

Clark Pacific Facility Expansion Project

SCH# 2025031376

Final Environmental Impact Report

Prepared for the
County of Yolo



June 2026

Prepared by



1501 SPORTS DRIVE, SUITE A, SACRAMENTO, CA 95834

Clark Pacific Facility Expansion Project Final Environmental Impact Report

SCH# 2025031376

Lead Agency

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

Jeff Anderson
Principal Planner
(530) 666-8043

Prepared By

Raney Planning and Management, Inc.
1501 Sports Drive, Suite A
Sacramento, CA 95834
(916) 372-6100

Contact:
Rod Stinson
Vice President/Air Quality Specialist

Table of Contents

TABLE OF CONTENTS

<u>CHAPTER</u>	<u>PAGE</u>
1. Introduction and List of Commenters.....	1-1
1.1 Introduction.....	1-1
1.2 Background	1-1
1.3 Purpose of the Final EIR	1-2
1.4 List of Commenters	1-2
1.5 Certification of the Final EIR.....	1-3
1.6 Organization of the Final EIR	1-3
2. Responses to Comments	2-1
2.1 Introduction.....	2-1
2.2 Responses to Comments	2-1
3. Revisions to the Draft EIR Text	3-1
3.1 Introduction.....	3-1
3.2 Description of Changes	3-1
4. Mitigation Monitoring and Reporting Program.....	3-1
4.1 Introduction.....	4-1
4.2 Compliance Checklist	4-1
4.3 Mitigation Monitoring and Reporting Program	4-2



1. Introduction and List of Commenters

1. INTRODUCTION AND LIST OF COMMENTERS

1.1 INTRODUCTION

This Final Environmental Impact Report (EIR) incorporates by reference the Draft Environmental Impact Report for the Clark Pacific Facility Expansion Project (proposed project) Draft EIR, and includes comments received during the public review period for the project, and the County's responses. This document has been prepared by Yolo County, as the Lead Agency, in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15132. The Introduction and List of Commenters chapter of the Final EIR discusses the background of the Draft EIR and purpose of the Final EIR, identifies the comment letters and verbal comments received on the Draft EIR, and provides an overview of the Final EIR's organization.

1.2 BACKGROUND

The Draft EIR identified the proposed project's potential environmental impacts and the mitigation measures that would be required to be implemented. The following environmental analysis chapters are contained in the Draft EIR:

- Agricultural Resources;
- Air Quality, Greenhouse Gas Emissions, and Energy;
- Hydrology and Water Quality;
- Noise;
- Transportation;
- Statutorily Required Sections; and
- Alternatives Analysis.

In accordance with CEQA, Yolo County used the following methods to solicit public input on the Draft EIR:

- Notice of Preparation (NOP) for the Draft EIR was released for a 30-day public review period from March 28, 2025, to April 28, 2025, and is included as Appendix B to the Draft EIR.
- An NOP public scoping meeting was held on April 10, 2025, to solicit public comments regarding the scope of the Draft EIR. Comment letters and a verbal comment summary from the NOP scoping meeting are included in Appendix B to the Draft EIR.
- On March 3, 2026, the Draft EIR was delivered to the State Clearinghouse for distribution to State agencies, resulting in a 45-day public review period from March 3, 2026, to April 17, 2026.
- On March 3, 2026, the Draft EIR and a Notice of Availability (NOA) of the Draft EIR were posted to the County's website, State Clearinghouse, and County Clerk. Copies of the NOA were mailed to local agencies, interested members of the public, and property owners and occupants within 1,000 feet of the proposed project site.



- Copies of the Draft EIR were made available for review at the Woodland Public Library (250 First Street, Woodland, CA) and the Yolo Branch Library (37750 Sacramento Street, Yolo, CA).
- A public comment meeting was held on April 9, 2026, to solicit public comments on the Draft EIR. A written summary of the verbal comments received during the public comment meeting is included within this Final EIR.

All public commenters are listed in this chapter, and written responses to comments received on the Draft EIR are included in Chapter 2, Responses to Comments, as discussed in more detail in Section 1.6 of this chapter.

1.3 PURPOSE OF THE FINAL EIR

Pursuant to CEQA Guidelines Section 15132, a Final EIR shall consist of the following:

1. The Draft EIR or a revision of the Draft EIR;
2. Comments and recommendations received on the Draft EIR;
3. A list of persons, organizations, and public agencies commenting on the Draft EIR;
4. The responses to significant environmental points raised in the review process; and
5. Any other information added by the Lead Agency.

Although CEQA requires responses for “significant environmental issues” only, the County has provided responses to all comments. This is not intended to expand the County’s legal obligations under CEQA but rather to maximize opportunities for sharing information and increasing public understanding regarding the proposed project and the related review process.

1.4 LIST OF COMMENTERS

Yolo County received four comment letters during the public comment period on the Draft EIR for the proposed project, and one letter was received after the close of the comment period. The comment letters were authored by the following agencies and groups. The letters are organized alphabetically by name within each category. In addition, verbal comments were received during the Draft EIR comment meeting held before the Planning Commission on April 9, 2026. A written summary of the verbal comments directly related to environmental issues from the Draft EIR comment meeting is included as Letter 5.

Agencies

- Letter 1 California Department of Conservation,
Geologic Energy Management Division (CalGEM)
- Letter 2 California Department of Transportation (Caltrans)

Groups

- Letter 3 Yocha Dehe Wintun Nation
- Letter 4 Yolo County Farm Bureau (YCFB)
- Letter 5 Summary of Verbal Comments: Draft EIR Comment Meeting (April 9, 2026)

Late Letter(s)

- Letter 6 Pacific Gas and Electric Company (PG&E)

1.5 CERTIFICATION OF THE FINAL EIR

State law requires that the County make several types of CEQA “findings” at the time of final action on the proposed project. Findings describe the conclusions reached regarding particular issues, including specific evidence in support of those conclusions. The Final EIR typically provides much of the substantial evidence to support these findings.

The required findings for the proposed project are as follows:

- Certification of the Final EIR (CEQA Guidelines Section 15090) – These findings support the adequacy of the Final EIR for decision-making purposes. The Lead Agency must make the following three determinations in certifying a Final EIR:
 1. The Final EIR has been completed in compliance with CEQA.
 2. The Final EIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final EIR prior to approving the proposed project.
 3. The Final EIR reflects the Lead Agency’s independent judgment and analysis.
- Findings Regarding Significant Impacts and Project Alternatives (CEQA Guidelines Section 15091) – These findings explain how the County chose to address each identified significant impact, including the mitigation measures adopted or an explanation of why such measures are infeasible. A discussion of the feasibility of project alternatives is also required by this section (see also CEQA Guidelines Section 15126.6[f]).

Pursuant to CEQA Guidelines, Section 15093(b), when a Lead Agency approves a project that would result in significant unavoidable impacts, the agency must state in writing the reasons supporting the action (Statement of Overriding Considerations). The Statement of Overriding Considerations shall be supported by substantial evidence. The proposed project would result in significant and unavoidable impacts related to Agricultural Resources; Air Quality, Greenhouse Gas Emissions, and Energy; and Transportation. Thus, a Statement of Overriding Considerations must be adopted if the proposed project is approved. The required Findings of Fact and Statement of Overriding Considerations will be included as part of the CEQA resolution considered by Yolo County.

1.6 ORGANIZATION OF THE FINAL EIR

The Final EIR is organized into the following chapters:

1. Introduction and List of Commenters

Chapter 1 provides an introduction and overview of the document, describes the background of the Draft EIR and the purposes of the Final EIR, provides a list of commenters, and describes the organization of the Final EIR.

