated~~ consistent with local, State, and Federal requirements.

7. Impact BIO-5, Mitigation Measure BIO-5c, new Action CO-#:

Similar to Mitigation Measure BIO-4c, it is requested that the Draft EIR make certain requirements for the protection of the California tiger salamander based on available data and to provide flexibility for mitigation over time through consultation with the appropriate regulatory agencies. We respectfully recommend the revised language below:

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

Action CO-#: For all projects that would impact potential California tiger salamander breeding or terrestrial habitat in the Dunnigan Hills area, require an assessment be conducted 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. ~~CTS upland habitat will be mitigated~~ Project specific mitigation measures (including ratios) will be determined through consultation with the U.S. Fish and Wildlife Service, and local and state agencies as required at a ratio of 3:1 (preserved:impacted). Preserved upland habitat must be located within 2,100 feet of documented California tiger salamander breeding ponds, unless, following consultation with the U.S. Fish and Wildlife Service and any applicable local and state agencies, it is determined that landscape specific conditions (e.g. presence of movement barriers, etc.) render such mitigation

30-9

David Morrison, Yolo County
June 11, 2009

infeasible or unnecessary, in which case less grassland habitat will be required to be preserved, feet of an occupied habitat and must have at least one suitable breeding pond.

30-9

8. General Comment applicable to all Mitigation Measures that include Impact Fees:

Mitigation measures are required to be consistent with all applicable constitutional requirements, including the requirement that there be a nexus or connection between the impact and the mitigation measure. Prior to imposing any new fee on a project, a nexus study should be conducted that establishes a reasonable relationship between the proposed mitigation measure and the impact that a proposed project would have. For example, and these are just some examples, Policies CI-3.1, Policy CI-A3, and Action CI-A# implementing Policy CI-3b should all include language requiring compliance with fee nexus requirements, as follows:

Policy CI-3.1: ...

County Road 6 (County Road 99W to the Tehama Colusa Canal) — LOS D is acceptable, assuming this segment is widened to four lanes. Based on an approved nexus study, The County will secure fair share towards these improvements from planned development.

30-10

Policy CI-A#: Establish a regional funding mechanism to fund the planned roadway capacity expansion projects identified in the Circulation Element, following the approval of a nexus study.

Policy CI-3b: The Draft General Plan shall be amended to include the following new action in the Circulation Element.

Action CI-A#: Following the approval of a nexus study, Amend the existing County Facilities Services Assessment (FSA) Fee to include planned roadway projects identified in the Circulation Element.

Again, thank you for the opportunity to present our comments, and we look forward to working with you.

Sincerely,

Keith Fichtner
Project Manager

- cc: Heidi Tschudin, General Plan Project Manager (via e-mail)
- Members of the Yolo County Board of Supervisors (via e-mail)
- Members of the Dunnigan Landowner/Development Group (via e-mail)
- Seth Merewitz, McDonough Holland & Allen PC (via e-mail)
- Andrea Mayer, GC Wallace (via e-mail)

Letter 30
Dunnigan Landowner/Developer Group
Keith Fichtner, Project Manager
June 12, 2009

Response 30-1: The author thanks the County for the opportunity to comment on the Draft General Plan. The comment is appreciated.

Response 30-2: The author suggests changes to Mitigation Measure LU-4c, found on page 149 of the Draft EIR, to provide flexibility towards achieving a jobs/housing balance within a long-term, phased project. In particular, the proposed language to halt further phases of a project until the jobs/housing balance is met will make obtaining financing infrastructure difficult to obtain. Staff agrees that additional flexibility regarding this policy is appropriate and has made the following revisions to Policy CC-3.3:

Ensure that jobs are created concurrent with housing to the greatest feasible extent. Include requirements to ensure a reasonable ongoing balance between housing and jobs by phase. Strive to match overall wages to home prices.

For areas within Specific Plans, the amount of land designated for residential and job generating uses shall be evaluated during the Specific Plan process, and land uses ~~may~~ must be “re-balanced” within each phase, by phase if necessary in order to achieve a jobs/housing community-wide balance of 1.2 jobs per household. A jobs/housing 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 ~~s~~Specific ~~p~~Plan area shall be monitored by phase. If, at the end of any phase, the required jobs/housing relationships are not achieved, one land use sector is out of balance with another, the County shall ~~take~~ require immediate and effective actions to be taken by the Developer to ensure that ~~balance~~ the jobs/housing relationship is ~~achieved~~ 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.

Response 30-3: The author suggests changes to Mitigation Measure CI-1a, found on page 249-250 of the Draft EIR, to specify the types of actions that may be taken by the County to enforce the Vehicle Miles Traveled (VMT) threshold of 44 miles per household per day. Staff disagrees with the proposed change. By defining the exclusive list of available actions into place, without any

opportunity for change except through a General Plan Amendment, the revisions suggested by the author would significantly discourage innovative, cost-effective, and/or desirable options from being implemented in the future to reduce VMT.

Response 30-4:

The author indicates that Mitigation Measure PUB-1, found on page 393 of the Draft EIR should be revised to specify the types of actions that may be taken by the County to enforce fire district requirements of individual development projects. Staff disagrees with the language proposed by the author, as it would limit future fire district review of discretionary projects to only those mitigation measures described in the Final EIR for the Dunnigan Specific Plan. Staff believes that this would be a serious weakening of the ability of local fire districts to take new information, circumstances, and regulations into account when reviewing a project. However, staff also agrees that the language in the proposed mitigation measure could be clarified to indicate the specific scope and timing of required fire district approvals and recommendations. As a result, staff has made the following change, as described in Attachment F of the June 10, 2009, staff report to the Planning Commission:

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.~~

Response 30-5:

The author indicates that Mitigation Measure PUB-1, found on page 393 of the Draft EIR should be revised to specify the types of actions that may be taken by the County to enforce fire district and related Fire Code requirements of individual development projects. Staff disagrees with the language proposed by the author, as it would limit future fire district review of discretionary projects to only those mitigation measures described in the Final EIR for the Dunnigan Specific Plan. Staff believes that this would be a serious weakening of the ability of local fire districts to take new information, circumstances, and regulations into account when reviewing a project. However, staff also agrees that the language in the proposed mitigation measure could be clarified to indicate the specific scope and timing of required fire district approvals and recommendations. As a result, staff has made the following change, as described in Attachment F of the June 10, 2009, staff report to the Planning Commission:

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. (DEIR MM PUB-1).

Response 30-6:

The author identifies a correction to the wording of Mitigation Measure BIO-1c on page 617 of the Draft EIR. The following change is made to Mitigation Measure BIO-1c on page 617 of the Draft EIR, to conform with the language included in the June 10, 2009 version of the Draft General Plan:

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 part of any mitigation and monitoring plan should be preserved in perpetuity through a conservation easement, deed restriction, or other method to ensure that the habitat remains protected. Habitat preserved as a part of any mitigation requirement shall be preserved in perpetuity through deed restrictions, conservation easement restrictions, 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.~~

Response 30-7:

The EIR authors agree with the author that mitigation for phased projects may also be phased. Mitigation measures and the funding of measures for any phase of a project that either directly or indirectly impacts California tiger salamanders or their habitat should be completed before ground disturbing activities are initiated in order to ensure that mitigation is in place prior to the destruction of the habitat or “take” of the individuals. In response to this comment, the following language is added to Mitigation Measure BIO-5a on pages 630 to 631 of the Draft EIR.

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.

Response 30-8:

The author notes the need for flexibility in implementing the requirements for the protection of California tiger salamanders. The County accepts that flexibility is appropriate and the consultation with the resource agencies over the specific requirements for protection of the California tiger salamander are important in order to allow for a comprehensive conservation and recovery for the species. In response to this comment, the following language of Mitigation Measure BIO-4c on 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 mitigated 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.

Response 30-9:

The language suggested by the author defers the mitigation to another agency and fails to set a minimum standard for mitigation for impacts to

California tiger salamander upland habitat. In the professional experience of LSA biologists, the 3:1 ratio is typically the minimum ratio accepted by the resource agencies for stand-alone projects, but the ratios may vary depending on the location of the project and whether a comprehensive conservation strategy had been prepared previously for that particular location. For example: The East Contra Costa County Habitat Conservation Plan (ECCCHCP) does not set a ratio for impacts to upland habitat for California tiger salamander as mitigation is based on payment of fees rather than purchasing credits.¹ However, a mitigation ratio for impacts to grassland habitats that support California tiger salamander and other listed grassland species can be derived from the ECCCHCP, by evaluating the amount of lands proposed to be preserved compared to the amount of lands proposed to be developed. The resulting ratio ranges from 2.5 to 3.5:1. On the Santa Rosa Plain, the Programmatic Biological Opinion allows for different mitigation ratios based on distance from a breeding pond.² Within 500 feet of the pond, mitigation is 3:1, between 500 and 2,200 feet it is 2:1, and between 2,200 feet and 1.3 miles it is 1:1. These ratios were developed between the jurisdictions and the resource agencies as part of a comprehensive conservation strategy that was developed for the region. Work done by Trenham and Shaffer showed that about 95 percent of the adults and sub-adult California tiger salamander around a breeding pond occur within about 2,100 feet of the pond, therefore this area is the most critical to preserve, and is the area in which impacts cause the greatest harm to the California tiger salamander population at the pond.³

Although a 3:1 ratio is typically the starting point for mitigation,⁴ some projects may have even higher requirements. LSA is currently working on a project in Solano County in which the mitigation is about 4.8:1. In this case the additional mitigation land is required to mitigate impacts to occupied upland habitat and breeding ponds and to provide a preserved connection between large mitigation parcels.

In response to this comment, Mitigation Measure BIO-5c on page 631 of the Draft EIR is revised as follows:

¹ Jones & Stokes. 2006. Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan. October (J&S 01478.01). Prepared for East Contra Costa County Habitat Conservation Plan Association. Prepared by Jones & Stokes, San Jose, CA,

² U.S. Fish and Wildlife Service. 2007. Programmatic Biological Opinion (Programmatic) for U.S. Army Corps of Engineers (Corps) Permitted Projects that May Affect California Tiger Salamander and Three Endangered Plant Species on the Santa Rosa Plain, California (Corps File Number 223420N). Report No.: 81420-2008-0261. Prepared by U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office, Sacramento, CA. 42 pp. + enclosures.

³ Trenham, P. C. and H. B. Shaffer. 2005. Amphibian Upland Habitat Use and its Consequences for Population Viability. *Ecological Applications*. 15 (4): 1158-1168.

⁴ USFWS and CDFG. 2007. Personal communication with S. Larsen and L. Triffleman (USFWS) and J Gan (CDFG), Dec 2007. Personal communication with M. Tovar and A. Raabe (USFWS) and A. Holmes (CDFG), Nov. 2007.

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

Action CO-2.44: Projects that have the potential to impact California tiger salamander (CTS) breeding or terrestrial habitat in the Dunnigan Hills area, shall ~~conduct~~ require that a project-level biological assessment ~~be conducted~~ to determine the potential 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.~~

Response 30-10:

The author suggests that a nexus study be conducted for all new fees on development projects, to establish the reasonable relationship between the mitigation measure and the impact of the project. Examples include, but are not limited to: Policy CI-3.1, Action CI-A3, and Action CI-A30. Staff strongly disagrees with the proposed revision. There are a wide range of fees that are charged to development projects. Some of these, as the author identifies, are subject to Section 66000 et seq. of the California Government Code. Others are specifically exempted under this section, including fees for sewer and water connection and operation fees, fees for processing applications, fees collected under Development Agreements, etc. It would be premature in some cases and redundant to insert the requested language in every case where a fee on development is mentioned in the Draft General Plan, just as it would be to mention the California Environmental Quality Act (CEQA), State Planning and Zoning Law, the Subdivision Map Act, or a host of other legal requirements that the County is required to adhere to in the implementation of this Draft General Plan. The County will carry out its responsibilities consistent with all local, State, and Federal requirements.

David Morrison

From: Jim Leonard [jimleona@gmail.com]
Sent: Friday, June 12, 2009 1:06 PM
To: David Morrison
Subject: Please extend public comment period

Jim Leonard
1408 Claremont Drive
Davis, CA 95616

Dear David,

Please extend the deadline for public comments for the EIR for the County General Plan and Draft E.I.R. You should extend the comment period for the following reasons: Citizens were not given the right information to make comments on the General Plan, they were also not allowed to comment at the B.O.S. meeting, the commissioners didn't have the ability to receive information from the public because the public was misinformed, and when the Planning Commission voted on June 10th the public comment period, which ended June 12th, had not closed yet.

31-1

Sincerely,
Jim Leonard

Letter 31
Jim Leonard
June 12, 2009

Response 31-1: Please see Master Response No. 1 regarding requests for an extension of time to comment on the Draft General Plan and/or Draft Environmental Impact Report.

page 1

Dunnigan, CA
12 June 2009

Subject: Comments on The Yolo County General Plan EIR

To: David Morrison Assistant Director
David, Yolo County Planning + Public Works Department
292 West Beavers St
Woodland, CA 95696

RECEIVED
Yolo County

JUN 12 2009

Planning and
Public Works

Yolo County Planning Commission

Yolo County Board of Supervisors

Heidi Tschudin General Plan Project Manager

Dunnigan Community Advisory Committee

Dear Friends and Neighbors,

First, a brief retrospective. I looked through old letters and plans covering more than 17 years of proposals for Dunnigan development. Plan Area Boundary maps go back to 1992 (Crawford Multari and Starr). A Planning Commission Draft from September 11, 1996 with strike outs and updates to August 31, 1998 was found, also a Town of Dunnigan General Plan from February 2001. The look back included letters to the Board of Supervisors. A few years ago I wrote "I think our challenge is two-fold. Do no harm and provide structure and services to provide an interesting, pleasant, prosperous and safe community." That goal is still good.

* I'm looking back because some profound changes of the last few years suggest the Dunnigan part

page 2

of the ~~Dunsmuir~~ ^{County General} plan is seriously at risk.

32-1
cont.

* 1.a. Canal water for municipal and industrial use is no longer a reliable option. Early this year the allocation from the Dunsmuir Water District was a 5% allocation! A rainy spring and snow in the high country lifted that recently to 40%.

32-2

b. Legal decisions to protect fish and other threatened creatures recently suggest billions of dollars are needed for fish ladders, etc. This was about 10 days ago and the responsible judge expressed a priority on future surface waters of the state to preserve these creatures in extreme.

32-3

* c. Ground water is not adequate here to provide for a large community. During a drought in the 1970s ground water tables were driven down. They recovered in about five years because the Tehama Colusa Canal opened a large new source for farmers here. As noted in a + b above, that is no longer reliable.

32-4

d. Estimates of Climate Change and Climate Variability tell us to expect more droughts and less snow melt - more rain (as noted in The Amoral Plan and EIR).

32-5

* 2. To avoid producing large quantities of CO₂ and other green house gases we must conserve energy. The concept of limiting VMT (vehicle miles traveled) deals with this issue. The flaw in the EIR is expecting Dunsmuir to become as self sufficient

32-6

page 3

and centripetal as Davis and Woodland in twenty years. Yes it would be exciting to see if we could attain the 44 mil per household per day VMT through the best that urban planning can do, but on reflection that is not likely. Davis has an internal dynamo, the University of California that makes it a major player in the world's largest biotech center (San Francisco Bay area with Silicon Valley, Stanford, Berkeley, UCSF + UCD). Woodland is an old county seat with close proximity to Davis + Sacramento.

32-6
cont.

To my mind the do no harm element comes into play here. We are not likely to need 5 or 7,000 new houses. I had set aside the SACRAMENTO BEE Business Section from Sunday, June 1, 2008. Headline: "Yuba homebuyers drive into trouble." (Gas over \$4/gallon - No ^{Home} Buyers)

The housing bubble is, of course, over. The credit bubble is over. Cheap gasoline done. (I remember in 1995 recommending The Long Emergency to The Board of Supervisors.) The author, James Howard Kunstler writes about the end of cheap fossil fuels. Not only is he convinced that suburbia - "will become untenable" but he says "we may exhaust and bankrupt ourselves in the effort to prop up the unsustainable." I agree with him and expect the dollar to be worth about 10¢ in twenty years. This is no time to be building a new city.

32-7

* Some of this should be expressed in the EIR.

32-8

* Conditions are enormously different than five or six years ago. The General Plan has been an extraordinary effort - in general it may be of great use. For Dunnigan, too much has changed. We don't have secure water. We don't have

32-9

page 4

the right to pollute. Unless we get a giant University or some corporate entity that wants a unique town we need to drop back to earlier plans representing I-5 Highway Services to Travelers and possibly a transport/warehouse hub.

I still think an artisan village could cater to travelers. Also a denser ^{old} European style farmers village with small orchards, vineyards gardens and animal grounds available for lease could be unique and provide impetus to the local foods movement that is and will continue to increase.

32-9
cont.

My apologies to everyone for all of their hard work but we are experiencing a life altering economic earth quake that is not over. Five thousand to seven thousand houses is just not right for this location under these conditions.

32-10

My suggestion to The Planning Commission about a month ago and the recommendation from The Dunnington Advisory Committee from June 9, 2009 asking for a jobs/housing balance in two years and only seven thousand houses still seems a good idea. We can see if a developer wants to do a slower more cautious and very likely a much smaller project.

32-11

Respectfully,
Erick Lunsig

Letter 32
Erich Linse
June 12, 2009

Response 32-1: The author provides a description of past planning efforts regarding the town of Dunnigan and suggests that the Dunnigan Community Plan is seriously at risk. Staff appreciates the history offered by the author, but strongly disagrees that the Dunnigan Specific Plan is at risk. The policies establishing the vision and elements of growth in Dunnigan have been noted by several agencies, including the California Attorney General, SACOG, and CalTrans as being innovative and setting a model for other communities to consider.

Response 32-2: The author suggests that a municipal water source provided by the Tehama-Colusa Canal is no longer a reliable option. He notes that due to the current drought, canal allocations have been reduced to between five and forty percent of normal this year. Staff disagrees that surface water has no role as a potential water source for the Dunnigan community. As indicated on page 437 of the Draft EIR:

...Studies performed by the Dunnigan Water District have shown that groundwater overdraft may occur if water management strategies are not put in place to mitigate the impacts of growth. If the town continues to rely solely on groundwater supplies, new and deeper wells would be needed due to nitrate contamination problems. The town could also potentially obtain surface water supplies from the Tehama-Colusa Canal through the Dunnigan Water District, which currently only supplies agricultural water. In order to obtain additional surface water supplies, water supply authorizations would need to be secured and a treatment, conveyance, storage, and distribution system would need to be developed.

Staff agrees that the reliability of surface water depends on annual climactic conditions, as does the condition of any water supply that relies on either surface water or ground water. The cost, frequency, and amount of availability of surface water from the Tehama-Colusa Canal have yet to be determined. These factors will be determined through the Specific Plan process. Please see Response 13-9.

In addition, the Draft General Plan contains extensive policies intended to significantly reduce the amount of water required for development, to decrease the overall water demand for the Dunnigan Specific Plan, as provided on page 459 of the Draft EIR:

Throughout the County, but especially in Dunnigan where most growth would occur, the County has incorporated a framework of policies that require smart growth (per Policy CC-2.16) and “green” design, construction and operation and as appropriate for projects located within the growth boundaries (per Policy CC-4.12)... Implementation of these policies will be a key component in achieving a reduction in water use as, Policy CC-2.16 requires low water use appliances; drought tolerant landscaping and other water efficient features; limits the maximum amount of turf to 25 percent of the yard area; requires the installation of low output sprinklers, and the use of water recycling systems for chillers and cooling towers. For new development, Policy CC-4.12 requires efficiency in water use, reduction in water use for buildings and landscaping, and water reuse systems. Incorporation of these smart growth practices has been shown to lower water use.

Other policies in the Draft General Plan would reduce impacts associated with increased water demand by requiring new development to demonstrate adequate long-term water supplies (Policy CO-5.16), to use higher water efficiency (Policy CO-5.18), to use reclaimed wastewater, where feasible, to augment water supplies and to conserve potable water for domestic purposes (Policy CO-5.15), and to strive for water-neutral development (Policy CO-5.19). In addition, implementation of the Draft General Plan policies listed above would reduce impacts associated with the increased demand for water by encouraging a reduction of water use through water conservation techniques, educational programs, and conservation pricing strategies (Policies CO-5.5, CO-5.4, and CO-5.20), developing new reliable future sources of supply (Policies CO-5.2 and CO-5.11), using reclaimed wastewater to augment water supplies (Policy CO-5.15), striving to maintain the County’s groundwater resources on a sustainable yield basis (Policy CO-5.3), and by developing plans for responding to droughts (Policy CO-5.10).

Response 32-3: The author indicates that recent court decisions to allocate more surface water for the Delta smelt and other threatened fish species, and requirements for fish ladders, will require billions of dollars. The cost and lack of availability of surface water do not support the proposed amount of growth in the Dunnigan Specific Plan. Please see Response 32-2.

Response 32-4: The author suggests that groundwater will not be adequate to provide municipal water for future Dunnigan growth. He recounts that groundwater tables dropped significantly during the drought of the 1970s and indicates that they only rose in recent years as farmers moved to the use of surface water from the Tehama-Colusa Canal. The Draft EIR agrees that the groundwater supply is not a reliable sole source to provide municipal water for future growth in the community of Dunnigan, as indicated on page 459 of the Draft EIR:

Although implementation of the policies described above may reduce some of the adverse environmental impacts associated with the increased demand for water in the County, there is uncertainty about the capacity of the groundwater water supply. Recent depletion and/or contamination of groundwater supplies in certain areas such as Dunnigan suggest that groundwater availability may be compromised in the future. In addition, the lack of direct County jurisdiction over public water supplies in the region results in a level of uncertainty about the adequacy of future supplies in unincorporated areas.

Also, the author is referred to page 464 of the Draft EIR, as follows:

While implementation of these Draft General Plan policies would reduce some impacts of build-out of the Draft General Plan on water supplies, there is still uncertainty regarding whether current groundwater supplies in the County are available to meet future demand. Subsidence issues throughout the County, and particularly in the Dunnigan Hills, indicate that groundwater supplies may not be adequate to serve demand. In addition, the lack of direct County jurisdiction over public water supplies and private wells in the region results in a level of uncertainty about the adequacy of future groundwater supplies in the unincorporated areas of the County.

In response to this potential impact, the Draft EIR recommends the adoption of two mitigation measures: UTIL-1a and UTIL-1b. Even with these measures, however, the impact was concluded to be significant and unavoidable.

Response 32-5:

The author indicates that climate change forecasts will result in more droughts and less snow melt, which will further limit the future availability of water for growth in Dunnigan. Future conditions under a climate change scenario do not offer hard and fast answers with regards to water availability. In February, 2006 a study was released by the Climate Change Center titled: "Predictions of Climate Change Impact on California Water Resources Using CALSIM II: A Technical Note." It estimates that depending on the rates of precipitation and level of green house gas emissions, the rate of critically dry years could increase anywhere from its historical average of 18 percent within a given period, to as high as 50 percent. As groundwater pumping increases in response to the reduce surface water supply, small changes in groundwater levels for the Sacramento Valley are forecast. This study isn't offered as a definitive estimate, but to illustrate the variability involved in climate change forecasting.

The Draft General Plan considers the conservation of water resource as one of its core principles (see page VI-8). The Plan contains 33 policies and 34

actions designed to enhance sustainable water supplies through conservation and management, with an emphasis on “water-neutral” development as part of its strategy to address the challenges of climate change.

Response 32-6: The author supports the idea of limiting Vehicle Miles Travelled (VMT), as is proposed in the Draft General Plan. However, he does not believe that Dunnigan will be economically self-sufficient. Therefore the VMT requirement proposed in the Draft General Plan is not realistic. Staff strongly disagrees. Please see Response 13-5.

Response 32-7: The author suggests that proposals for growth in Dunnigan will likely result in suburban development, where residents commute to nearby urban centers for work and shopping. He asserts that due to expensive gasoline, limited credit, falling home prices, and a weak dollar, suburban development dependent on commuting will no longer be sustainable in the future. Please see Response 32-6.

Response 32-8: The author believes that the above information (please see Responses 32-6 and 32-7) should be reflected in the Draft EIR. Staff agrees and refers the author to page 251 of the Draft EIR, as follows:

While implementation of the policies and actions included in the Draft General Plan and the identified mitigation measures above would reduce VMT generated by new development, the Draft General Plan would still result in an increase in VMT. This impact would remain significant and unavoidable. (SU).

Response 32-9: The author suggests that growth for Dunnigan should be significantly reduced, and that future development should instead be focused on highway commercial uses, warehouse/distribution facilities, and small artisan and/or farmers villages based on European models. The author’s preference for a lower amount of growth than that proposed in the Draft EIR is noted.

Response 32-10: The author reiterates that due to the current economic situation, it is not feasible to build 5,000 to 7,000 new homes in Dunnigan. The Draft General Plan has a 20-year horizon. It is not reasonable to assume that the current economic situation will continue for the next two decades. At such time as the market can support the development of significant new homes, balanced with equal job growth and economic development in the Dunnigan community, the Draft General Plan will provide the necessary policy guidance to ensure that the resulting growth will be consistent with the goals of the County.

Response 32-11: The author suggests that as an alternative, growth in Dunnigan be limited to several thousand homes, along with a requirement to meet a

jobs/housing balance within two years. The author is referred to Chapter 5 of the Draft EIR, regarding Alternatives to the Draft General Plan. In particular, the Rural Sustainability Alternative is similar to the scenario described by the author above. It would allow for 2,500 homes in the Dunnigan community, and would include the smart growth policy framework (including jobs/housing balance) incorporated into the Draft General Plan. As noted on page 793 of the Draft General Plan, the Rural Sustainability alternative is determined to be the environmentally superior alternative because it would reduce impacts in the greatest number of topic areas compared to the Draft General Plan. However, the overall level of remaining significant and unavoidable impacts is similar between the Rural Sustainability alternative and the Draft General Plan. More importantly, none of the analyzed alternatives would achieve the entire list of general plan objectives, nor achieve them as well as the Draft General Plan. Consequently, the Draft EIR concludes that adoption of the Draft General Plan would be the superior choice when comparing and balancing land use, policy, economic viability, environmental impact, and community value.

David Morrison

From: Stephanie Berg
Sent: Monday, June 15, 2009 8:46 AM
To: David Morrison
Subject: FW: Yolo County General Plan Part I (of III)

From: Vicki Murphy [mailto:murphyranch@gvni.com]
Sent: Friday, June 12, 2009 4:31 PM
To: Stephanie Berg
Subject: FW: Yolo County General Plan Part I (of III)

Dear David Morrison:

We consider the Yolo County General Plan 2009, as proposed, violates our right to private property and is unconstitutional. It is like city folks sat around and made up rules so that landowners can no longer have control over their own property.

33-1

Capay Valley residents are overwhelmed with impacts from many different directions. First of all, CalTrans is adamant about moving forward with Highway 16 improvements even though they understand that their project is obsolete before it even begins. Why? Because at the same time that the Highway 16 improvements will be happening, the Casino will be in the process of tripling (3X) the square footage of their present Casino complex. But, CalTrans has that 'shovel ready' money and they're gonna spend it.

33-2

The TANC high power lines are coming right down the west side of the valley. If you are interested, check out where that line option might impact your property by going to <http://www.aspengooglemaps.com/TTP/Final/ttpadd1.php> and type in your own address. Capay Valley is in competition with two other TANC routes...one that goes by Davis' El Macero, the othe through the Bird Sanctuary. With our history of worst case scenarios, we are not hopeful.

33-3

The Yolo County General Plan is about to be implemented, and what an implementation it will be, indeed. This document strips away rural private property rights, and makes agricultural lands and open space to be interchangeable and layered. The local, state or federal governments will be the controlling, uninvited partners in our farming operations, sooner than later.

33-4

Here are some of the General Plan highlights:
(Action CC-A30) Amend the County Code to remove the Williamson Act as a basis for the Agricultural Preserve Zone.

The **voluntary** Williamson Act lands will automatically become part of Yolo County's **mandatory** Agricultural Preserve Zone...with no compensation to the landowner.

33-5

So, this document has turned our farms and ranches have now become the county's affordable housing sites!!! Capay Valley has both the organic growers' workers and the Casino employees to provide housing for. All 'open space' land like ours, is in a lockdown....Davis must be thrilled with this document because they won't ever have to worry about having to provide affordable housing anymore and they can stay 'upscale' while Capay Valley has been 'general planned' to live in what they must consider squalor, or at least, waaaay below what Davis has

considered their fine sensibilities to require. Therefore, my family will be required to build a house that will be officially compared and required to mirror the neighbor's house wherein chickens have free range? (See

(LU-7.5 revised) Support efforts to adopt a regional tax measure that would fund agricultural and open space acquisition, protection and maintenance. And if that's not enough, (Action CC-A12) Seek voter approval of an intra-county and/or regional fee or tax for the preservation of agricultural, habitat, or open space land in Yolo County Cha-CHING!! Landowners will not only be taxed but those tax monies will go toward restricting private land use even more.