2. Responses to Comments

Chapter 2 presents the comment letters received and responses to each comment. Each comment letter received has been numbered at the top and bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in



Letter 1 would have the following format: 1-1. The response to each comment will reference the comment number.

3. Revisions to the Draft EIR Text

Chapter 3 summarizes minor changes made to the Draft EIR text including clarifications, modifications, and amplifications of the analysis. Section 15088.5 of the State CEQA Guidelines states that a lead agency is required to recirculate a Draft EIR when “significant new information” is added to the document after public notice is given of the availability of the Draft EIR for public review under Section 15087 but before certification. Pursuant to this section, the term “information” can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not considered “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the County has declined to implement.

“Significant new information” requiring recirculation includes any of the following:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The modifications to the Draft EIR identified in Chapter 3 have been examined with these requirements and obligations in mind. The County has determined that the provisions of Section 15088.5 of the CEQA Guidelines are not triggered and recirculation of this EIR is not required. A more detailed description of this determination will be included in the CEQA Findings of Fact described above.

4. Mitigation Monitoring and Reporting Program

CEQA Guidelines, Section 15097, requires lead agencies to adopt a program for monitoring the mitigation measures required to avoid the significant environmental impacts of a project. The intent of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure implementation of the mitigation measures identified within the Draft EIR for the proposed project. The MMRP for the proposed project is included as Chapter 4 of this Final EIR.



2. Responses to Comments

2. RESPONSES TO COMMENTS

2.1 INTRODUCTION

The Responses to Comments chapter contains responses to each of the comment letters submitted regarding the Clark Pacific Facility Expansion Project (proposed project) Draft EIR during the public review period and the verbal comments received at the Draft EIR public comment meeting.

2.2 RESPONSES TO COMMENTS

Each bracketed comment letter is followed by numbered responses to each bracketed comment. The responses amplify or clarify information provided in the Draft EIR and/or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues (e.g., opinions on the merits of the project that are unrelated to its environmental impacts) are either discussed or noted for the record.



Docusign Envelope ID: 41EA95CD-A36A-40F5-B6CA-0C81DB0B6F03



Department of Conservation
Geologic Energy Management Division

Gavin Newsom, Governor
Jennifer Lucchesi, Director
715 P Street, MS 1803
Sacramento, CA. 95814
T: (916) 445-5986

Letter 1

4/6/2026

VIA EMAIL

County of Yolo
Department of Community Services
Jeff Anderson
292 West Beamer Street, Woodland, CA 95695
Jeff.anderson@yolocounty.gov

Assessor Parcel Number(s): 027-250-019
Property Owner(s): Clark Pacific Structural, LLC
Project Location Address: Best Ranch Road and County Road 100B,
Yolo County, CA 95776

PROJECT TITLE: Clark Pacific Facility Expansion Project

1-1

Public Resources Code (PRC) section 3208.1 establishes re-abandonment responsibility when previously plugged and abandoned oil, gas or geothermal wells will be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near previously abandoned oil, gas, and geothermal wells.

The California Geologic Energy Management Division (CalGEM) has received the above-referenced project dated 3/3/2026. To assist local permitting agencies, property owners, and developers in making safe and practical land use decisions regarding potential development near oil, gas, or geothermal wells, CalGEM provides a table in the attached enclosure of the wells within the parcel boundary or in its vicinity, based on CalGEM's Well Finder database (<https://maps.conservation.ca.gov/doggr/wellfinder/>).

CalGEM categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking at the landowner's expense if there is a need to access a well. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment (consisting of well servicing rig, pumping equipment, pipe trailer) to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure. Impermeable barriers such as

State of California Natural Resources Agency | Department of Conservation
Northern District

Orcutt Office and Mail: 195 S. Broadway, Suite 101, Orcutt, CA 93455 | T: (805) 937-7246 | F: (805) 937-0673
Sacramento Office and Mail: 715 P Street, MS 1804, Sacramento, CA 95814 | T: (916) 322-1110 | F: (916) 445-3319
Ventura Office: 1000 S. Hill Road, Suite 116, Ventura, CA 93003 | T: (805) 937-7246 | F: (805) 654-4765
Ventura Mail: 195 S. Broadway, Suite 101, Orcutt, CA 93455
conservation.ca.gov



Docusign Envelope ID: 41EA95CD-A36A-40F5-B6CA-0C81DB0B6F03

Letter 1 Cont.

4/6/2026

asphalt, concrete, and plastic may trap hazardous gases and liquids underneath and could create a safety hazard if built over a well that later develops a leak.

CalGEM recommends that any well for which access is impeded or built over, against CalGEM's advice, should be evaluated by a qualified petroleum professional for compliance with the statutory objectives of isolating all hydrocarbon-bearing strata; protecting underground and surface waters; prevention of subsequent damage to life, health, property, and other resources; and prevention of loss of oil, gas, or reservoir energy. CalGEM recommends that wells that do not meet these standards are abandoned or re-abandoned prior to construction. The well information can be accessed through CalGEM's Well Finder database mentioned above. PRC section 3208, subdivision (a), provides the primary statutory authority for CalGEM to oversee adequate abandonment of wells. Additionally, CalGEM has developed the regulatory guidance for operators to be followed during well abandonment, which are listed within California Code of Regulation, title 14 (CCR) section 1723 and associated sub-sections (for onshore wells), and section 1745 and associated sub-sections (for offshore wells).

There is no guarantee that a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. Due to the inability to predict all subsurface conditions or changes, it always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. CalGEM acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantee that such abandoned wells will not leak.

CalGEM advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations in Latitude and Longitude, NAD 83 decimal format, and leak testing results should be provided to CalGEM. CalGEM expects any wells found leaking to be reported to CalGEM immediately.

PRC section 3208.1 gives CalGEM the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for re-abandonment as:

1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to re-abandon the well and be responsible for the re-abandonment.
2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be re-abandoned, or to follow the advice of the supervisor or district deputy not to undertake construction that impedes access, then the person or entity causing the construction over or near the well shall obtain

Page 2 of 5

**1-1
Cont.**



Letter 1 Cont.

Docusign Envelope ID: 41EA95CD-A36A-40F5-B6CA-0C81DB0B6F03

4/6/2026

all rights necessary to re-abandon the well and be responsible for the re-abandonment.

3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the re-abandonment.

Should any wells require abandonment or re-abandonment, the responsible party must submit a Notice of Intention (NOI) to CalGEM through WellSTAR. The NOI form can be accessed in the 'Plugging and Abandonment' section of the following link:
https://www.conservation.ca.gov/calgem/for_operators.

No well work may be performed on any oil, gas, or geothermal well without written approval from CalGEM. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. CalGEM also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR section 1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below the surface of the ground. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from CalGEM is required before work can start.

CalGEM makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, CalGEM recommends that information regarding the below identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.
2. CalGEM recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC section 3106, CalGEM has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to CalGEM's authority to order work on wells pursuant to PRC sections 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC sections 3236, 3236.5, and 3359 for violations within CalGEM's jurisdictional authority. CalGEM does not regulate grading, excavations, or other land use issues.

Should you have any questions, or if any wells are encountered that were not part of this letter, contact CalGEM at 916-322-1110 or via email at CalGemNorthern@conservation.ca.gov



**1-1
Cont.**

Docusign Envelope ID: 41EA95CD-A36A-40F5-B6CA-0C81DB0B6F03

Letter 1 Cont.

4/6/2026

Sincerely,

Signed by:
May Soe
67F572FED79A4C8...