And the most intrusive of all is *(Action AG-A6) that tells us that the county will: Work with agricultural interest to develop farm dwelling site criteria. Proposed homes that comply with the criteria would be issued building permits, while those that are not consistent with the criteria would require prior approval of a use permit. Criteria would apply to both the primary and the ancillary home and may include the following:*

- 1.) *Size and mass of the home(s);*
- 2.) *Location of the home(s) within the property to avoid restricting the extent of pesticide/herbicide spray on adjoining farm operations.*
- 3.) *Approval of a stewardship plan demonstrating how the property would be formed;*
- 4.) *New farm dwellings may be clustered in proximity to existing homes on adjoining properties;*
- 5.) *Consideration of an agricultural conservation easement deed restriction or similar instrument on all or a portion of the remainder of the property, outside of any home site(s).*

There are a couple of acceptable stipulations in this segment, whereby requiring buyers to adhere to a "rural oath"; and a Deed notice of the right to farm ordinance.

(Action AG A21) Examine the possibility of creating agricultural programs (similar to business improvement districts) with the ability to generate tax revenue, to fund agricultural business development and expansion. Also consider the use of special service districts (undefined, but referred to be similar to fire districts. Creates a mandatory government partnership in private agricultural enterprises?

For the record, agricultural land must not be considered NOT open space. It is a place of business, where real people live and/or work. Unlike some folks have a place 'at the lake', farm property is our children's heritage, and, to the dismay of many urban dwellers, all the things we provide to the marketplace requires us to own a lot of land, and many folks think that open lands should be available to everyone..

However, it should be considered in these days of living "green"... Oak woodlands, orchards, row crops and alfalfa provide carbon sequestering that exchanges carbone dioxide into oxygen so that Al Gore or some other shyster gets paid for the cap and trade that our farms are doing for FREE! Every landowner around here provides carbon and oxygen exchanges for absolutely everybody else that doesn't own any land! But we're not recognized for providing it....our tractors and pumps are going to be specifically targeted for fees, fines and mandates, instead!

This is really not America anymore. We are currently watching socialism consume our financial institutions and our private industries. The Yolo County General Plan is well on the way to making us serfs, at the same time that it creates pure hell for anybody who tries to do, or stay in business here. Yolo County's golden goose is on life support, and Tuleyome only cares about trails on the Blue Ridge and if there are bike lanes and a pristine view from the Blue Ridge. They forget that our productivity gave them the vision for what they cannot support on their own.

Hey, how about all geared bikes having to pay a licensing fee to fund their extensive bike trails throughout the county? Why should they get a "free ride"? Their panting while they pump is contributing to the green house gas emissions almost as fast as agricultural properties clean it up.

Oh, and AG-A19 creates an 'agricultural permit coordinator" position because all of the rules are a mess to comply with...Throw this element out and let the people of this county get to work to bring this economy back... instead of removing land use options to such a severe extent.

Vicki and Bob Murphy

33-5
cont.

33-6

33-7

Letter 33
Vicki and Bob Murphy
June 12, 2009

- Response 33-1: The authors indicate their belief that the Draft General Plan violates private property rights and is unconstitutional. Staff strongly disagrees with the authors' statements. The Draft General Plan has been the result of more than six years of public review and input, from a broad cross-section of residents throughout the county. It is a clear, well-defined vision, based on the consensus of hundreds of participants and thousands of comments. The Draft General Plan appropriately balances the benefits of private property rights with social responsibilities to create an inclusive and expansive policy framework for the future. Many of the policies and actions in the Draft General Plan are included to implement specific mandates of the County, as required by state and federal law. It has been prepared in accordance with all State General Plan law (including but not limited to Government Code Section 65300 et seq.) and California Environmental Quality Act (CEQA) requirements, and has been extensively reviewed to ensure its constitutionality.
- Response 33-2: The authors state that the Capay Valley is subject to potential impacts associated with the expansion of the Cache Creek Casino Resort and the construction of safety improvements to State Route 16. The Casino Resort is on land held in Trust by the U.S. Department of the Interior, for the benefit of the Rumsey Band of Wintun Indians, while safety improvements for State Route 16 are being carried out by the California Department of Transportation (CalTrans), neither of which are subject to the jurisdiction of this Draft General Plan. The comment is noted.
- Response 33-3: The authors reference the proposal by the Transmission Agency of Northern California (TANC) to develop high voltage electrical transmission lines along a possible alignment that borders the western side of the Capay Valley. It should be noted that the project has since been withdrawn by TANC, due to various considerations including excessive opposition in communities all along the proposed alternative transmission routes, including the Yolo County Board of Supervisors.
- Response 33-4: The authors suggest that the Draft General Plan will remove rural private property rights, will make agricultural land and open space interchangeable, and will result in the government becoming a partner in private farming operations. Staff strongly disagrees with the authors' conclusions. The Draft General Plan will not remove rural private property rights. Land owners will continue to be able to farm, generate income, run businesses, build residences, limit access, and enjoy the benefits of private

ownership. It should be noted that impacts to property rights is not a required area of evaluation under the California Environmental Quality Act (CEQA). With regards to property rights, it should also be noted that the 1983 General Plan does not contain any reference to property rights. However, the Draft General Plan does express support for property rights (please see Response 8-5), as well as willing sellers (please see Response 39-2). Consequently, staff believes the Draft General Plan to be an improvement regarding this issue.

The Draft General Plan does not treat agriculture and open space as the same use. In fact, the two are defined as separate and distinct land uses. Please refer to page LU-13 of the Draft General Plan.

Staff notes that the Draft General Plan contains dozens of policies that support the establishment and expansion of private business, including an entire chapter devoted to agriculture and economic development.

Response 33-5:

The authors refer to several General Plan policies and actions, including the following

- Action CC-A30 that revises the County Zoning Code to remove Williamson Act contracts as the basis for the A-P (Agricultural Preserve) Zone. The authors believe that the A-P Zone will be replaced with a mandatory agricultural preserve zone.
- The authors suggest that farms and ranches will be used to provide both the County's and the City of Davis' share of affordable housing, through the policies of the Draft General Plan that designate the Capay Valley as Open Space.
- Policy LU-7.5 and Action CC-A12 which would support a regional tax measure to fund agricultural and open space protection. The authors oppose these measures, as landowners would be taxed in order to further restrict private land use.
- Action AG-A6 to develop farm dwelling site criteria, which the authors find to be intrusive on private property rights.
- Action AG-A21 to create programs that would fund agricultural business and expansion. The authors speculate that this would result in a mandatory government involvement in private farm enterprises.
- The authors stress that agriculture should not be considered open space. It should be considered is private land used for business that is not available to the general public. In addition, the authors suggest carbon credits for agriculture and oak woodlands, and express concern about the regulations that global warming efforts are likely to create.

Please see Response 8-12. The authors appear to have a misunderstanding of the terminology. The A-P (Agricultural Preserve) Zone is so named because it acts as the equivalent of an agricultural preserve, which is defined under Section 51201.(d) of the Government Code as:

...an area devoted to either agricultural use, as defined in subdivision (b), recreational use as defined in subdivision (n), or open-space use as defined in subdivision (o), or any combination of those uses and which is established in accordance with the provisions of this chapter.

All Williamson Act contracts are required to be located within an established agricultural preserve. The A-P Zone serves as the agricultural preserve for Yolo County. It is not the equivalent of a conservation easement, however. All agricultural zoning “preserves” farming by prohibiting incompatible uses. Any successor zoning adopted to replace the A-P Zone will work similarly, protecting farmland by defining the types of uses allowed.

The Capay Valley has not been designated as Open Space, nor would such a designation allow for the development of low-income housing. As indicated on Figure LU-1A (page LU-7 in the Draft General Plan) the only area located within the Capay Valley that is designated as Open Space is Cache Creek. Additional lands located outside of the valley, owned by State and Federal agencies on the adjoining upper hills, are also designated Open Space. Except for the unincorporated communities, such as Rumsey, Guinda, and Capay, the valley is shown as Agriculture. It should also be noted that the definition of Open Space (page LU-13 in the Draft General Plan) does not include residential uses.

The authors’ opposition to regional tax measures that would fund agricultural and open space protection is noted. Similarly, the author’s opposition to an ordinance that would place restrictions on the size and location of rural residential housing is also noted. Please see Response 8-12. With regards to programs that would fund agricultural business leading to a mandatory government takeover of private farm enterprises, please see Response 33-4.

Please see Response 33-4 for a discussion of the distinction between agriculture and open space. Concerning carbon credits for agriculture, please see Response 8-8.

Response 33-6:

The authors believe that the Draft General Plan does not support business, and suggest that all bicyclists pay a licensing fee to pay for future bicycle trails. Staff strongly disagrees with the first conclusion. Please see Response 33-4. With regards to bicycle licensing fees, please see Response 11-13.

Response 33-7:

The authors express their opposition to Action AG-A19, which provides for the creation of an Agricultural Permit Coordinator. They suggest that the amount of regulation be reduced instead. The authors' comments are noted. However, staff directs the authors to Actions AG-A13, AG-A14, AG-A16, AG-A20, ED-A2, ED-A3, ED-A5, ED-A6, ED-A8, ED-A16, and ED-18, as examples in the Draft General Plan that promote regulation streamlining, business incentives, and expediting the permit process.

David Morrison

From: Sally Parker [sallystory@yahoo.com]
Sent: Friday, June 12, 2009 1:01 PM
To: David Morrison
Subject: Re: Please extend comment period for YC Gen Plan & Draft EIR

Sally Parker
1408 Claremont Drive
Davis, CA 95616

Dear David,

Please extend the deadline for public comments for the EIR for the County General Plan and Draft E.I.R. You should extend the comment period for the following reasons: Citizens were not given the right information to make comments on the General Plan, they were also not allowed to comment at the B.O.S. meeting, the commisioners didn't have the ability to receive information from the public because the public was misinformed, and when the Planning Commission voted on June 10th the public comment period, which ended June 12th, had not closed yet.

34-1

Sincerely,
Sally Parker

Letter 34
Sally Parker
June 12, 2009

Response 34-1: Please see Master Response No. 1 regarding requests for an extension of time to comment on the Draft General Plan and/or Draft Environmental Impact Report.

From: Eileen Samitz [mailto:emsamitz@ucdavis.edu]
Sent: Friday, June 12, 2009 1:14 PM
To: mary@landbasedlearning.org
Subject: [Fwd: Extension of the Yolo County General Plan EIR]

June 11, 2009

Yolo County Planning Commission
292 West Beamer St.
Woodland, CA 95695-2598

Dear Commissioner,

I am writing to implore to you that there be an extension on comments for the Yolo County General Plan EIR. The fact that there were significant last minute changes, corrections, unclear map changes, and typos in the updated document which was released last minute. A major problem was the fact that different versions of the document were issued to the public as compared what the Planning Commissioner's were working from, as compared to what was offered online. All of these problems caused a situation where the public has not had a fair chance to review and comment on an EIR which had many last minute changes. The other concern is that the Planning Commission deliberated and submitted their recommendations on the General Plan EIR before the comment period even ended.

35-1

Since there a number of citizens asking for an extension EIR at the Planning Commission June 10, 2009 meeting, it is imperative that the extension be given for the public to comment. Since so much is as stake with this General Plan update, and for a long period time to come, it is important that the public not be disenfranchised. I was at the June 10, 2009 meeting and felt that Brenda Cederblade was not given a fair chance or adequate time to articulate her comments. Some of the problems included the fact that 1) Ms. Cederblade had been sold a different version of the EIR the week before the meeting, 2) there were major discrepancies between the various versions of the EIR document in print versus the on line version, and 3) there was a major problem with the last minute updated map of the former Spreckel's site located next to her property which was not clearly labeled. I am asking you to please honor the concerns of the citizens of Yolo because the future of the County and its cities and unincorporated areas, is at stake.

35-2

Please extend the public comment period for the Yolo County General Plan update.

Sincerely,
Eileen M. Samitz
2015 Renoir Ave.
Davis, CA 95618
emsamitz@dcn.org
(530) 756-5165 (H)

Letter 35
Eileen M. Samitz
June 12, 2009

Response 35-1: Please see Master Response No. 1 regarding requests for an extension of time to comment on the Draft General Plan and/or Draft Environmental Impact Report.

Response 35-2: Please see Master Response No. 1 regarding requests for an extension of time to comment on the Draft General Plan and/or Draft Environmental Impact Report.



BOARD OF EDUCATION

Barry Kalar
Mary Leland
Matt Stegman
Sandra Vargas
Dave Westin

SUPERINTENDENT

Steven W. Lawrence, Ph.D.

930 Westacre Road ♦ West Sacramento, CA 95691 ♦ (916) 375-7600 ♦ Fax (916) 375-7619 ♦ www.wusd.k12.ca.us

June 12, 2009

David Morrison, Assistant Director
Yolo County Planning and Public Works Department
292 West Beamer Street
Woodland, CA 95696

**SUBJECT: RESPONSE TO DRAFT ENVIRONMENTAL IMPACT REPORT ON
THE DRAFT COUNTY GENERAL PLAN**

Dear Mr. Morrison,

The Washington Unified School District appreciates the opportunity to respond to the subject referenced above.

Portions of the General Plan are located in the service area of Washington Unified School District (District). The District provides public school programs for students in grades K-12. Students attending public schools generated from this Plan will be served by the District.

The proposed Plan will significantly increase the population and the number of students the District will educate. The additional students generated by this plan will have significant impacts on Washington Unified School District unless the impacts are appropriately mitigated.

There are two areas that will impact the District and must be addressed in the Draft Environmental Impact Report. The first area is the impact on the District with the influx of new students proposed from the Plan. It is difficult to determine exactly how many new students this plan will generate since it runs out to 2030, but the 2008 School Facility Needs Analysis reported the generation rate will be .55 per new dwelling unit.

36-1

Page 2
Response to Draft Environmental Impact Report

Accurate information as to the numbers of students this plan will generate will be critical for the District as it prepares to plan for the future students. Washington Unified School District will have to provide additional classrooms (interim and permanent), administration, and ancillary support services for the Plan.

36-1
cont.

The second area to comment on is traffic circulation and congestion. Students will have to be transported to and from new schools generated by the increase in population and the District is requesting that safe pick up and drop off areas be considered along with the mix of school buses and cars that will travel to our new school sites.

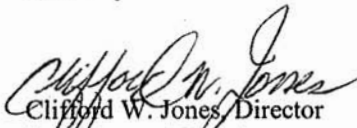
36-2

The District is requesting that a financing agreement be required for developers that will build additional dwellings based on the General Plan, prior to issuing building permits, to adequately address student impacts from the Plan. The financing plan should address transportation, planning, design, site acquisition and construction of facilities that will serve the new students. It may include, but not be limited to, the formation of a Mello-Roos Community Facilities District, a School Facility Improvement District or other mitigation measure agreed to by both parties.

36-3

If you have any questions or require any additional information please contact my office at 916-375-7604, ext. 1046.

Sincerely,


Clifford W. Jones, Director
Facilities and Planning

Letter 36
Washington Unified School District
Clifford W. Jones, Director
June 12, 2009

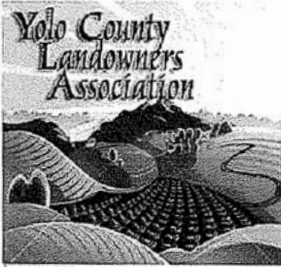
Response 36-1: The author notes that implementation of Draft General Plan will “significantly increase the population and number of students the District will educate,” and that the additional students will have significant impacts unless the impacts are appropriately mitigated. The effects of the Draft General Plan on the provision of school services are evaluated in Section IV.G, Public Services of the Draft EIR (pages 393 to 407).

The Draft EIR identifies the projected number of students associated with new housing within the unincorporated County school districts that would be generated at build-out of the Draft General Plan. As noted on page 405, the Draft General Plan also would allow an additional 1,932 residential units in other portions of Yolo County. The majority of these residential units would be built outside of community areas, mostly likely in agricultural areas. Assuming that all of these units would be single-family homes, a student generation rate of 0.71 students per dwelling unit was assumed in the Draft EIR. The allowed development in portions of the unincorporated County not within the County school districts would result in approximately 1,372 students. As it is unknown exactly where these units would be built, it is not possible to determine which school districts would serve the new development at this time.

The Washington Unified School District (WUSD) primarily serves the urbanized area within the City of West Sacramento. The District also includes approximately 3,950 acres of land in the unincorporated area outside the city limits. However, under the Draft General Plan, 35.8 percent of this unincorporated area (about 1,415 acres) would remain designated as Agriculture. The remaining 2,535 acres would be changed to an Open Space designation. As a result, there would be a likely decrease in the existing potential for rural residential development and/or increase in the number of potential students, compared to the 1983 General Plan. Of the remaining 1,415 acres, 92.5 percent (1,305 acres) are located within an existing 100-year floodplain, primarily in the Yolo Bypass. The remainder will likely be re-designated into the floodplain in mid-2010. About 80 percent of this land (1,300 acres) is under an existing Williamson Act contract. As a result of all these factors, the number of potential students generated by the Draft General Plan is likely to be less than three.

Any new residential development within the Washington Unified School District would be required to pay school impact fees, which is considered under State law to constitute full mitigation.

- Response 36-2: The author notes the need for students to be transported to and from new schools, and requests that safe pick up and drop off areas be considered along with a mix of school buses and cars. Given the small amount of growth likely within the WUSD boundary, staff believes that the Draft General Plan will not likely impact student transportation safety. Please see Response 36-1.
- Response 36-3: The author requests that a financing agreement be required for development that is consistent with the Draft General Plan. Per Mitigation Measure PUB-2c, the Draft General Plan was amended to include Policy 6-9 that encourages the use of development agreements to pay for infrastructure and fees for schools sites with the intent of helping to defray costs of school construction. However, as the total amount of development likely to occur within the WUSD boundaries would consist of a few, scattered rural residential farm houses, no development agreements are anticipated to be required.



YOLO COUNTY LANDOWNERS ASSOCIATION

David Morrison, Assistant Director
Yolo County Planning and Public Works
292 West Beamer St
Woodland CA 95695

June 12, 2009

To Whom This May Concern,

We respectfully request the comments for the Draft Environmental Impact Report (DEIR) on the Draft General Plan be reopened and extended so that all members of the public can have time to comment on the most current documents, that are all the same. This request was also made at the June 10th Yolo County Planning Commission meeting for the Draft EIR.

Frank Sieferman Senior was working from a document obtained from the Yolo County Planning and Public Works the week before. The Policies and the Actions on pages in this document, the Revised Public Review Draft dated January 20, 2009, do not match documents discussed at the Planning Commission meeting working off a document dated June 10th, 2009. We went to the county on June 10th to obtain a public copy of the most recent document that the commissioners were using, and it was not available. I do not have internet access.

Planning Commission members voted yet the public comment period, according to the Yolo County Website is Friday June 12, 2009 at 4pm.

All members of the public under the Brown Act should have the ability to public information and to make comments in a public process and have these considered.

Additionally, information and maps were added the same day as the Planning Commissioners voted, and this did not allow time for public process or to review corresponding DEIR impacts. We request an additional 45 days to comment from the June 10th with all documents complete, not the original April 2009 date.

We would appreciate your consideration of this request for extension of time for the DEIR.

Sincerely,

Frank Sieferman Sr.
President of the Yolo County Land Owners Association

Signed by Pat Stuckman as for and dictated by Frank Sierferman Sr. He will be in to sign on Wed.

PO Box 147
Woodland CA 95776

Phone: 530-662-2561

yolocountylandowners.org

Capay

Clarksburg

Davis

Dunnigan

El Macero

Esparto

Guinda

Knights Landing

Madison

Plainfield

West Sacramento

Winters

Woodland

Yolo

Zamora

37-1

37-2

Letter 37
Yolo County Landowners Association
Frank Sieferman Sr., President
June 12, 2009

Response 37-1: Please see Master Response No. 1 regarding requests for an extension of time to comment on the Draft General Plan and/or Draft Environmental Impact Report.

Response 37-2: Please see Master Response No. 1 regarding requests for an extension of time to comment on the Draft General Plan and/or Draft Environmental Impact Report.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – SACRAMENTO AREA OFFICE
 2800 GATEWAY OAKS DRIVE, MS 19
 SACRAMENTO, CA 95833
 PHONE (916) 274-0635
 FAX (916) 263-1796
 TTY 711



*Flex your power!
 Be energy efficient!*

June 22, 2009

09YOL0013
 03-YOL-Various PM Various
 Yolo County 2030 Countywide General Plan
 Draft Environmental Impact Report
 SCH # 2008102034

Mr. David Morrison
 Yolo County Planning and Public Works Department
 292 West Beamer Street
 Woodland, CA 95695

Dear Mr. Morrison,

Thank you for the opportunity to review and comment on the Yolo County 2030 Countywide General Plan's Draft Environmental Impact Report (Draft EIR). The Yolo County 2030 Countywide General Plan Draft EIR provides guidance for growth and development within unincorporated Yolo County including Capay Valley, Clarksburg, Dunnigan, Esparto, Knights Landing, Madison, Monument Hills, Yolo, Zamora, and a number of other community areas. State Highway System facilities such as Interstate 5 (I-5), State Route (SR) 16, SR 45, Interstate 80 (I-80), SR 84, SR 128, SR 113, and Interstate 505 (I-505) are located within the unincorporated County. Our comments on both the Circulation Element and the Draft EIR are as follows:

38-1

Circulation Element

- CSMPs. Page CI-3, State Transportation Planning. To further characterize the long range planning efforts for State Highways, Caltrans recommends that this section reference the Corridor System Management Plans (CSMP) for I-5 and I-80. It is recommended that the following text be added:

38-2

“In addition to the concept report, a Corridor System Management Plan (CSMP) has been developed for Interstate 80 and Interstate 5 which addresses portions of the routes in Yolo County. CSMPs are intended to provide for the integrated management of travel modes and roadways to facilitate the efficient and effective mobility of people and goods within California’s most congested transportation corridors.”

Mr. David Morrison
June 22, 2009
Page 2

The information regarding Caltrans System Planning threshold standards for State Highway improvements and facility plans should be modified based on the new Corridor System Management Plans for both the I-5 and I-80 corridors. Whereas Caltrans has traditionally prepared a Transportation Concept Corridor Report (TCCR) as the long range planning document for all State Highways, as indicated in the Circulation Element, the development of the more comprehensive CSMP has eliminated the need for a separate TCCR. Each CSMP now serves as the TCCR for the segment of the State Highway within the CSMP boundaries and includes information regarding the future facility needed to maintain an acceptable LOS. This is expressed in terms of "Concept LOS" and "Concept Facility" to reflect the minimum level or quality of operations acceptable for each route segment within the 20-year planning period and the highway facility needed in the next 20-years to maintain the Concept LOS. The County may set a higher LOS threshold standard consistent with community wishes and other local concerns. However, since the Caltrans Concept LOS defines the minimum acceptable level of service established by Caltrans as the owner and operator of the facility, the threshold standard LOS established by the County should not be lower than the Caltrans Concept LOS.

38-3

Copies of both CSMPs are enclosed for your reference. In addition, we are also enclosing a spreadsheet which extracts the System Planning information for I-5 and I-80 for your reference. This information should be used to modify the draft Circulation Element and Draft EIR with regard to service thresholds and facility needs for both Interstate 5 and Interstate 80.

38-4

- Page CI-3, State Transportation Planning. Caltrans recommends updating text in the SR 16 section to reference the May 2009 Draft Environmental Impact Report for the SR 16 Safety Improvement Project which has been released for public review. Additionally, the last sentence in the SR 16 section should state "The Safety Improvement Project will not (rather than 'is not anticipated to') provide capacity-enhancing improvements.

38-5

- Circulation Diagram. Page CI-5, Local Planning. The Circulation Diagram figures should reflect the State Highway System including I-5, SR 16, SR 45, I-80, SR 84, SR 128, SR 113, and I-505. The planned I-80 Bus/Carpool Lane project between Davis and West Sacramento which is included in the SACOG Metropolitan Transportation Plan (MTP) 2035 should be shown on the figures. The County should consider also showing the I-5 Bus/Carpool Lane project between the Sacramento International Airport and Woodland that is listed in the "Vision Budget" (unconstrained) for the SACOG MTP 2035.

38-6

- Planned Roadway Improvements. Page CI-3. Using language from the Caltrans Corridor System Management Plans and/or Transportation Corridor
"Caltrans improves mobility across California"

38-7

Route	County	Location Description and Location	From Post Mile	To Post Mile	Forecasted Level of Service (LOS) and Facility Type			Current Traffic Data - 2007				Future Traffic Data - 2027								
					20-Yr. Concept LOS ^{1,2}	20-Yr. No-Build LOS ^{1,2}	20-Yr. Concept Facility ³	Existing Facility ³	Concept Facility ^{4,5,6}	Ultimate Facility ^{4,7}	% of Trucks	Peak Directional Split ⁸	Peak Hour Traffic	Average Annual Daily Traffic ⁹	Volume over Capacity ^{10,11}	Reported Collision Rate Index (% Compared to State Average) ¹²	Peak Hour Traffic (% Build)	Average Annual Daily Traffic ⁹ (No-Build)	Volume over Capacity ^{10,11} (No-Build)	
I-80	YOL	SOL/YOL County line to Mace Boulevard	0	2.68	E	F	F	8F to Richards, 6F to Mace	8F to Richards, 6F to Mace	8F+2HOV to Richards, 6F+2HOV to Mace	8.80%	52%	11,100	126,000	0.96	-35%	16,810	190,800	1.45	1.13
		Mace Boulevard to U.S. 50	2.68	9.55	F	F	6F	6F	6F+2HOV to Enterprise	6F+2HOV to Enterprise	7.40%	52%	11,500	149,000	1.00	-45%	17,770	230,300	1.35	1.18
		U.S. 50 to YOL/SAC County line	9.55	11.72	D	F	F	6F	6F	6F+2HOV to Enterprise	10.00%	60%	7,700	92,000	0.72	15%	14,580	174,200	1.36	1.39
I-5	Yolo	Yolo/Sacramento County Line to County Road 102	0	5.53	C	E	C	4F	4F+2HOV	6F+2HOV	14%	53%	4,700	54,000	0.6	-22%	7,285	83,700	0.93	0.64
		County Road 102 to E-SR 113 Junction	5.53	8.26	B	D	C	4F	4F+2HOV	6F+2HOV	14%	52%	4,100	45,000	0.52	-30%	6,396	70,200	0.84	0.61
		E-SR 113 Junction to E-51-505 Junction	8.26	22.61	B	C	C	4F	4F	6F, wider at interchange	17%	51%	3,400	35,000	0.46	Data not yet compiled	5,168	55,200	0.7	0.71
		I-5/I-505 Junction to YOL/COL County line	22.61	28.92	C	D	D	4F+1Aux to CR 8, then 4F	4F+1Aux to CR 8, then 4F	19%	60%	3,800	31,500	0.59	Data not yet compiled	5,510	45,675	0.85	0.85	

¹ Level of Service (LOS): A "report card" for evaluating traffic flow with "A" being the least congested and "F" being the most congested.

² 20-Year LOS (No-Build): The LOS that would be expected at 20 years with no improvements.

³ 20-Year Concept LOS: The minimum acceptable LOS over the next 20 years.

⁴ Facility Type Codes: C=Conventional Highway; E=Expressway; F=Freeway; HOV=High Occupancy Vehicle Lanes; Aux=Auxiliary Lanes.

⁵ Operational Improvements are included in future facilities for all segments. Examples of operational improvements include TOS improvements and Auxiliary lanes.

⁶ Concept Facility: the future roadway with improvements needed in the next 20 years. If LOS "F", no further degradation of service from existing "F" is acceptable, as indicated by delay performance measurement.

⁷ Ultimate Facility: The future roadway with improvements needed beyond a 20 year timeframe.

⁸ Peak Directional Split: The percentage of total traffic in the heaviest traveled direction during the peak hour.

⁹ Average Annual Daily Traffic (AADT): The average number of vehicles per day in both directions.

¹⁰ Volume over Capacity (VOC): The volume of traffic compared to the capacity of the roadway.

¹¹ Volume over Capacity does not determine LOS for two- or three-lane facilities, or segments with intersection delay.

¹² Source: S3 car Counts, Traffic, Accident Surveillance and Analysis System (TASAS) summary data of the percentage above, or below, the statewide average for fatal, injury and property damage-only collisions on comparable facilities.

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Concept Reports, all the State Highway System facilities in Yolo County, including I-5, SR 16, SR 45, I-80, SR 84, SR 128, SR 113, and I-505 should be discussed.

38-7
cont.