May Soe
Supervising Oil & Gas Engineer – Northern District – Sacramento

Enclosure

cc: N/A

**1-1
Cont.**



Letter 1 Cont.

Docusign Envelope ID: 41EA95CD-A36A-40F5-B6CA-0C81DB0B6F03

**1-1
Cont.**

4/6/2026

Enclosure: The wells listed below are reported to be located within and nearby the parcel boundary and may have future access impeded.

API No.	Well Name
N/A	N/A



**LETTER 1: CALIFORNIA DEPARTMENT OF CONSERVATION,
GEOLOGIC ENERGY MANAGEMENT DIVISION**

Response to Comment 1-1

The commenter provides detailed information regarding potential oil, gas, and geothermal wells in the project area. Consistent with the comment letter enclosure and as discussed on page 20 of the Phase I Environmental Site Assessment (ESA) prepared for the proposed project (attached as Appendix C to the Initial Study circulated with the Notice of Preparation [NOP] for the proposed project and included as Appendix A to the Draft EIR), the California Geologic Energy Management Division's (CalGEM) Well Finder does not show any oil or natural gas wells on the project site. The Well Finder shows a plugged dry gas well on the adjoining property to the east of the project site and plugged dry holes on nearby properties to the west and northwest of the project site. Information provided on Well Finder indicates none of the wells produced oil or natural gas and each was abandoned. The proposed project would not include development of structures over the off-site abandoned wells or impede access to the abandoned wells. Therefore, the proposed project would not impact any previously plugged and abandoned oil, gas, or geothermal wells.



Letter 2

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DISTRICT 3 DIRECTOR
703 B STREET | MARYSVILLE, CA 95901-5556
www.dot.ca.gov



April 17, 2026

GTS # 03-YOL-2023-00372
SCH#2025031376

Jeff Anderson, Principal Planner
County of Yolo
Department of Community Services
292 West Beamer Street
Woodland, CA 95695

Clark Pacific Facility Expansion Project

Dear Jeff Anderson,

2-1

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

2-2

The Clark Pacific Facility Expansion Project (Project) proposes to expand the existing Clark Pacific facility onto an adjacent 76.76 acre site. The expansion does not include development plans at this time, but future facilities are expected to generally mirror the existing Clark Pacific facility. The Project also includes a General Plan Amendment to redesignate the project site from Agriculture to Industrial and an accompanying Rezone to change the project site's zoning to Heavy Industrial. The Project is located approximately 0.73 miles north of the city limits of Woodland, 0.17 miles east of State Route (SR) 113 (East St) and 0.9 miles north of I-5, at 40307 Best Ranch Road in Yolo County. Based on the Draft Environmental Impact Report (DEIR) and Transportation Impact Study (TIS) received, we provide the following comments.

2-3

Highway Operations

2-4

- Please provide the electronic files for all analysis done on SR113 as well as I5.
- Please clarify the queue length on SR 113 at the I-5 northbound and southbound on-ramp.

"Improving lives and communities through transportation."



Letter 2 Cont.

Jeff Anderson, Principal Planner
April 17, 2026
Page 2

- 2-5
- Please provide traffic volumes for the intersections studied.
- 2-6
- The report used 2030 as the cumulative date. Cumulative year analysis should be 20 years out from opening year. Analyze opening year as well as 20 years out from opening year.
- 2-7
- The report states a traffic signal should be installed before opening day of the proposed project. An ISOAP shall be required at the intersection of SR 113 and County Road (CR) 18C to determine what intersection control will be built.
- 2-8
- A permit will be required for oversize/overweight trucks on State freeway and highway. <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Local Development Review

- 2-9
- The TIS lists various transportation related improvements that are expected to be needed. After addressing the Highway Operations comments above, please ensure that all applicable improvements and necessary coordination with Caltrans/Yolo County are captured within the Mitigation Monitoring and Reporting Program and/or Conditions of Approval and provided for review with or prior to the release of the final EIR.

Encroachment Permit

- 2-10
- Any project or work, including access modification and drainage work, that takes place along or within the State's Right of Way (ROW) requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to Encroachment Permits Offices as indicated below:

California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901
D3encpermit@dot.ca.gov

- 2-11
- Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

"Improving lives and communities through transportation."



Letter 2 Cont.

Jeff Anderson, Principal Planner
April 17, 2026
Page 3

**2-11
Cont.**

If you have any questions regarding these comments or require additional information, please contact Satwinder Dhatt, Local Development Review Coordinator, by phone (530) 821-8261 or via email at satwinder.dhatt@dot.ca.gov.

Sincerely,

David J. Smith

David Smith, Branch Chief
Local Development Review and Complete Streets
Division of Planning, Local Assistance, and Sustainability
California Department of Transportation, District 3

"Improving lives and communities through transportation."



LETTER 2: CALIFORNIA DEPARTMENT OF TRANSPORTATION

Response to Comment 2-1

The comment is introductory and does not address the adequacy of the Draft EIR.

Response to Comment 2-2

The comment summarizes the description of the proposed project and does not address the adequacy of the Draft EIR.

Response to Comment 2-3

The comment requests electronic data and does not address the adequacy of the Draft EIR. The County is coordinating directly with the California Department of Transportation (Caltrans) to provide the requested materials.

Response to Comment 2-4

The comment requests clarification regarding queue lengths, but does not specifically address the adequacy of the Draft EIR. The County is coordinating directly with Caltrans to provide the requested materials.

Response to Comment 2-5

The comment requests volume data and does not address the adequacy of the Draft EIR. The County is coordinating directly with Caltrans to provide the requested materials.

Response to Comment 2-6

As discussed in Chapter 4.5, Transportation, of the Draft EIR, pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15064.3, environmental documents must use vehicle miles traveled (VMT) rather than level of service (LOS) as the metric to analyze transportation impacts. Therefore, the analysis included in the Draft EIR focuses on VMT, and an analysis of effects of the proposed project on traffic operations (automobile delay and roadway capacity) at potentially affected roadways and intersections, is outside of the scope of CEQA (see CEQA Guidelines Section 15064.3[a]).

An analysis of LOS is available separately in the project-specific Traffic Operations Analysis prepared by Fehr & Peers as part of the Transportation Impact Study (TIS), which is used by the County for determining consistency with General Plan goals and policies related to traffic operations and LOS. The comment's request for a cumulative year analysis of traffic volumes is related to LOS and is not relevant to the CEQA analysis.

A cumulative year analysis was not required or requested for the proposed project by the County. The area surrounding the Interstate-5 (I-5)/State Route (SR) 113-East Street interchange is not forecast to experience significant land use growth, based on the Yolo County General Plan and City of Woodland General Plan. This is evidenced by the LOS forecasts for 2050 included in the City of Woodland General Plan EIR, which show an LOS of between A and C along East Street, north of Kentucky Avenue, which is the segment of roadway where the I-5/SR 113-East Street ramp intersections are located. The Baseline Plus Project Conditions scenario included in the TIS analysis accounts for approved development projects in the study area, as well as the proposed project, and, due to the minimal amount of anticipated growth in the project vicinity, represents most of the cumulative growth anticipated to occur in the area. Accordingly, the proposed project



would not be expected to cause any substantial degradation in LOS to any Caltrans facilities such that additional roadway improvements would be required beyond what has already been anticipated for such facilities. Furthermore, a cumulative analysis of traffic conditions would be a component of the required Intersection Safety and Operational Assessment Process (ISOAP) discussed below and, as such, would be conducted at that time. Nonetheless, the County is coordinating directly with Caltrans regarding the requested materials.