- SR 16 Consistency. Policy CI-3.1. Caltrans long range planning document and our communication with community members in Yolo County remains consistent: Caltrans has no plans to construct additional lanes on SR 16 to widen it to a four lane facility. The ongoing Safety Improvement Project on SR 16 from I-505 through the Capay Valley to the town of Brooks will only add shoulders, turn pockets, and a clear recovery zone to the facility. The purpose of this project is to improve safety and provide a facility that can remain open during a 100-year flood event. If the County pursues adding lanes (capacity) to the facility as it assumes in this policy, Caltrans will not be the lead agency or provide funding for the project. The policy language should be updated accordingly.
- LOS Consistency. Policy CI-3.1. Please note that some heavily congested route segments have a Concept LOS “F” because the improvements required to bring the LOS to “E” are not feasible due to environmental, right of way, financial, and other constraints. However, with the implementation of operational strategies and key capital projects, the severity and the duration of the traffic congestion can be significantly reduced. Accordingly, Caltrans disagrees with the assertion in Policy CI-3.1 that LOS F is “acceptable” for Interstate 5 from the Woodland City Limit to Sacramento County line and on Interstate 80 from the Davis City Limit to West Sacramento City Limit. We recommend that the policy statement be rewritten to indicate the need to implement strategies and projects, as indicated in the CSMPs and in other planning documents, to reduce the severity of congestion, even though the LOS “F” is “anticipated”.
- Acknowledge Responsibility. Policy CI-1.4. To reflect, for instance, how the planned growth in Dunnigan may trigger the need for improvements to the State Highway System, Caltrans recommends the following language be added to the existing policy language, “The County will coordinate and participate with Caltrans, incorporated cities, and/or communities on roadway improvements that are shared by the jurisdictions to improve operations. The County shall assist Caltrans in implementing improvements to State Highway facilities that are required due to new growth.”
- Fees. It is recommended that “the State Highway System” be added to Policy CI-3.11 and CI-3.12 in Goal CI-3 to reflect the role of the SHS in the County’s

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transportation network. These policies require new development projects to mitigate their direct and cumulative transportation impacts, and the language should include highways and freeways which are a key component of the County's transportation network.

38-11
cont.

- New/Improved Access. It is recommended that a policy be added to Goal CI-1 that states, "Any new/improved access to the State Highway System, such as interchanges to serve new development, shall be locally funded."
- Setbacks. It is recommended that a policy be added to Goal CI-1 that states, "Setbacks and/or buffers shall be required along State Highway System facilities and based upon State standards."
- Policy CI-3.6 Complete Streets. Caltrans applauds the County's incorporation of the Complete Streets concept into the design of rural and community roadways to ensure that the needs of bicyclists and pedestrians are addressed. Caltrans Deputy Directive 64, "Accommodating Non-Motorized Travel", was signed in October 2008 and formalizes our consideration of bicycle and pedestrian modes in all of our projects. Caltrans will consider the needs of bicycle and pedestrian modes in design and construction of large and small highway projects.
- Policy CI-3.1 Level of Service. The County should use the Level of Service forecasts for individual State Highways as they are shown in Caltrans Corridor System Management Plans or Transportation Corridor Concept Reports. The list in the General Plan does not address SR 45, SR 84, or SR 128 but those should be included in the General Plan discussion.
- Policy CI-3.3 Objectives to Consider when Expanding or Modifying the State Highway System. Consultation with Caltrans is needed to determine how the objectives would be weighted or otherwise brought into the project development process. Though this Policy is a mitigation measure for Dunnigan Specific Plan Area development it will also be applied to the entire State Highway System in the unincorporated County. Caltrans priority projects for the unincorporated County are for bus/carpool lanes and traffic operations improvements.
- Caltrans applauds the consideration of policies supporting goods movement through the Port of Sacramento and protecting airport operations from incompatible activities.

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Draft Environmental Impact Report (Draft EIR)

The document identifies the roadway configuration assumptions used in the Level of Service calculations and mitigation measures for the State Highway System.

- The County may set a higher LOS threshold standard consistent with community wishes and other local concerns. However, since the Caltrans Concept LOS defines the minimum acceptable level of service established by Caltrans as the owner and operator of the facility, the threshold standard LOS established by the County should not be lower than the Caltrans Concept LOS. **38-18**
- Caltrans applauds Mitigation Measures CI-1 and CI-1b which requires a new policy for Specific Plan Areas, including the Dunnigan Specific Plan area, to achieve a maximum of 44 Vehicle Miles of Travel (VMT) per household per weekday. **38-19**
- Caltrans applauds Mitigation Measure CI-1c which implements Land Use Mitigation Measure 4c that addresses the importance of creating, maintaining and monitoring a jobs/housing balance in Specific Plan Areas. Many of the planned Yolo County Specific Plan Areas are in outlying areas and a jobs/housing balance, especially one that links job salaries with cost of housing, can help reduce the number of long distance commute trips generated by new development. We recommend that the language in this mitigation measure be revised to require (rather than “strive”) a match of overall wages to home prices. **38-20**
- Caltrans applauds Mitigation Measure CI-1e which requires a new policy establishing mode split goals for walking, bicycling, and transit trips within Specific Plan Areas. **38-21**
- Table II-1, Impact CI-2 Additional Vehicle Trips and Cumulative Level of Service (LOS). The Mitigation Measure is Policy CI-3.1 which outlines Level of Service targets and improvements necessary for segments of State Highway facilities. The text should be modified to reflect the following:
 - I-5. Caltrans recommends the following language be used, “Level of Service targets will be consistent with the Caltrans Corridor System Management Plan and Transportation Corridor Concept Report for I-5. The County will require a fair share contribution towards the highway improvements that are required due to new development as identified in Traffic Impact Studies prepared for the Dunnigan Specific Plan, Elkhorn Specific Plan area, and other projects.” The improvements in the Dunnigan **38-22**

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area should not be limited in the General Plan mitigation to an additional auxiliary lane.

38-22
cont.

- I-80. Caltrans recommends the following language be used, “Level of Service targets will be consistent with the Caltrans Corridor System Management Plan and Transportation Corridor Concept Report for I-80. The County will require a fair share contribution towards the highway improvements that are required due to local development as identified in Traffic Impact Studies.” LOS F is not “acceptable” but is “anticipated” between Davis and West Sacramento.
- SR 16. Caltrans recommends the following language be used, “Level of Service targets will be consistent with the Caltrans Transportation Corridor Concept Report. The County will require a fair share contribution towards the highway improvements that are required due to new development as identified in Traffic Impact Studies prepared local development projects.” Caltrans long range planning document and our communication with community members in Yolo County remains consistent: Caltrans has no plans to construct additional lanes on SR 16 to widen it to a four lane facility. The ongoing Safety Improvement Project on SR 16 from I-505 through the Capay Valley to the town of Brooks will only add shoulders, turn pockets, and a clear recovery zone to the facility. The purpose of this project is to improve safety and provide a facility that can remain open during a 100-year flood event. If the County pursues adding lanes (capacity) to the facility as it assumes in this mitigation and policy, Caltrans will not be the lead agency or provide funding for the project. The mitigation and policy language should be updated accordingly.
- SR 113. Caltrans recommends the following language be used, “Level of Service targets will be consistent with the Caltrans Transportation Corridor Concept Report. The County will require a fair share contribution towards the highway improvements that are required due to new development as identified in Traffic Impact Studies prepared local development projects.” LOS F is not “acceptable” between the Yolo/Sutter County Line to County Road 102 and a parallel facility should be developed if improvements to the existing facility are not feasible. The mitigation and policy language should be updated.
- SR 128. Caltrans recommends the following language be used, “Level of Service targets will be consistent with the Caltrans Transportation Corridor Concept Report. The County will require a fair share contribution towards the highway improvements that are required due to new development as identified in Traffic Impact Studies prepared local development projects.”

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- SR 45. SR 45 should be addressed in the policy and mitigation. Caltrans recommends the following language be used, “Level of Service targets will be consistent with the Caltrans Transportation Corridor Concept Report. The County will require a fair share contribution towards the highway improvements that are required due to new development as identified in Traffic Impact Studies prepared local development projects.”

38-27

- SR 84. SR 84 should be addressed in the policy and mitigation. Caltrans recommends the following language be used, “Level of Service targets will be consistent with the Caltrans Transportation Corridor Concept Report. The County will require a fair share contribution towards the highway improvements that are required due to new development as identified in Traffic Impact Studies prepared local development projects.”

38-28

- I-505. I-505 should be addressed in the policy and mitigation. Caltrans recommends the following language be used, “Level of Service targets will be consistent with the Caltrans Transportation Corridor Concept Report. The County will require a fair share contribution towards the highway improvements that are required due to new development as identified in Traffic Impact Studies prepared local development projects.”

38-29

- Table II-1. Mitigation Measure Land Use-1b amends Policy CC-3.5 of the Draft General Plan Land Use and Community Character Element in regards to the need to identify interchange improvements on I-5. Section E of Policy CC-3.5 states, “E. Plan future land uses to direct majority of new trips onto the County Road 6/I-5 interchange, instead of the County Road 8/I-5 interchange. This works to buffer the interchange of I-5 and I-505, keeps dense and intense land uses close to existing downtown and makes the most efficient use of transportation infrastructure funds, since the County Road 6 interchange will require improvements regardless of the mix of land uses planned for Dunnigan.” Caltrans suggests that the following language be included as part of CC-3.5: “The need for ramp intersection, ramp, interchange improvements, or mainline improvements on the State Highway System shall be identified within the Traffic Impact Study for the Dunnigan Specific Plan.”

38-30

- The growth rate used in the EIR for Interstate 80 between the Solano County Line to U.S. 50 is low. The EIR uses 20 year growth factors between 1.04% and 1.18%. Caltrans used a 20 year growth factor of 1.55% in this area.

38-31

- The existing AM and PM traffic volumes listed on Table IV-4, (page 252 and page 256) for Interstate 505 are 20-25% lower than Caltrans counts.

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Implementation Program

- Action CI-A2. Caltrans would like to coordinate with Yolo County as it develops and adopts transportation impact guidelines that define the need for transportation impact studies, analysis methodology, and CEQA significance criteria. Caltrans requests that its current guidelines for transportation studies and definition of significant impacts be used as a starting point for analysis of State facilities. 38-33
- Action CI-A6. Caltrans applauds the requirement for a transit plan to be developed within Specific Plan Areas. The Transit Plan will include future targets for transit ridership and measurable steps to achieve the targets. 38-34
- Action CI-A13. If the County pursues adding lanes to the facility as it assumes in Policy CI-3.1, Caltrans will not be the lead agency or provide funding for the project. The language in this action item should be updated accordingly. Caltrans recommends the following language be used, "Level of Service targets will be consistent with the Caltrans Transportation Corridor Concept Report. The County will require a fair share contribution towards the highway improvements that are required due to new development as identified in Traffic Impact Studies prepared local development projects." 38-35
- Action CI-A16. It is recommended that State Highway System improvements be included in the agreements that establish what circulation improvements will be constructed by new development. 38-36

We look forward to meeting with Yolo County staff and consultants to discuss our comments on the transportation and circulation policies and technical aspects of the traffic study. Caltrans will continue to work with Yolo County to maintain mobility and improve the choice of transportation modes for its residents, employees, and visitors. If you have any questions regarding these comments, please contact Arthur Murray at (916) 274-0616. 38-37

Sincerely,



ALYSSA BEGLEY, Chief
Office of Transportation Planning – South

Enclosures – I-80 CSMP, I-5 CSMP, Forecast LOS table for I-80 and I-5,

cc: State Clearinghouse

Letter 38

Caltrans

Alyssa Begley, Chief, Office of Transportation Planning - South

June 15, 2009

Response 38-1: The author provides introductory remarks to the comment letter, thanking the County for the opportunity to review the Draft EIR. The comments are noted.

Response 38-2: The author suggests that additional language be added to the end of the first full paragraph of Section 5 on page CI-3 of the Draft General Plan, regarding Corridor System Management Plans. Staff agrees with the proposed change and has made the following revision:

Caltrans has completed transportation or route concept reports for a number of State freeways and highways in Yolo County. These reports identify long-range improvements for specific State freeway and highway corridors and establish the “concept,” or desired, level of service for specific corridor segments. The reports also identify long-range improvements needed to bring an existing facility up to expected standards needed to adequately serve 20-year traffic forecasts. Additionally, the reports identify the ultimate design concept for conditions beyond the immediate 20-year design period. Yolo County freeways and highways that have concept reports are Interstate 5, Interstate 80, Interstate 505, State Route 16, State Route 45, State Route 84, State Route 113 and State Route 128. A limitation of these reports is that they do not consider funding availability. In addition to the concept report, a Corridor System Management Plan (CSMP) has been developed for Interstate 80 and Interstate 5 which addresses portions of the routes in Yolo County. CSMPs are intended to provide for the integrated management of travel modes and roadways to facilitate the efficient and effective mobility of people and goods within California’s most congested transportation corridors.

Response 38-3: The author suggests that the Caltrans System Planning threshold standards be modified based on the new Corridor System Management Plans (CSMPs) for both Interstates 5 and 80. They also suggest that the County Level of Service (LOS) should not be lower for state highways than the Caltrans Concept LOS. Staff agrees with the requested text changes, as recommended in Attachment F of the Staff Report for July 20, 2009. The Board of Supervisors accepted the recommended language in Minute Order 09-143, on July 21, 2009. The specific changes are as follows:

Page CI-3, second paragraph under item 5 – Add the following text to the end of the paragraph:

...In addition to the concept report, a Corridor System Management Plan (CSMP) has been developed for Interstate 5 (State Route 99 & Interstate 5 Corridor System Management Plan, Caltrans, May 2009), which addresses the segment between the Sacramento County line and the City of Woodland in Yolo County. CSMPs are intended to provide for the integrated management of travel modes and roadways to facilitate the efficient and effective mobility of people and goods within California's most congested transportation corridors.

Page CI-3, third paragraph under item 5 – Modify as follows:

The Interstate 80 Transportation Concept Report (Caltrans, January 2001) identifies the 20-year concept and ultimate facility for the corridor as widening the existing six lanes through Yolo County (including the Yolo Causeway) to include high occupancy vehicle lanes in both directions. The concept also includes increasing transit service and implementing traffic operation systems such as ramp metering and changeable message signs along the corridor. Caltrans has established a concept LOS of E for Interstate 80 through Yolo County. In addition to the concept report, a CSMP has been ~~is currently being~~ developed for Interstate 80 (Interstate 80 and Capital City Freeway Corridor System Management Plan, Caltrans, May 2009), ~~which is intended to provide for “the integrated management of travel modes and roadways to facilitate the efficient and effective mobility of people and goods within California's most congested transportation corridors.”~~ This document identifies the addition of HOV lanes between Mace Boulevard (in Davis) and Enterprise Drive (in West Sacramento) along Interstate 80 in both directions.

Regarding the issue of County LOS for a State facility being lower than the Caltrans Concept LOS, the purpose of this policy is to establish levels of development based on the capacity of existing and planned roadway improvements. As stated in Policy CI-3.1: “The intent of this policy is to consider level of service as a limit on the capacity of the County's roadways.” As such, the LOS designation of the State Highway System by the County is designed to restrict the amount of potential development that could be served by those roadway segments. This is in contrast to the historical practice of expanding segment capacity, regardless of environmental and/or financial cost, in order to maintain a minimum LOS that primarily benefits only vehicle drivers. However, staff acknowledges the difference between how the County views the State Highway System and how it is viewed by Caltrans. As a result, staff is recommending revisions to Policy CI-3.1 to reflect these different perspectives, as follows:

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).

Response 38-4: The author provides information regarding the Corridor System Management Plans (CSMPs) for the County's reference. Please see Response 38-3.

Response 38-5: The author suggests two minor edits to the fifth full paragraph under Section 5 on page CI-3 of the Draft General Plan, as follows. Staff agrees with the proposed changes and has made the following revision:

The State Route 16 Transportation Concept Report (Caltrans, December 2004) identifies the 20-year concept and ultimate facility for State Route 16 as maintaining the existing two-lane conventional highway with the addition of passing lanes, left-turn lanes and bicycle facilities in some sections where feasible. Caltrans has established a concept LOS of C for State Route 16 between the Yolo/Colusa County line and Mossy Creek Bridge (located north of the town of Brooks) and LOS D from Mossy Creek Bridge to Interstate 5. The concept report also identifies the need for a traffic signal at the State Route 16/County Road 89 intersection within the community of Madison. Caltrans has

also prepared the State Route 16 Safety Improvement Project Draft Environmental Impact Report/ Environmental Assessment (~~December 2005~~ May 2009) that identifies safety improvements for State Route 16 from near the town of Brooks to Interstate 505 (excluding the towns of Capay and Esparto). The project would generally provide 12-foot-wide lanes, 8-foot-wide shoulders and left-turn lanes at appropriate locations. The Safety Improvement Project ~~is not anticipated to~~ will not provide capacity enhancing improvements.

Response 38-6:

The author requests that the Circulation Diagrams (Figures CI-1a and 1b) on pages CI-5 and 6 of the Draft General Plan be revised to reflect the State Highway System, particularly with regards to planned bus/carpool lanes on Interstates 5 and 80. Caltrans maintains that these diagrams should be consistent with the Corridor System Management Plans, which in turn are reflected in the Metropolitan Transportation Plan (MTP) 2035. Without these changes, the Draft General Plan will be inconsistent with the MTP 2035.

Staff does not agree with the comments. The County is not assured that funding for planned improvements to the State Highway System is available, despite what is reflected in the Metropolitan Transportation Plan (MTP) 2035. If the County were to incorporate Caltrans' proposed projects into its General Plan, it be held accountable for carrying out the improvements, even if funding from the State is not forthcoming. In addition, any capacity expansion project such as bus/carpool lanes will require environmental review, which will consider multiple alternatives including transit only options. As a result, the County does not want to be premature in identifying specific capacity expansion projects that may be subject to change during future environmental review. In particular, the region's attention to climate change could also influence the scope and design of future roadway projects. As such, it is uncertain at this time that HOV lanes will be added to I-5 and I-80, but the County recognizes that this is the current Caltrans plan and will make this reference on the circulation diagram. Specifically, footnotes will be added to Figure CI-2B (Roadway Number of Lanes East) on page CI-9, that reflect the planned bus/carpool lanes projects on I-5 and I-80.

Response 38-7:

The author suggests that planned roadway improvements for all state highway system facilities be discussed on page CI-3 of the Draft General Plan. The comment is unclear. Pages CI-3 and 4 of the Draft General Plan contain an extensive discussion of the planned roadway improvements for each State Highway System facility within the unincorporated area of Yolo County, using information based on the approved Corridor System Management Plans (CSMPs) and Transportation Corridor Concept Reports (TCCRs).

Response 38-8: The author indicates that Caltrans has no plans to widen State Route 16 to a four-lane facility. Consequently, it will not serve as lead agency or provide funding for the proposed State Route 16 improvements. Staff agrees with the proposed change. Please also refer to Action CI-A13. Policy 3.1 on page CI-23 of the Draft General Plan will be revised as follows:

State Route 16 (County Road 21A to Interstate 505) – LOS D is acceptable, assuming that this segment is widened to four lanes with intersection improvements appropriate for an arterial roadway. The County will secure a fair share towards these improvements from planned development. Caltrans and the Rumsey Band of Wintun Indians shall be encouraged to ~~establish a funding mechanism to pay the remainder~~ provide funding for the project.

Response 38-9: The author refers to Policy CI-3.1 and disagrees that Level of Service (LOS) F is acceptable on portions of Interstates 5 and 80. She suggests that the policy be revised to refer to operational strategies and projects, as identified in the Corridor System Management Plans (CSMPs), which can reduce congestion severity. Please see Response 38-3.

Response 38-10: The author suggests that the following language be added to Policy CI-1.4: “The County will coordinate and participate with Caltrans, incorporated cities, and/or communities on roadway improvements that are shared by the jurisdictions to improve operations. The County shall assist Caltrans in implementing improvements to State Highway facilities that are required due to new growth.” Staff generally agrees and has included the following text change to Policy CI-1.4:

Continue to work with Caltrans, SACOG, cities, and other regional agencies to achieve timely construction of freeway, interchange, highway, and county road improvements that are consistent with this General Plan. The County shall assist Caltrans in implementing improvements to State Highway facilities that are required due to new growth and are consistent with this General Plan.

Response 38-11: The author suggests that the phrase “the State Highway System” be added to Policies CI-3.11 and CI-3.12. Staff agrees with the requested text changes, as recommended in Attachment F of the Staff Report for July 20, 2009. The Board of Supervisors accepted the recommended language in Minute Order 09-143, on July 21, 2009. The specific changes are as follows (it should be noted that Policy CI-3.12 has been renumbered as Policy CI-3.11.1):

Policy CI-3.11 Require new development to finance and construct all off-site circulation improvements necessary to mitigate a project’s transportation impacts (including public transit, pedestrian and bicycle mobility, safety, and level of service-related impacts, and impacts to

the State Highway System). For mitigation to be considered feasible, it must be consistent with the policies of the General Plan.

Policy CI-3.11.1 Collect the fair share cost of all feasible transportation improvements necessary to reduce the severity of cumulative transportation impacts (including public transit, pedestrian and bicycle mobility, safety, and level of service-related impacts, and impacts to the State Highway System). For mitigation to be considered feasible, it must be consistent with the policies of the General Plan.

Response 38-12: The author suggests adding a new policy under Goal CI-1, which would state: “Any new or improved access to the State Highway System, such as interchanges to serve new development, shall be locally funded.” The Draft General Plan does not propose any new interchanges to the State Highway System. In fact, such an outcome would be completely inconsistent with the goals and policies of a General Plan that strongly emphasizes a job/housing balance within communities, alternative transportation modes, and smart growth urban design. However, improvements to existing access to the State Highway System are likely, based on development allowed under the various Specific Plans, primarily Dunnigan, Elkhorn, Knights Landing, and Madison. Consequently, staff has added the following as Policy CI-1.14:

Improved access to the State Highway System to serve new development within Specific Plan areas and/or existing communities shall be locally funded.

Response 38-13: The author suggests adding a new policy to Goal CI-1 to reflect the need for setbacks and/or buffers along the State Highway System, based upon State standards. Staff refers the author to Action CO-A106, as revised by the Board of Supervisors on July 21, 2009, which provides minimum setbacks for sensitive land uses, based on recommendations from the California Air Resources Board (CARB).

Response 38-14: Staff appreciates the author’s support of Policy CI-3.6, regarding the use of complete streets.

Response 38-15: The author refers to Policy CI-3.1 and suggests that the Draft General Plan use the forecasts for state highways as shown in the Corridor System Management Plans (CSMPs) or the Transportation Corridor Concept Reports (TCCRs), particularly State Routes 45, 84, and 128. Staff disagrees. The General Plan Level of Service (LOS) policy is based not on providing improvements consistent with the CSMPs or TCCRs, which results in lower LOS in some cases. The purpose of this policy is to limit the amount of development served by roadway segments, which is a County policy decision unrelated to the LOS classifications used in the TCCRs. State Route 128 was added to the list in the June 10, 2009 revised

version of the Draft General Plan. State Routes 45 and 84 are not listed within the exceptions discussed in Policy CI-3.1 and therefore would be considered LOS C, as consistent with the CSMPs or TCCRs.

Response 38-16: The author refers to Policy CI-3.3, which establishes a set of objectives to consider when making decisions to improve the State Highway System. Caltrans would like consultation with Yolo County when decisions are being made about the State Highway System. Staff agrees and has made the following revision to Policy CI-3.3:

A) Consider the following objectives, following consultation with Caltrans, when making decisions to expand or modify the State Highway System in Yolo County:...

Response 38-17: Staff appreciates the author's support for Policies CI-8.1 through CI-9.5, regarding goods movement through the Port of West Sacramento and local airports.

Response 38-18: The author suggests that the County Level of Service (LOS) should be no less than the Caltrans Concept LOS. Please see Response 38-3.

Response 38-19: Staff appreciates the author's support of Mitigation Measures CI and CI-b, regarding the establishment of Vehicle Miles Traveled (VMT) thresholds.

Response 38-20: Staff appreciates the author's support for Mitigation Measure CI-1c which implements Mitigation Measure LU-4c, addressing the importance of creating, and maintaining and monitoring a jobs/housing balance in Specific Plan Areas. The author also suggests a revision in the language of Policy CC-3.3 to "require" (rather than "strive for") a match of overall wages to home prices. Staff strongly disagrees. This issue is a difficult one to measure and to enforce, which is further complicated by the County's inclusionary requirements for affordable housing.

Response 38-21: Staff appreciates the author's support of Mitigation Measure CI-1c regarding a requirement for mode split goals.

Response 38-22: The author suggests revising Policy CI-3.1 (Impact CI-2, Table II-1 of the Draft Environmental Impact Report (EIR)) to require that Level of Service (LOS) targets be consistent with the Caltrans Corridor System Management Plan (CSMP) and Transportation Corridor Concept Report (TCCR) for Interstate 5. The revision should also require that new development pay its fair share contribution for highway improvements, and improvements should not be limited to an auxiliary lane. Staff agrees. Please see Response 38-3.

Response 38-23: The author suggests revising Policy CI-3.1 (Impact CI-2, Table II-1 of the Draft Environmental Impact Report (EIR)) to require that Level of Service

(LOS) targets be consistent with the Caltrans Corridor System Management Plan (CSMP) and Transportation Corridor Concept Report (TCCR) for Interstate 80. The revision should also require that new development pay its fair share contribution for highway improvements as identified in Traffic Impact Studies. The policy should also indicate that LOS F is not acceptable, but is anticipated. Please see Response 38-3. The County does not have any new development planned along that portion of Interstate 80 from Mace Boulevard to the West Sacramento city limits, beyond that currently allowed under the 1983 General Plan.

Response 38-24:

The author suggests revising Policy CI-3.1 (Impact CI-2, Table II-1 of the Draft Environmental Impact Report (EIR)) to require that Level of Service (LOS) targets be consistent with the Transportation Corridor Concept Report (TCCR) for State Route 16. The revision should also require that new development pay its fair share contribution for highway improvements as identified in Traffic Impact Studies. In addition, the author recommends that the policy be revised to clearly indicate that Caltrans has no plans to widen State Route 16 to four lanes, and that it will not be lead agency nor will it provide funding for the proposed widening. Please see Response 38-3. The policy does not assume that Caltrans has plans to widen State Route 16, that it will act as lead agency for such a project, or that it will provide funding. The policy only encourages Caltrans to provide funding for the future widening. Please also refer to Action CI-A13.

Response 38-25:

The author suggests revising Policy CI-3.1 (Impact CI-2, Table II-1 of the Draft Environmental Impact Report (EIR)) to require that Level of Service (LOS) targets be consistent with the Transportation Corridor Concept Report (TCCR) for State Route 113. The revision should also require that new development pay its fair share contribution for highway improvements as identified in Traffic Impact Studies. The policy should also indicate that LOS F is not acceptable but is anticipated, between the City of Woodland and the Sutter County line, and a parallel facility should be developed. Please see Response 38-3.

The Draft General Plan assumes a LOS C for State Route 113 between the Woodland city limits and the Davis city limits, which is consistent with the TCCR. In addition, no new development is planned along this segment of State Route 113 beyond that currently allowed under the 1983 General Plan.

No parallel facility for State Route 113 is planned. In the past, an exchange between Caltrans and Yolo County of State Route 113 for County Road 102 has been considered. As noted on page CI-4 of the Draft General Plan: "The concept report (TCCR) identifies County Road 102 between Woodland and Knights Landing as a more direct route than the existing State Route 113 alignment. The report notes that improvements would be required for both State Route 113 and County Road 102 before

an exchange between Caltrans and Yolo County would occur.” The Draft General Plan does not include any policies and/or actions to either exchange County Road 102 or to develop it as a parallel facility, due to the significant costs of such proposals. It should be noted, however, that Policy CI-3.1 does assume that new development (primarily in the Knights Landing Specific Plan) will require passing lanes and intersection improvements on County Road 102, between County Road 17 and the Woodland city limits.

Response 38-26: The author suggests revising Policy CI-3.1 (Impact CI-2, Table II-1 of the Draft Environmental Impact Report (EIR)) to require that Level of Service (LOS) targets be consistent with the Transportation Corridor Concept Report (TCCR) for State Route 128. The revision should also require that new development pay its fair share contribution for highway improvements as identified in Traffic Impact Studies. Please see Response 38-3. No new development is planned along State Route 128 beyond that currently allowed under the 1983 General Plan.

Response 38-27: The author suggests revising Policy CI-3.1 (Impact CI-2, Table II-1 of the Draft Environmental Impact Report (EIR)) to require that Level of Service (LOS) targets be consistent with the Transportation Corridor Concept Report (TCCR) for State Route 45. The revision should also require that new development pay its fair share contribution for highway improvements as identified in Traffic Impact Studies. The Draft General Plan assumes a LOS C for State Route 45, which is consistent with the TCCR. No new development is planned along State Route 45 beyond that currently allowed under the 1983 General Plan.

Response 38-28: The author suggests revising Policy CI-3.1 (Impact CI-2, Table II-1 of the Draft Environmental Impact Report (EIR)) to require that Level of Service (LOS) targets be consistent with the Transportation Corridor Concept Report (TCCR) for State Route 84. The revision should also require that new development pay its fair share contribution for highway improvements as identified in Traffic Impact Studies. The Draft General Plan assumes a LOS C for State Route 84, which is consistent with the TCCR. No new development is planned along State Route 84 beyond that currently allowed under the 1983 General Plan.