Response to Comment 2-7

As discussed in Chapter 3, Project Description, of the Draft EIR, the TIS determined that the addition of project traffic would meet the peak hour signal warrant criteria set forth in the California Manual on Uniform Traffic Control at the SR 113/CR 18C intersection during the PM peak hour. The signal warrant criteria are minimum guidelines to determine if further study for a signal is appropriate. Whether installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary, is required would be subject to further review, analysis, and coordination with Caltrans and the County. For conservative purposes, the Draft EIR assumed that future installation of a traffic signal at the SR 113/CR 18C intersection would occur and included an analysis of the associated potential physical environmental effects. The ISOAP would be conducted pursuant to Caltrans guidance as part of the further review and analysis of the SR 113/CR 18C intersection, as required by Caltrans.

Response to Comment 2-8

The comment does not address the adequacy of the Draft EIR. The applicant has been made aware of the requirement for oversize/overweight trucks on State freeways and highways.

Response to Comment 2-9

See Responses to Comments 2-6 and 2-7. The improvements and coordination between Caltrans and the County related to traffic operations noted by the commenter are outside of the scope of CEQA, and, therefore, the comment does not address the adequacy of the Draft EIR. In addition, the conditions of approval related to the required improvements will be included in the staff report for the proposed project. The required improvements are not mitigation measures pursuant to CEQA, and, therefore, are not included in the Mitigation Monitoring and Reporting Program (MMRP) included herein as Chapter 3.

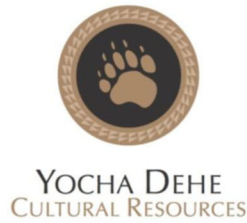
Response to Comment 2-10

The comment does not address the adequacy of the Draft EIR. The project proponent has been made aware of the requirement to obtain an encroachment permit for work that takes place along or within the State's right-of-way.

Response to Comment 2-11

The comment is a conclusion statement and does not address the adequacy of the Draft EIR. Copies of any further actions regarding the proposed project will be provided to the Caltrans District 3 Office of Permits.





March 16, 2026

Yolo County Department of Community Services
Attn: Jeff Anderson
292 West Beamer Street
Woodland, CA 95695

RE: Clark Pacific Expansion Project YD-03272023-01

Dear Mr. Anderson:

Thank you for your project notification dated Tuesday, March 3, 2026, regarding cultural information on or near the proposed Clark Pacific Expansion Project. We appreciate your effort to contact us.

The Cultural Resources Department has reviewed the project and concur with everything.

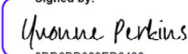
Should you have any questions, please feel free to contact:

CRD Administrative Staff
Yocha Dehe Wintun Nation
Office: (530) 796-3400
Email: THPO@yochadehe.gov

Please refer to identification number YD-03272023-01 in any correspondence concerning this project.

Thank you for providing us with this notice and the opportunity to comment.

Sincerely,

Signed by:

8DD0BD089ED6438...

Tribal Historic Preservation Officer

Yocha Dehe Wintun Nation
PO Box 18 Brooks, California 95606 p) 530.796.3400 f) 530.796.2143 www.yochadehe.org



LETTER 3: YOCHA DEHE WINTUN NATION

Response to Comment 3-1

The comment concurs with the conclusions of the Draft EIR and has been noted for the record.



Letter 4



PO Box 1556, Woodland CA 95776
(530) 662-6316
www.yolofarmbureau.org

April 16, 2026

Jeff Anderson, Principal Planner
Yolo County Department of Community Services, Planning Division
292 West Beamer Street
Woodland, CA 95695
jeff.anderson@yolocounty.gov
(530) 666-8043

RE: DEIR on the Clark Pacific Facility Expansion Report

Dear Mr. Anderson:

The Yolo County Farm Bureau (YCFB) has been involved with the old Spreckels site and its transfer of use to Clark Pacific (hereinafter "CP") since Spring, 2008. Several issues were "on the table" then. The most important concern was/is YCFB's commitment to oppose zoning actions etc. that change Agriculturally zoned and operated lands to Industrial uses. That commitment is illustrated by 2 letters. See, attached 2 YCFB letters to the Yolo County Planning Department. First, dated March 12, 2008/signed by President Tim Miramontes; Second, dated May 1, 2012/signed by President Chuck Dudley.) The mutual understanding between the Principals of CP and YCFB was that no land in active agriculture would be converted to Industrial use. On that premise, along with the assumption that CP would honor that commitment, YCFB did not oppose the sale of Spreckels to CP.

4-1

CP toured some YCFB Board members through their facility in March 2023 after a CP political advocate (Mike McGowan) advised YCFB that CP wanted to rezone 76+/- acres of farmland to Industrial and thus include that Ag land in its industrial footprint. In addition to the rezone, at that time CP wanted to convert that 76+/- of Ag Zoned and farmed land into a 7 lot subdivision – Zoned Industrial. CP ignored the foundational fact that YCFB had acted under its "understanding" with CP re: CP would not act to change the Ag zoning therefor YCFB would not oppose the initial transfer of ownership: All parties "accepted" that CP would step into and use ONLY the portion of the land that was zoned Industrial. It appears that YCFB and the ag community that it represents have been misled to its/their detriment. ((1). See Note Below.)

The zoning change from Ag to Industrial has cumulative major ramifications to Yolo County agriculture. It must be remembered that a farmed acre rezoned to an industrial use, owned by an operating industrial user, is forever lost to agriculture. Requiring "mitigation" does nothing to preserve the amount of land in Yolo County agriculture. Therefore, if this rezone is granted, we have a "Net Loss" of those 76 acres to Yolo County's agricultural land base. To think otherwise is an illusion. The acres CP would purchase for mitigation are already in agriculture. YCFB understands that it is essential to keep land in ag production in order to keep northern Yolo County ag services and product infrastructure, e.g., chemicals, seed, equipment, repair and dealer services etc. available to the ag operators in this specific Yolo County area. YCFB expects our political leaders to support and share our commitment to keeping North Yolo County as a viable agricultural area.

4-2

Refusal to support activities/acquisitions in the rural areas that require rezone from Ag to urban uses has been a longtime policy of YCFB. Another issue caused by changing Ag to Industrial zones is the negative impact of the



Letter 4 Cont.



PO Box 1556, Woodland CA 95776
(530) 662-6316
www.yolofarmbureau.org

- ↑
- 4-2
Cont.
- rezone on farming neighbors: Currently, CP itself owns the ag land – the 76 acres - that is negatively impacted by CP's industrial activities. But, if the rezone of the 76 acres to industrial is granted, those negative "neighbor" consequences will be imposed on Ag land owned and/or farmed by others. That is one of the reasons YCFB initially opposed any Ag to Industrial rezone in this situation and conditioned its decision to support the initial sale to CP on a rezone ban.
- This proposed rezone will put an incompatible industrial use up against active agricultural operations owned by others. CP's zone change request forces uninvolved farmers and ranchers, now insulated by CP itself, to be directly negatively impacted by CP's imported industrial use. Apparently, CP has no problem marginalizing the activities and/or daily lives of others.
- 4-3
- We turn to the impacts of CP's proposed project on its rural neighbors, landowners and farmers ("Impacted Ag Neighbors") by first examining the DEIR provisions that address, or fail to address, their concerns.
- 4-4
- We set out the provisions of the DEIR that we examine in the context of the neighboring farmers and ranchers.
- 4-5
- Executive Summary P2-14-15 is part of a Summary of Environmental Impacts created by the CP project: The first part relevant to this YCFB discussion refers to "ambient noise" and concludes that the Project "level of significance" is less than significant. There is no serious or in-depth DEIR discussion that focuses on either noise or facility night lighting. It is hard to comprehend that the DEIR ignores the impact of deliberately produced extremely loud noise (and night lights) on neighbors when those neighbors have been part of the "equation" since CP's acquisition of Spreckels was first on the table.
- 4-6
- We note also the reference to "Purpose of the Rezone (P 3-5); "Allow all heavy manufacturing and industrial uses that may create objectionable impacts such as noise, odors, vibrations and use of hazardous materials": We note, again, that there is no mention of industrial night lighting which has been a "quality of life" issue imposed on CP's rural neighbors.
- 4-7
- The DEIR describes the current and proposed days/hours of operation. At one point (p 3-2) the DEIR states the current hours of operation are 9:00 am to 5:00 pm Monday through Friday (closed Saturday and Sunday). Later, it states the proposed hours of operation would be 4:00 am to 3:00 pm 5 days a week. (p 3-6) We note that CP's declaration of its working hours is not consistent with the input we have heard from impacted neighboring farmers and rural residents.
- We next look at the focus of the DEIR on conversion of AG zoned acreage to Heavy Industry from the standpoint of protecting Yolo County's agricultural land base. (see: 4.1-7: Yolo County Land Use Goal 2.1) "The intent of this policy is to protect existing farm operations from impacts related to the encroachment of urban uses. Note: at page 4.1-8. "Goal AG-1: Preservation of Agriculture: Preserve and defend agriculture as fundamental to the identity of Yolo County. . . . List of Admonitions: (a) Prohibit land use activities that are not compatible with agriculture; (b) Discourage the conversion of ag land to other uses.
- Further: Yolo County Goal AG1.5 reads (at page 4.1-8): "No land shall be considered for redesignation from Agricultural. . . . to another land use designation unless all of the following findings can be made: (1) There is a public need or benefit that outweighs the need to keep the land in agriculture; (2) No feasible alternative locations;
- ↓



Letter 4 Cont.



PO Box 1556, Woodland CA 95776
(530) 662-6316
www.yolofarmbureau.org

**4-7
Cont.**

(3) The use would not have a significant adverse effect on existing/potential activities on surrounding lands designated for ag use. In our opinion, based on our inquiries and assessments over the last 10+ years, this last "finding" cannot be made. Thus, under the County's own Land Use Regulations, this Zone Change is not permissible.

4-8

(4.0-1). We proceed to the "Introduction to the Analysis: What is a "significant effect on the environment"? It is a "substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, . . . ambient noise and . . ." Further, "An economic or social change by itself shall not be considered a significant effect on the environment . . . unless it is related to a physical change, in which case [these changes] "may be considered in determining whether the physical change is significant. Contrary to the Operating Hours claimed by CP (see above, p. 2) the "Operating Hours" as described by impacted neighbors are much longer, frequently at night. For purposes of the proposed Zone Change, in addition to the undeclared hours of noise ("ambient noise") and, arguably, CP's brightly lit plant whether (or not) nighttime work is ongoing: both must be deemed "physical conditions": a substantial increase, which this clearly is, must be examined in an EIR.

4-9

(4.0.3) The DEIR notes the "Environmental Issues Dismissed in the Original Study": It notes "Aesthetics: . . . because the proposed project would include expansion of an existing industrial facility, impacts related to substantially degrading the existing visual character or quality of public views of the site and its surroundings . . . would be less than significant. Furthermore, the initial Study concluded that impacts related to . . . the introduction of new sources of light and glare would be less than significant. The perspective of neighboring residents, and nearby farmers/ranchers is totally ignored by this statement. Also ignored is the impact on a new group of impacted neighbors: those who are now buffered by that 76 acre Agriculturally zoned parcel.

4-10

(4.0-9—4.0-19 Land Use and Planning: Note: the DEIR states that because the planned rezoned use is consistent with immediately adjacent land use, the "new" land use is compatible. The rezoned Ag to HI land may be compatible with the adjacent CP installations but it is clearly not compatible with the residents/farmers/ranchers who live/farm in the area and who, if the rezone happens, will be directly exposed to its predictable consequences.

4-11

We look to the impacts of the increased footprint of the CP Heavy Industry north of Woodland by examining the impacts on their non-CP related neighbors over the last years. We do not need to speculate since those individuals have come to us and discussed the circumstances of their "post Spreckels agriculture and lifestyle changes"- which were forced on them by the actions and activities of CP.

4-12

NOISE: Rural residents have advised that noises, daytime and nighttime, emanating from CP are constant when the facility is open and running. We have had complaints from impacted rural residents living well over a mile away from the CP site. The most obnoxious and disturbing noises are the "clanging and banging" on metal equipment, and the constant loud beeping sounds that signal "back up vehicle warnings". These sounds are common in the daytime but are much more intrusive and difficult to live with at night. CP frequently runs shifts at night -typically up to 3:00 am. To minimize sound (and light intrusion) it is necessary to close residence windows and shutters/curtains. Along with the nighttime noise comes the nighttime lighting. The lights can be very invasive. They are on almost every night even when no industrial activity is occurring. (Photos were taken when CP was not in operation.) Impacted residents must choose between fresh air and, perhaps, a home quiet and dark enough to get a night's sleep.



Letter 4 Cont.



PO Box 1556, Woodland CA 95776
(530) 662-6316
www.yolofarmbureau.org

4-13

The appearance of the CP site is also discouraging. Under the old CUP, "Property shall be maintained so it is visually attractive . . . " The back road (Best Ranch Road: "BRR") north of Spreckels used to present a pleasant rural Woodland environment: now the north side of the CP site is very unkempt and industrial: solar arrays, cyclone fencing with pieces of ragged cloth hanging from it; overgrown and unmaintained shrubbery, piles of loose tumble weeds -and frequently piles of dumped garbage. (See, attached photos.) We are advised that the CP property edging BRR was poorly maintained even during the duration of the CUP. Additionally, Yolo County does a very poor job of maintaining the BRR surface making its use even more difficult: harder on vehicles/drivers and more time consuming. ((2). See Note Below.)

4-14

Based on the above analysis YCFB concludes the DEIR on the CP Expansion Project is not adequate: It does not address the very important issues we have outlined above.

4-15

- (1) NOTE: It appears from the record that YCFB specifically weighed in on the 2012 CP initiated change of zoning from Ag acreage to Industrial. YCFB wrote a letter (copy attached: referred to above) stating in part "The YCFB Board voted . . . Clark Pacific should abide by their original agreement with Yolo County to keep that land in agricultural production".

The 2012 Board of Supervisors action terminated the Conditional Use Permit that had earlier been placed on the CP Property. This was done to "place Clark Pacific on an equal footing with other properties in the M-2 Zone by removing the Use Permit" (See, BOS meeting 7/24/2012: Agenda Item #26: Recommended Action)

- (2) NOTE: 2 Letters were sent by YCFB to the County focused on the shutdown of CR 100B to Public use (February 7, 2021, and April 1, 2021: copies attached.) Since Yolo County closed public use of CR 100B, farmers and ranchers north of the CP site have a much longer trip to the east side of Woodland, take children to school, or get an emergency vehicle onsite. That public road closure made domestic and agricultural driving/transporting responsibilities much more difficult and time consuming. The County's added failure to maintain Best Ranch Road in decent roadworthy condition compounds these issues.

Sincerely,

A handwritten signature in black ink, appearing to be 'Lee Smith'.

Lee Smith
President
Yolo County Farm Bureau



Letter 4 Cont.