Response 38-29: The author suggests revising Policy CI-3.1 (Impact CI-2, Table II-1 of the Draft Environmental Impact Report (EIR)) to require that Level of Service (LOS) targets be consistent with the Transportation Corridor Concept Report (TCCR) for Interstate 505. The revision should also require that new development pay its fair share contribution for highway improvements as identified in Traffic Impact Studies. The Draft General Plan assumes a LOS C for Interstate 505, which is consistent with the TCCR. No new development is planned along Interstate 505 beyond that currently allowed under the 1983 General Plan.

- Response 38-30: The author requests that language be added to Policy CC-3.5 to indicate that the need for improvements to Interstates 5 and 505 be identified in the Traffic Impact Study (TIS) for the Dunnigan Specific Plan. Staff does not agree with the author's assumption that improvements to Interstates 5 and 505 will be required. Policy CC-3.5 requires that commercial uses be concentrated at the County Road 8 and Interstate 5 interchange. It also directs the majority of new vehicle trips to the County Road 6 and Interstate 5 interchange. Similarly, commercial and industrial uses will be concentrated east of Interstate 5, to allow County Road 99W to be used as a parallel facility to Interstate 5. This policy is intended to reduce potential circulation impacts on Interstate 505. Regardless, the TIS for the Dunnigan Specific Plan will determine what improvements will be needed to address identified impacts.
- Response 38-31: The author believes that the growth rates used in the Draft EIR for Interstate 80 between Solano County and Interstate 50 were too low. The Draft EIR utilized a different Sac Met Model (including growth factors) than CalTrans uses, which resulted in different conclusions than those reached by CalTrans. Staff believes that the Sac Met Model used more accurately reflects the existing conditions and smart growth policies considered in the Draft General Plan.
- Response 38-32: The author notes that the existing AM and PM traffic volumes listed in Table IV-4 (pages 252 and 256 in the Draft EIR) are lower than recent CalTrans counts. The Draft EIR relied upon an average of various counts from the Caltrans Transportation Systems Network (TSN) program in these calculations, which resulted in traffic volume results that were 20 to 25 percent lower.
- Response 38-33: The author indicates a desire by CalTrans to coordinate with the County as it develops and adopts transportation impact guidelines that define the need for transportation impact studies, analysis methodology, and California Environmental Quality Act (CEQA) significance criteria. Staff agrees and has included the following text change:
- Develop and adopt transportation impact study (TIS) guidelines that consider all models of travel and define, at a minimum, the need for transportation impact studies, analysis methodology, and CEQA significance criteria. Development of the TIS guidelines shall include consultation with CalTrans.
- Response 38-34: Staff appreciates the author's support for Action CI-A6, which requires each Specific Plan to develop a transit plan that includes measurable targets for future public ridership.

- Response 38-35: The author indicates that Caltrans will not act as lead agency or provide funding for any state highway improvements described in Action CI-A13, regarding Interstate 5 in Dunnigan. The comment is noted. The policy as currently written does not obligate Caltrans to either act as lead agency or provide funding for state highway improvements concerning Interstate 5 in Dunnigan.
- Response 38-36: The author suggests that any required state highway improvements associated with specific projects be included in the agreements approving said projects. Staff disagrees and believes it would be more effective if any improvements to the State Highway System are dealt with through direct agreements between the developer and Caltrans, rather than through the County's Development Agreement process.
- Response 38-37: The author looks forward to working with County staff to address the issues discussed in this letter. Staff shares the author's interest in resolving these matters.

Policy CC-3.3: Ensure that jobs are created concurrent with housing. Include requirements to ensure a reasonable ongoing balance between housing and jobs 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. *This promises to keep the economy down.*

39-1

Policy CC-2.3: Include open space corridors and trails throughout each community to provide off-street bicycle and pedestrian access, as well as connections to intra-county corridors and trails. *Willing sellers only.*

39-2

Action CC-A1: Update the County Zoning Code to reflect appropriate zoning consistent with each land use designation and to establish appropriate new zone categories and regulations to implement the goals, policies and actions of this General Plan. The update shall include development of a form-based zoning code. (Policy LU-1.1, Policy LU-2.3, Policy LU-2.5, Policy LU-3.1, Policy LU-3.2, Policy LU-3.3, Policy LU-3.9, Policy CC-2.7, Policy CC-2.16)

39-3

Action AG-A6: Work with agricultural interests to develop farm dwelling site criteria. Proposed homes that comply with the criteria would be issued building permits, while those that are not consistent with the

LSA ASSOCIATES, INC. YOLO COUNTY 2030 COUNTY WIDE GENERAL PLAN EIR
APRIL 2009 IV. SETTING, IMPACTS, AND MITIGATION MEASURES
A. LAND USE AND HOUSING

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criteria would require prior approval of a use permit. Criteria would apply to both the primary and the ancillary home and may include the following:

- o Size and mass of the home(s).
- o Location of the homes(s) to avoid areas of excessive slope, higher quality agricultural soils, native vegetation, flooding, lack of water availability, or other physical constraints.
- o Location of the home(s) within the property to avoid restricting the extent of pesticide/herbicide spray on adjoining farm operations.
- o Approval of a stewardship plan demonstrating how the property would be farmed.
- o Cluster homes in a location within the parcel with the least impact to agricultural operations. New farm dwellings may be clustered in proximity to existing homes on adjoining properties.
- o Consideration of an agricultural conservation easement deed restriction or similar instrument on all or a portion of the remainder of the property, outside of any home site(s).
- o Recordation of a "rural oath" acknowledging the potential for nuisances to occur, such as dust, agricultural chemical applications, etc.
- o Recordation of a deed notice acknowledging the County's right-to-farm ordinance. (Policy AG-1.7)

39-4

Action AG-A20: Collaborate with farming interests to develop and implement a program for each Agricultural District to include tailored zoning requirements, financial incentives, marketing requirements and/or other benefits as they are determined. Specific tools for use within each district may include the following:

- o Reduce building permit fees to promote improvements and structures related to agricultural processing, rural tourism and other value-added activities.
- o Revise standards for parking (e.g. use of permeable surfaces), occupancy (e.g. use of barn structures for limited events), roads (e.g. reduced rural road widths and/or improvements) and sanitation for special events (e.g. use of portable toilets instead of permanent systems).
- o Subsidize participation in specialized marketing efforts to target "branding" and name recognition of products grown or processed within each district.
- o Prepare County-sponsored CEQA documents (e.g. Master EIRs) that broadly analyze agricultural tourism uses (e.g. dude ranch, winery, restaurant, bakery, cheese production, oil press, wine crush, outdoor entertainment/music, culinary classes, tourist cab-ins, etc.).
- o Establish impact thresholds for rural roadways that allow higher traffic levels for agriculturally related events while maintaining the rural setting and design of the existing roadways.
- o Streamline permit processing for the development of on-site housing for agricultural families and farmworkers (e.g. mobile home parks, labor camps, etc.).

39-5

LSA ASSOCIATES, INC. YOLO COUNTY 2030 COUNTY WIDE GENERAL PLAN EIR
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As the districts mature and the County is able to document successes and failures, programs within the agricultural districts may be modified in response to changing market direction and may encompass new areas or evolve into countywide programs. (Policy AG-3.1)
Responsibility: Planning and Public

39-5
cont.

i.e., TANC (1) Disrupt or Divide an Established Community. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that impairs mobility within an existing community, or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may make it harder for people to travel from one side of the community to another; similarly, such construction may also impair the ability of community members to travel easily to areas outside of the community.
The Draft General Plan proposes changes to land use designations, which would allow for additional growth in the unincorporated County. Future development would be accompanied by the extension or construction of public services, infrastructure, and roadway improvements needed to accommodate the build-out of the Draft General Plan, which could divide established communities. Similarly, the introduction of new land uses, if not compatible with the established community, can also create a division in a community.

39-6

Implementation Measure 4: Yolo County, to the extent allowed under State law, shall prevent the subdivision of agricultural land except when the subdivision is beneficial to agriculture.

Policy 9: Yolo County, to the extent allowed under State law, shall prevent the subdivision of agricultural land except when the subdivision is beneficial to agriculture.

39-7

Implementation Measure 2: Yolo County shall limit the number residential houses on agricultural parcels.

Implementation Measure 1: In accordance with the County of Yolo Bicycle Transportation Plan, as amended, the County shall support the addition of bicycle access and bicycle lanes in reviewing any proposal that would require improvement of roadways.

Implementation Measure 2: Any upgrades or improvements to State Route 16 within the Capay Valley Planning Area must be planned and designed to accommodate bicycle lanes and bike safety enhancements.

39-8

Policy 2: New dwellings on A-P and A-1 zoned lands shall be clustered taking into account soils, topography, and existing improvements so as not to enhance and continue the viability of agriculture.

Policy 3: New residential dwellings on A-P and A-1 zoned lands shall adhere to the height restriction limitations required of residential zones in the County Code.

Implementation Measure 1: The County shall add a height limit for residential uses in the A-P and A-1 zone consistent

39-9

Ensure architectural quality and design consistency within existing communities of the Capay Valley along SR 16.

39-10

Implementation Measure 1: In accordance with CEQA, and utilizing the resources available at the Northwest Information Center (NWIC) at the Sonoma State University campus, the County shall identify archaeological sites and mitigate adverse impacts thereon.

39-11

Policy 3: Removal of land from agricultural preserve solely for residential development is prohibited.

39-12

Policy 5: The Foothills and Lower slopes and Cache Creek environments shall remain either agrarian with enforcement of Williamson Act contracts, General Plan Agricultural Element, or Wildlife Habitat with establishment of conservation easements, and designation as Wildlife Habitat. The dominance of agricultural land uses, conservation easements and the designation of additional parks, open space and wildlife habitats shall be continued in the region as basic open space preservation tools. **Private property is not "Open Space". All of the restrictions on private property appear to be mandatory in this policy except the Williamson Act. Will those other restrictions be implemented involuntarily onto private lands to create a layer upon layer onto private property if the Williamson Act is revoked?**

39-13

Table IV.A-9: Proposed Change in Land Use Designations (Acres)

1983 General Plan	
Existing Land Uses	
Draft 2030 General Plan	
Proposed Land Uses	
Change from 1983	
General Plan to	
Draft 2030 General	
Plan	
Land Use Categories Acreage	
Percent of	
Unincorporated	
Total Acreage	
Percent of	
Unincorporated	
Total Acreage	
Open Space	2,722 0.5 52,969 8.5 50,247
Agriculture	603,544 97.1 544,723 87.7 -58,821
Parks and Recreation	1,121 0.2 866 0.1 -255
Residential	
Residential Rural	1,668 0.3 1,602 0.3 -66
Residential Low	1,342 0.2 1,280 0.2 -62
Residential Medium	196 - 179 - -17
Residential High	31 - 27 - -4
Residential Subtotal	3,237 0.5 3,088 0.5 -149
Commercial	
Commercial General	263 - 532 0.1 269
Commercial Local	143 - 119 - -24
Commercial Subtotal	406 0.1 651 0.1 245
Industrial	1,195 0.2 1,049 0.2 -146
Public and Quasi-	
Public	694 0.1 7,001 1.1 6,307
Specific Plan	145 - 3,285 0.5 3,140
Rights-of-Way	8,160 1.3 8,592 1.4 432
Total Unincorporated	
County	621,224 100 621,224 100 --
Incorporated Cities	32,325 -- 32,325 -- --

39-14

Total County 653,549 acres:

a Includes roadways, railroads, and highways.

Note: Changes reflect the carryover of substantially all 1983 remaining vacant planned development to the Draft General Plan, and also reflect corrections for existing on-the-ground land uses. For example existing open space areas are generally designated AG in the 1983 General Plan and are proposed to be re-designated as OS in the Draft General Plan.

Source: County

My property is NOT the County's or anybody else's Open Space. It is a place of business, it is grazing for cattle, it is our backyard and our HOME. Our property must not be included as Open Space, as it is already in the Williamson Act. To change that standing is redefining our land use without our permission and is a taking of our property with no compensation.

39-15

Policy CC-2.11: Strive to achieve a match between the prices of dwelling units and the salaries of the jobs provided within each unincorporated community, to the greatest extent feasible. ***This is restricting improvements that individuals should be allowed to make on their private property and encourages that only poor people should live and work here.***

39-16

No residential uses on undeveloped parcels? Polices support conservation of agricultural uses by prohibiting the subdivision of agricultural land for residential uses while allowing for construction of farm housing within agricultural areas (1983 General Plan policies: ADM 14 and 15; LU 5, 6, 13, 14, 17, 20, and 21). ***Ag lands will become the only low income housing locations. Not acceptable!***

39-17

The Draft General Plan carries forward the goals and polices of the 1983 General Plan and expands the scope of the policies to provide more support for the existing goals and addresses new concerns and issues pertinent to the County. Key concepts and issues addressed in the 1983 General Plan continue to be addressed in the Draft General Plan. Therefore, the proposed land use and housing policies in the Draft General Plan would not result in significant adverse physical impacts as compared to the 1983 General Plan policies. **But significant impacts to private property rights are throughout the document.**

39-18

"Old" Action CO-84 Consider adoption of an ordinance requiring existing homes to be retrofitted with water efficient appliances and fixtures prior to sale. (Policy CO-5.1, Policy CO-5.2, Policy CO-5.3, Policy CO-5.5) ☐
Responsibility: Planning and Public Works Department
Timeframe: 2011/2012

39-19

Action CO-A123 As part of the regional plan, create a greenhouse gas emissions 2009 inventory for all land uses within unincorporated Yolo County. Based on the inventory, develop a plan to Encourage incorporation of the County's Greenhouse Gas Emissions Plan/Climate Action Plan into a regional climate action plan. halt the total increase in emissions by 2010, and to reduce the 2010 total emissions level by ten percent every five years thereafter. The regional plan should strive to achieve its fair-share contribution towards a minimum 80 percent reduction in regional greenhouse gas emissions by 2050. (Policy CO-8.9) ☐

39-20

Timeframe: 2011/2012

Nowhere in CO-A123 is the option for recognizing and crediting any carbon credits that come from rural landowners who are providing oak woodlands and agricultural crops that sequester CO2. Cap and trade is so far only punitive to everyone, and it should rightfully recognize those who are providing CO2 exchanges. "Halt the total increase in emissions"....is that universal language or something the county itself is imposing?

39-20
cont.