Yolo County Farm Bureau

P O Box 1556, Woodland CA 95776
530.662.6316 O • 530.662.8611 F
www.yolofarmbureau.org

PRESIDENT
Joe F. Martinez
1ST VICE PRESIDENT
Garrett Driver
2ND VICE PRESIDENT
Mike Hall
SECRETARY & TREASURER
Denise Sagara

February 7, 2021

Yolo County Board of Supervisors
625 Court Street
Woodland, CA 95695

RE: Proposal to Close CR 100B, between Best Ranch Road and CR 18C

Yolo County Farm Bureau has concerns about the pending Clark Pacific request to close the portion of CR 100B that runs north/south between Best Ranch Road and CR 18C. We discussed the road closure at our Executive Board meeting and Directors identified the following issues:

- (1) CR100B has been in use since, roughly, 1935, and is part of the transportation infrastructure for farmers, ranchers and rural residents in that area. It provides a safe way for farmers north of Best Ranch road to access CR 18C and either proceed east to CR 102 or west to Hwy 113. Without it, their only option is take Best Ranch Road west to Hwy 113.
- (2) That stretch of Best Ranch Road has an event center, a residence for the handicapped served by a fleet of vans, a Heritage Oak located squarely in the middle of the road, and, it is lined with olive trees that impair clear visibility at the Best Road Road/Hwy 113 intersection. Please compare the safety of the two Hwy 113 intersections: Best Ranch Road and CR18C. The latter is designed to handle large vehicles and equipment; the former is not.
- (3) This may be viewed as a collateral issue, but we also have concerns that approving this request would lead to proposals to close other relatively low use roads, to the detriment of agriculture.

We realize that CR 100B bisects Clark Pacific operations. We understand their interest in closing that road and we also are informed that they are working with the impacted farmers, ranchers and rural neighbors to work out an alternative road solution. We ask to be kept informed about progress on that alternative. Assuming the alternative will be a private road we want to be provided detailed information on maintenance and expect that these costs will not be imposed on the impacted farmers, ranchers and rural neighbors.

Yolo County Farm Bureau supported the change in zoning from Ag Industrial to Industrial to accommodate Clark Pacific: our support was given in the mutual understanding that agriculture in the area would not be compromised by the new use. We believe that closing this road compromises that agriculture.

We are confident that Clark Pacific and the neighboring impacted farmers, ranchers and rural residents will work out a solution. However, until an acceptable alternative road is in place and completely usable, any action to close CR100B is premature.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe Martinez'.

Joe F. Martinez
President

Cc: California Farm Bureau Federation



Letter 4 Cont.



Yolo County Farm Bureau

69 W Kentucky Avenue, Woodland CA 95695
P O Box 1556, Woodland CA 95776
530.662.6316 O • 530.662.8611 F
www.yolofarmbureau.org

PRESIDENT
Joe F. Martinez
1st VICE PRESIDENT
Garrett Orner
2nd VICE PRESIDENT
Mike Hall
SECRETARY & TREASURER
Denise Sagara

April 1, 2021

Yolo County Board of Supervisors
625 Court Street
Woodland, CA 95695

RE: Update: Closure of CR 100B between Best Ranch Road (CR 18A) and CR 18C 4/1/21

Dear Supervisors:

On March 30, members of the YCFB Executive Committee met with members of the Howald family who farm the area at the east end of Best Ranch Road (CR18A) and Howald Drive. Our purpose was to ascertain what issues were outstanding, from the Howald's perspective, around the proposed closure of the above designated stretch of CR 100B

We looked at copies of emails that were sent to/from the family and notes taken by family members of what they believe to be outstanding issues, including notice and timeline. We also went over portions of the Staff Report and attached exhibits including the Draft BOS resolution vacating the above referred to portion of CR100B and the Proposed Easement Agreement.

We believe that there are serious issues and some important unanswered questions that need to be solved and/or answered before the BOS proceeds to take any action to vacate the designated section of CR 100B. We set them out briefly as follows:

Four generations of the Howald family have farmed in this same location in Yolo County. Thus, the Howald family operation has used CR 100B for years and depends on it to move, among other equipment and vehicles, harvesters and trucks/sets of doubles to transport crop. A look at their equipment yard shows the size and weight of what they have to move. CR 100B is also used for all domestic purposes, e.g., transport of children and other family members, access for family and friends, personal and ranch deliveries, service personnel and emergency personnel. Thus, the road serves both agricultural and other purposes. For the Howalds, who transport equipment from their headquarters south to 18C- east to CR 102 and north across Cache Creek to other areas where they farm, the closure will add .9 miles and approximately 3.5 minutes (assuming 35mph) for every one-way differential from their current 100B route: thus, almost 2 miles for every round trip. This trip is made no less than 300 days a year, and as many as 5 vehicles are involved, and in some instances, there are many round trips for one or more of these vehicles in one day.

It is obvious that this changed route is a negative for the Howald farming operation: it will cost them substantial time and money.



Letter 4 Cont.

1. The Howald Family did not receive adequate notice. The Staff report states that Clark-Pacific (hereinafter "CP") filed its completed application with the Planning Department requesting vacation of the portion of CR 100B between 18C and 18A on October 26, 2020. We have also been informed that an application was filed earlier with the County, on October 2, 2020. The total land area consumed by the road, 3.79 acres, would thereby be freed from the road easement so, essentially, the full fee (total ownership) would be available to CP, the landowner. We have to assume that details of the project had been discussed between staff and CP for some period of time before the application was filed. We have been apprised that Mike McGowan, on behalf of CP, first contacted the County about abandoning this portion of CR 100B approximately a year ago. Apparently, the Howalds received their first notice of the possible abandonment of CR100B in January, 2021, when, on or about the 14th or 15th, a hand written envelope from the Planning Commission containing a notice of public hearing arrived at their personal residence. They have never received any notice by US mail to their business office. They did not receive emails. Instead, it appears that CP and perhaps the County was under the impression that the Howalds were essentially part of the group with whom CP was apparently trying to negotiate the abandonment (those who lived/farmed on CR 100B north of CR 18A).
 - a. It becomes apparent from looking at a map and talking to the different farmers that the individuals and operations centered on north CR 100B do not have the same circulation and ag transportation issues as do the Howalds (the differential is the fact that the Howald Drive ranch is the Howald headquarters serving out of area land that they farm, necessitating constant trips south to CR 18C, east to CR 102, and then north).
 - b. On or about February 3rd, Frank and Brad Howald attended a roadside meeting with the north 100B farmer group and Don Clark (also present were Mike McGowan and the CP General Manager); on that occasion the Howalds expressed their opposition to the road abandonment. The Howalds were told they could move agricultural "equipment" on what, at that time, was proposed to be a gravel road easement. Obviously, whether, or not, the Howalds or their north CR100B neighbors can use the easement for personal vehicles and purposes is also in doubt. The Howalds have not been contacted by any CP representative to discuss the added challenges and expense that the road closure would cause their operation.
 - c. The Planning Department has confirmed by email that there have been notice problems (Stephanie Cormier email to Howald Farms 2/26/21; Nicholas Burton/Stephanie Cormier/Howald Farms 2/26/21; Dinozo/Comier/Howald 2/26/21).
 - d. Don Clark, in an email to Donna Howald, recognized the challenges the road shut down would do to the Howald operation but essentially relayed his opinion that he had no options. He stated in part "The requirements and type of work we need to perform for staying successful in our business is changing and this is forcing us to re-look at how our facility functions" (Copy: emails, attached.)
 - e. We also note that the Howald family had a major family challenge to deal with during the period of time when this application has been pending. Rudy Howald, the family patriarch, was terminally ill for approximately 6 months and was attended daily at his home by his family members. He passed away on March 11, 2021.
 - f. When we look at what we consider inadequate notice to the Howalds, by proceeding with this application to a public hearing on Tuesday, April 6, with approval of the Resolution to Vacate before them, the County appears to be taking the position that the Howalds were themselves responsible to find out that the County was considering an action that could materially limit their personal and agricultural access routes to and from their own property. That action, which will devalue their property for agricultural purposes unless alternative reasonable options for entrance and egress are in place, was pending, and indeed has almost concluded without their input.
2. Yolo County Farm Bureau (YCFB) supported the change of zoning from Ag Industrial to Industrial on the understanding that local agriculture would not be compromised by CP's operation. However, a look at the proposed Easement Agreement along with the Howald agricultural activities



Letter 4 Cont.

shows that there are serious issues which still need to be addressed:

The Howalds farm tomatoes: during tomato harvest, each day, approximately 50 trucks with doubles have to go in and out of Howald Drive to 18C. Apparently, there is a physical limitation on their ability to move tomato harvesters on the proposed easement because an overhead utility line, presently located along the north side of 18C, will prevent their accessing the road. And, note the added distance for farm equipment that "fits" the easement: that extra 2+/- miles for each round trip increases wear & tear, and fuel costs. We add if trucks and doubles are not entitled to use this proposed easement, the application for abandonment should be denied forthwith: transporting crops safely and expeditiously is an essential part of agriculture. We also note that the draft easement does not appear to allow personal vehicles and trips (see, "...the use of the Easement shall be limited solely and exclusively for use in connection with, and in support of, the agricultural operations to be conducted on the Grantee Property", (See, Easement Agreement [Exhibit 4] to Draft Resolution: Attachment D to Staff Report) It is also our opinion that the Draft Easement Agreement is a complicated legal document, as are portions of the draft Board Resolution.

All impacted parties, including the Howalds, certainly need time and opportunity to have relevant documents reviewed by legal counsel.

3 The Easement Agreement that is attached to the draft BOS Abandonment Resolution appears to have been drafted by CP. Some language of the Easement Agreement can be viewed as punitive and appears to put inappropriate pressure on the Howalds (or others who object) since, if legal action is filed to challenge the County's act in abandoning the County Road, CP has the right to unilaterally terminate the easement. There are a lot of factual issues that weigh into the decision of whether, or not, the County should grant CP's pending application. It has to be remembered that all of the neighbors to the north are losing the relatively short time for emergency vehicle access that they now have, and the simple and easy daily access between their homes and the City of Woodland that they now enjoy. They are the losers. CP purchased Spreckles with full knowledge of the existing road, the legitimate access and circulation needs of their rural neighbors and has lived with the situation ever since. It now wants to benefit its operation and add 4 acres of very valuable industrially zoned land to the asset side of its balance sheet. It wants to "relook at how [its] facility functions. ..." and, presumably use the vacated CR 100B road area for this repurposing. However, CP's gain appears to be at the expense of the neighbors IF their pre-existing agricultural operations are marginalized. We also note that the County will receive nothing in exchange for this abandonment. CP also argues that continuation of the existing CR 100B use across its property presents safety issues and they have had occasions where they have shut down the road for that reason: we note that the neighbors do not agree with that conclusion: alleging:

- (1) CP made the intersection of 18A and CR 100B less safe by inserting slats into the cyclone fencing, thereby creating blind corners;
- (2) there were fewer shut downs with CP than with the Spreckles Sugar operation; and
- (3) typically there is no shutdown, just an employee with responsibility to temporarily halt traffic.

Obviously, all of the landowners to the north are somewhat marginalized by the proposed road abandonment, and it appears Howalds have the most impairment due to the location of their multi-ranch headquarters. The road may not meet "someone's" standard of being a road necessary to the General Plan. However, in the opinion of YCFB, the "circulation" that that Howalds and those similarly situated have and may critically need (certainly in the event of medical emergencies) would justify a County decision declining CP's application to abandon the road. We recognize that the County makes the decision to abandon, or not, but that decision can only be made after the details of replaced access are available for consideration and the concerns of all impacted neighbors have been fully and fairly heard. We add, in this instance, the typical 3 minutes of allowed comment appear to be totally inadequate for full and open discussion.



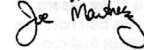
Letter 4 Cont.

YCFB believes that this process has proceeded in such a manner that the legitimate needs of farmers in the area where CP operates have not been adequately considered. The interests of the two agricultural neighborhoods (north CR 100B & Howald Drive) are not identical. The interests of what appears to be the most impacted farming operation have been ignored. Additionally, as we state above, all of the neighbors to the north will have poorer and less safe access to Highway 113 and CR 18C than they do now. We have been informed that CR18A has been and continues to be poorly maintained. We again note that due to failures in the "notice process" the Howalds have not had an opportunity to do their own due diligence (e.g., consult with their own legal advisors) and also fully and fairly have their perspective on the consequence of the CR100B abandonment put in front of the decision makers.

Thus, we conclude that this CR 100B abandonment process needs to be put in a lower gear: the relevant time frame needs to be extended. All of the impacted farmers need to have time to consult their own legal counsel, and CP needs to realize that it cannot disadvantage its neighbors for its own benefit. We still have confidence in the ability of CP and all of its neighbors to reach a negotiated agreement satisfactory to everyone. And, YCFB believes that the County staff and the Board of Supervisors must be advocates for all parties: the Project Applicant and all of the impacted landowners and residents. We also add that the abandonment, if it ends up occurring, should terminate and the closed section of CR100B reopened if CP ever ceases operations on its present site, whether it sells or keeps its property. It should not be awarded to a subsequent purchaser/user. The abandoned road easement totals almost 4 acres of what presumably will be industrially zoned land close to Woodland: CP did not pay for that ground. Its use as a County road or its value should revert to benefit the other area residents and landowners who pay property taxes for reasonable access - among other county services.

The Howalds, in common with many other farm and ranch families in our County, are integral parts of Yolo County agriculture. Yolo County purports to be a County that values its farmers and ranchers. This is an opportunity for the County to demonstrate to its agricultural community that it will step up to ensure that its members are at the table during the entire process when decisions that impact it, or its members, are made.

Sincerely,



Joe F. Martinez
President



LETTER 4: YOLO COUNTY FARM BUREAU

Response to Comment 4-1

The comment references a “mutual understanding” between Clark Pacific and the Yolo County Farm Bureau (YCFB) about the size and zoning of the Clark Pacific facility. The comment does not specifically address the adequacy of the Draft EIR, but is noted for the record.

Response to Comment 4-2

The comment raises concerns about cumulative impacts to agriculture resulting from the change from agriculture to industrial use. Under Impact 4.1-4 in Chapter 4.1, Agricultural Resources, the Draft EIR concluded that impacts related to the conversion of Farmland to non-agricultural uses would be cumulatively considerable and significant and unavoidable due to the permanent loss of agricultural land attributable to the proposed project. As discussed under Impact 4.1-3 in Chapter 4.1, although the land north, west, and south of the project site currently consist of undeveloped agricultural land, the parcels adjacent to the project site to the east, south, and northwest of the project site are currently developed. In addition, because the project site is an extension of the existing Clark Pacific facility, the proposed project would be consistent with the existing adjacent industrial uses. Because the proposed project would connect to the existing utility infrastructure associated with the existing Clark Pacific facility, the project would not require the extension of utility lines through the surrounding land. The project would fill in a site located between the existing Clark Pacific facility and the California Northern Railroad (CFNR) tracks. The combination of the existing CFNR tracks and the surrounding roadways bounding the site to the north and south would prevent further conversion of additional Farmland to non-agricultural uses.