Conservation and Open Space Element, page CO-67:

"Old" Action CO-84 Consider adoption of an ordinance requiring existing homes to be retrofitted with water efficient appliances and fixtures prior to sale. (Policy CO-5.1, Policy CO-5.2, Policy CO-5.3, Policy CO-5.5) ☐

Responsibility: Planning and Public Works Department

Timeframe: 2011/2012

This promises to create an endlessly arbitrary funding source for the county. It must be specified that it does not apply to agricultural outbuildings. Such an ordinance could be expanded to force landowners to install solar or wind systems that would be prohibitive for both seller and buyer. These concerns also apply to the following LEED requirements as well.

39-21

Conservation and Open Space Element, page CO-75:

No individuality....fine for the city, but not for the rural areas

Policy CO-7.11 Encourage LEED certification for public and private buildings, whenever possible. Strongly encourage LEED certification or equivalent for all public, private, and existing buildings, and strongly encourage LEED Neighborhood Design (ND) certification or equivalent for other applicable projects, particularly within the Specific Plan areas. ☐

39-22

Circulation Element, page CI-25:

Bicycle license fees to be implemented on all geared bicycles. They should not get whole lanes while you have stopped maintenance in so many rural areas.

Policy CI-5.1 Work with local and regional agencies to implement a regional bikeway and/or alternative energy vehicle system that connects the cities, larger unincorporated communities and scenic areas. Implement a dedicated multi-purpose bikeway between Woodland and Davis as a part of this effort. ☐

39-23

Circulation Element, page CI-30:

Action CI-A3 Update the Bicycle Transportation Plan, including the California Delta Trail, a dedicated multi-purpose bikeway between Woodland and Davis, and other potential routes along levees, abandoned railroads, waterways, transmission right-of-ways and willing landowners. (Policy CI-5.1, Policy CI-5.2, Policy CI-5.6, Policy CI-5.11, Policy CI-5.15) ☐

Responsibility: Planning and Public Works Department

Timeframe: 2014, 2019, 2024, 2029

Private property rights must be protected and respected

-4-

39-24

Circulation Element, page CI-31:

Action CI-A6 Develop a transit plan as a part of each Specific Plan. Condition future

39-25

Submitted by Vicki Murphy
June 15, 2009

Letter
39
cont.

development to provide right-of-way or public easements for identified transportation and circulation facilities including bikeways, trails and transit facilities. The transit plan shall include future targets for public transportation ridership, levels of service and measurable steps to achieve the targets. Ensure implementation through the Dunnigan Specific Plan, and other applicable specific plans in each community. (Policy CI-2.1, Policy CI-2.2, Policy CI-2.3, Policy CI-5.1, Policy CI-5.5, Policy CI-5.6, Policy CI-5.8, Policy CI-5.11, Policy CI-5.12, Policy CI-5.14, Policy CI-5.15, Policy CI-6.1, Policy CI-6.2, Policy CI-6.5, Policy CI-6.9, Policy CI-6.11) ☐

Responsibility: Planning

Implement a license fee for geared bicycles to help fund the bike trails

39-25
cont.

I was also told that "Policies" are not "Actions"...But look above at how the "Actions" are backed up by the "policies". They are one in the same, you just can cherry pick your way around allowing development in the rural areas.

39-26

Letter 39
Vicki Murphy
June 15, 2009

- Response 39-1: The author indicates that Policy CC-3.3, which requires that jobs and housing be balanced within each community to the greatest feasible extent, would be detrimental to the economy. Staff disagrees and believes that a strong emphasis on local job creation, rather than creating a series of communities based on commuting residents, will improve countywide economic development.
- Response 39-2: The author requests that the term “willing sellers” be added to Policy CC-2.3, regarding the provision of open space corridors and trails within communities. The Draft General Plan includes CI-A3, CO-1.6, and CO-1.7, all of which support or require that the right-of-way for new open spaces and trails be acquired solely from willing landowners.
- Response 39-3: The author reprints Action CC-A1 without providing any remarks. The comment is noted.
- Response 39-4: The author reprints Action AG-A6 without providing any remarks. The comment is noted.
- Response 39-5: The author reprints Action AG-A20 without providing any remarks. The comment is noted.
- Response 39-6: The author provides a summary of text on page 131 of the Draft EIR, regarding the definition of the impact to disrupt or divide an existing community. She refers to the proposed Transmission Agency of Northern California (TANC) project to place new electrical transmission lines in Yolo County, and their potential applicability under this impact. It should be noted that the TANC proposal was not included in this Draft General Plan and was strongly opposed by the Yolo County Board of Supervisors, as proposed. Since the author submitted this comment, the TANC has withdrawn their project and the subject has been made moot.
- Response 39-7: The author appears to provide a summary of proposed policies and implementation measures regarding agricultural preservation from the Final Draft Capay Valley Area General Plan (2007-not adopted), pages 2 and 7 of Chapter 2. No remarks are provided. The comments are noted.
- Response 39-8: The author appears to provide a summary of proposed policies and implementation measures regarding bike lanes from the Final Draft Capay

- Valley Area General Plan (2007-not adopted), page 9 of Chapter 2. No remarks are provided. The comments are noted.
- Response 39-9: The author appears to provide a summary of proposed policies and implementation measures regarding rural residential housing from the Final Draft Capay Valley Area General Plan (2007-not adopted), page 10 of Chapter 2. No remarks are provided. The comments are noted.
- Response 39-10: The author appears to provide a summary of a proposed policy regarding architectural design from the Final Draft Capay Valley Area General Plan (2007-not adopted), page 11 of Chapter 2. No remarks are provided. The comments are noted.
- Response 39-11: The author appears to provide a summary of a proposed implementation measure regarding cultural resources from the Final Draft Capay Valley Area General Plan (2007-not adopted), pages 11 and 12 of Chapter 2. No remarks are provided. The comments are noted.
- Response 39-12: The author appears to provide a summary of a proposed policy regarding a prohibition on home sites from the Final Draft Capay Valley Area General Plan (2007-not adopted), page 17 of Chapter 2. No remarks are provided. The comments are noted.
- Response 39-13: The author appears to provide a summary of proposed policies and implementation measures regarding open space from the Final Draft Capay Valley Area General Plan (2007-not adopted), page 17 of Chapter 2. The author expresses concern about cumulative mandatory restrictions on private property. Please see Response 33-4.
- Response 39-14: The author reprints Table LU-IV.A.9 regarding land use in the Draft General Plan. The comment is noted.
- Response 39-15: The author strongly opposes any change in land use designation of her property to Open Space. The Draft General Plan continues to designate the author's property as Agriculture. No change in land use designation is proposed.
- Response 39-16: The author provides a summary of Policy CC-2.11, which strives to match the price of housing with the wages of the jobs being provided within the community. Please see Response 8-6.
- Response 39-17: The author provides a partial summary of the third paragraph under Subsection (9) of the Land Use and Housing Chapter, on page 161 of the Draft EIR. The summary describes those policies that conserve agricultural land by prohibiting residential subdivisions on farm land, while continuing to allow for farm housing. The author believes that this is not acceptable, as it will result in only low-income housing being located on

agricultural land. Staff disagrees. The policy of prohibiting the residential subdivision of farm land is a continuation of Policy LU-14 from the 1983 General Plan. Allowing farm land to be divided solely for the development of residential home sites would result in the conversion of large amounts of productive agricultural land into rural residential estates. While it would provide high-income housing, it would have serious cumulative impacts to the County's agricultural economy. The existing policy for the past 25 years has not limited farm owners, their families, and their workers to only low-income housing, nor is there any evidence provided by the author to indicate why a change would be expected in the future.

Response 39-18: The author provides a summary of the paragraph on page 163 of the Draft EIR, regarding potential impacts from the Draft General Plan policies, compared to the 1983 General Plan. She states that the Draft General Plan will result in greater impacts to property rights. Please see Response 33-4.

Response 39-19: The author provides a summary of Action CO-84 without providing any remarks. The comment is noted.

Response 39-20: The author recommends that carbon credits for agricultural crops and oak woodlands be included in Action CO-A123, concerning the required preparation of a County Climate Action Plan. Please see Response 8-8.

Response 39-21: The author provides a summary of Action CO-84, to develop an ordinance requiring that existing homes be retrofitted with water efficient appliances prior to resale. The author indicates that this would result in an endless and arbitrary funding source for the County. She also suggests that such an ordinance should exempt agricultural outbuildings, and that the costs to the owner would be prohibitively expensive. It should be noted that the only funding that would result from this program would be the cost of the building inspection to confirm that the appliances have been installed, which are restricted by law to cover only the costs of providing the service. The action specifically refers only to homes and does not include agricultural outbuildings in its guidance. Although the ordinance would result in additional costs to the individual owner, the total cost of materials (excluding labor) for faucet aerators, shower heads, and toilets in a two bath home, could be as low as \$500, which staff does not believe to be prohibitive, especially in the context of a home sale transaction.

Response 39-22: The author provides a summary of Policy CO-7.11, which encourages Leadership in Energy and Environmental Design (LEED) certification for public and private buildings, wherever possible, particularly in Specific Plan areas. She suggests that such requirements should exempt agricultural outbuildings, and that the costs to the owner would be prohibitively expensive. The author believes that LEED requirements are more appropriate in urban areas, rather than rural ones. It should be noted that the proposed policy encourages LEED certification, it is not mandated. In

addition, the State of California has adopted a Green Building Standards Code (GBSC), based in part on the LEED system, which is mandatory beginning in January, 2011. The GBSC will require all new residences (both urban and rural) to include a 20 percent improvement in water use efficiency, a 50 percent improvement in water conservation, and a 15 percent reduction in energy consumption. To date, staff is unaware of any LEED standards that apply to agricultural outbuildings.

Response 39-23: The author provides a summary of Action CI-5.1, regarding the development of a regional bikeway and alternative energy vehicle networks connecting towns and cities. She suggests that all geared bicycles should require annual license fees to pay for the bikeway improvements, particularly at a time when vehicle road maintenance funds are declining. Section 39004 of the California Vehicle Code strictly limits the amount that any jurisdiction may charge to license a bicycle to \$4, with a \$2 replacement or renewal fee. In addition, the County cannot unilaterally impose a bicycle license fee on the cities. As a result, it is unlikely that the number of bicycles in the unincorporated area alone would raise significant funds, and would not be sufficient to fund a countywide system of bicycle trails.

Response 39-24: The author suggests that language be added to the Draft General Plan that protects and respects private property rights. Please see Response 8-5.

Response 39-25: The author provides a summary of Action CI-A6, regarding the requirement for development of a transit plan for each Specific Plan. She suggests that countywide bicycle license fees be imposed to pay for the construction of bicycle trails. Please see Response 39-3.

Response 39-26: The author suggests that policies and actions are similar in the way that they allow for development in the rural areas. The author is correct in that policies and actions are inter-related. Page IN-13 of the Draft General Plan provides definitions of both terms. A policy provides specific guidance for decision-making in order to achieve a goal, while actions consist of programs intended to help achieve the policies.

Staff strongly disagrees with the comment that the primary intent of the Draft General Plan is to allow for development in the rural areas. Please see Response 15-1.

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June 12, 2009

David Morrison
Yolo County
Planning and Public Works Department
292 West Beamer Street
Woodland, CA 95696

Re: Yolo County Draft General Plan

Dear Mr. Morrison:

The staff of the Sacramento Area Council of Governments has reviewed the Draft EIR for the Yolo County Draft General Plan and is hereby submitting the following comments.

Yolo County has a long history of embracing and preserving the rural character of the county and has a continuing commitment to supporting agricultural viability. The Yolo County Draft General Plan reflects these principles through policies that focus growth in the county's larger cities and existing rural towns, while preserving valuable agricultural resources. These policies strongly complement SACOG's Rural Urban Connections Strategy (RUCS) planning effort. In the same way that Blueprint is an economic development strategy for urban areas, the RUCS project is a look at the region's growth and sustainability objectives from a rural perspective.

40-1

A key component of the RUCS project is the identification of a network of roadways that are important for sustaining the economic viability of agriculture. Yolo County's commitment to the farm-to-market roads identified in the county improves the safety and efficiency of the road network by attracting truck trips to designated corridors, while making available other roadways for agricultural worker and farm implement transportation. SACOG applauds Yolo County's proactive approach in identifying farm-to-market corridors and its commitment to preserving agricultural resources.

40-2

SACOG is also supportive of the mitigation measures identified to address the potential increase in vehicle miles of travel (VMT) in Impact CI-1: Build-out of the Draft General Plan could result in increased vehicle miles of travel. Mitigation measures CI-1a through CI-1e include effective policies and strategies to encourage travel alternatives to driving alone. The range of efforts identified is consistent with the Metropolitan Transportation Plan 2035 and are key efforts to reduce VMT.

40-3

Addressing land use sources of VMT growth are also critical to consider. As a supplement to our earlier comments regarding the Dunnigan area and the critical need for jobs-housing balance in that area should it ever develop (see November 19, 2008 letter), we are very supportive of mitigation measure LU-4c that establishes a jobs-

40-4

- Auburn
- Citrus Heights
- Colfax
- Davis
- El Dorado County
- Elk Grove
- Folsom
- Galt
- Isleton
- Lincoln
- Live Oak
- Loomis
- Marysville
- Placer County
- Placerville
- Rancho Cordova
- Rocklin
- Roseville
- Sacramento
- Sacramento County
- Sutter County
- West Sacramento
- Wheatland
- Winters
- Woodland
- Yolo County
- Yuba City
- Yuba County

Mr. David Morrison
June 12, 2009
Page 2

housing ratio standard for specific plans and mitigation measure CI-1a that includes the VMT performance test for Dunnigan. These mitigation measures offer complementary policies and strategies to address land use sources of VMT growth. The VMT performance test is an especially innovative approach – we are unaware of any local government anywhere that has utilized this technique – and we are committed in whatever ways we can to assist the County in successfully implementing this mitigation measure.

40-4
cont.

Thank you for the opportunity to comment on the Draft EIR.

Sincerely,



Mike McKeever
Executive Director

MM:MC:le

Letter 40
Sacramento Area Council of Governments
Mike McKeever, Executive Director
June 15, 2009

- Response 40-1: Staff appreciates the author's comments that the Draft General Plan policies complement SACOG's Rural Urban Connections Strategy.
- Response 40-2: SACOG's support of the Draft General Plan's proactive approach in identifying farm-to-market corridors is also appreciated.
- Response 40-3: Staff welcomes SACOG's comments regarding their support of the Draft General Plan approach to addressing the Vehicle Miles Travelled (VMT) threshold, as well as the associated policies identified under Mitigation Measure CI-1a through CI-1e.
- Response 40-4: SACOG's support of the proposed jobs-housing ratio standards, and its recognition of the innovative and unique approach that the County has taken to limiting VMT per community is appreciated.