Response to Comment 4-3

Please see Responses to Comments 4-4, 4-5, and 4-6 regarding the commenter’s specific concerns related to neighboring farmers and residents.

Response to Comment 4-4

The County acknowledges the commenter’s concerns. The commenter only refers to Chapter 2, Executive Summary, of the Draft EIR and states that a discussion of noise or lighting impacts is not provided. A detailed analysis of environmental impacts associated with the proposed project is provided throughout the technical chapters of the Draft EIR, as well as within the Initial Study. For example, a detailed analysis of both construction-related and operational noise sources associated with the proposed project, including project-specific noise modeling, is provided in Chapter 4.4, Noise, of the Draft EIR. Additionally, the complete Environmental Noise Assessment, prepared by Saxelby Acoustics, is included as Attachment E to the Draft EIR.

Please see Response to Comment 4-5 related to nighttime lighting.

Response to Comment 4-5

Section I, Aesthetics, of the Initial Study prepared for the proposed project (attached as Appendix A to the Draft EIR) addressed potential impacts related to lighting associated with the proposed project. As discussed therein, the proposed project would be required to comply with all applicable standards related to light and glare, including Yolo County General Plan Policy CC-1.3 regarding protection of the rural night sky to the greatest extent feasible, and impacts related to such would be less than significant.



Response to Comment 4-6

The commenter identifies inconsistencies in the Draft EIR's description of existing and proposed hours of operation and notes that the stated existing hours do not align with information provided by nearby agricultural residents. This Final EIR includes revisions to clearly state that the existing hours of operation are 4:00 AM to 3:00 PM, Monday through Friday, correcting a minor typographical error in the Draft EIR, and confirming that these existing hours mirror the proposed hours of operations. Page 3-2 in Chapter 3, Project Description, of the Draft EIR is hereby revised as follows:

[...] Current hours of operation for the existing facility are 4:00 AM to 3:00 PM, Monday through Friday, and the facility is closed on Saturdays and Sundays. Operation of the existing Clark Pacific facility consists of the prefabrication of building materials.

The foregoing revisions are included for clarification purposes only and do not affect the analysis or conclusions of the Draft EIR.

Response to Comment 4-7

The commenter's concerns regarding General Plan Policy AG-1.5 are noted and will be taken into consideration during the decision-making process. CEQA does not determine policy consistency; instead, the Draft EIR discloses environmental consequences to inform the County's decision-making process. The determination that the project is consistent or inconsistent with the Yolo County General Plan policies or other County plans and policies is ultimately the decision of the Yolo County Board of Supervisors.

Response to Comment 4-8

Please see Responses to Comments 4-4, 4-5, and 4-6.

Response to Comment 4-9

Please see Responses to Comments 4-2 and 4-5. It should also be noted that Section 4.0.3 in Chapter 4.0, Introduction to the Analysis, is a summary of environmental issues fully addressed in the Initial Study.

Response to Comment 4-10

Please see Response to Comment 4-2.

Response to Comment 4-11

The comment does not address the adequacy of the Draft EIR.

Response to Comment 4-12

The comment does not specifically address the adequacy of the Draft EIR. Please see Responses to Comments 4-4 and 4-5. As discussed in Chapter 4.4, Noise, of the Draft EIR, the proposed project is predicted to generate noise levels of up to 45 dBA day/night average level (L_{dn}) at the residences to the south of the project site and 44 dBA L_{dn} at the Happy Ranch Program care home to the west of the project site. Therefore, operation of the proposed project would not generate noise levels in excess of 60 dBA L_{dn} and would comply with the Yolo County maximum noise level standard. In addition, as discussed in Chapter 3, Project Description, of the Draft EIR, the hours of operation for the proposed project would typically be 4:00 AM to 3:00 PM, five days a week.



Response to Comment 4-13

The commenter provides observations regarding current conditions and maintenance of the project site and portions of Best Ranch Road and does not address the adequacy of the Draft EIR. The comment is noted and will be taken into consideration during the decision-making process.

Response to Comment 4-14

The commenter asserts that the Draft EIR is inadequate based on the issues described in the preceding comments. Please see the responses above related to the specific comments and concerns included in the comment letter.

Response to Comment 4-15

The comment presents notes related to the Rezone requested by the project applicant and previous letters sent to the County by YCFB. The comments do not specifically address the adequacy of the Draft EIR, but have been provided to the decision-makers for their consideration.



CLARK PACIFIC FACILITY EXPANSION PROJECT DRAFT COMMENT MEETING SUMMARY

Letter 5

Date: April 9, 2026
Time: 9:00 AM
Location: Yolo County Planning Commission
Board of Supervisors Chambers
625 Court Street, Room 206
Woodland, California 95695

Verbal comments from the public during the Draft EIR comment meeting were not received; however, the Planning Commission provided input on specific items they wanted to ensure were addressed or clarified in the Final EIR.

Verbal Comments from Members of the Planning Commission Relevant to the CEQA Analysis:

- | | |
|-----|---|
| 5-1 | <ul style="list-style-type: none">• Commenter requests that the EIR include a discussion of the Yolo County Zero Emission Vehicle (ZEV) Action Plan.• Commenter states that the County should determine whether opportunities exist for the proposed project to collaborate with the County on fleet transitions to meet or exceed the mitigation requirements of the Draft EIR related to greenhouse gas (GHG) emissions. |
| 5-2 | <ul style="list-style-type: none">• Commenter expresses concern related to the significant and unavoidable impact related to conversion of agricultural uses, and states that the agricultural land purchased as part of conservation and mitigation should be in a location suitable to effectively offset the lost agricultural land and prevent future conversion in the County. |



LETTER 5: DRAFT EIR COMMENT MEETING SUMMARY

Response to Comment 5-1

The Yolo County Zero Emission Vehicle (ZEV) Action Plan is intended to reduce greenhouse gas (GHG) emissions, improve air quality, and create healthier, more resilient communities, in line with the County's Climate Action and Adaptation Plan (CAAP). While the CAAP considered the ZEV Action Plan as the "blueprint" for implementing the transition program included in the CAAP, the CAAP does not include references to any project-specific requirements related to compliance with the ZEV Action Plan. As discussed under Impact 4.2-7 in Chapter 4.2, Air Quality, GHG Emissions, and Energy, of the Draft EIR, the majority of measures included in the CAAP, including those related to ZEVs and electric vehicle (EV) infrastructure, are countywide efforts in support of reducing overall countywide emissions of GHG and are not applicable to the individual development project.

As shown in Tables 4.2-7 and 4.2-8 in Chapter 4.2, Air Quality, GHG Emissions, and Energy, of the Draft EIR, the proposed project would result in maximum annual unmitigated construction and operational GHG emissions below the applicable numerical thresholds of significance. However, impacts related to GHG emissions were determined to be significant and unavoidable due to conflicts with the measures included in the County's Climate Action Plan (CAP) and CAAP that are applicable on a project-specific level. Specifically, the proposed project has not confirmed the use of solar photovoltaic (PV) systems for the proposed project or committed to the use of renewable energy on-site and, thus, was determined to conflict with the goals of CAP Measure E-4 and CAAP Action EB 3d, intended to increase on-site renewable energy generation. In addition, because the VMT associated with the proposed project would exceed the applicable threshold, the proposed project was determined to conflict with CAP Measure T-1, intended to reduce VMT in new development.

Although implementation of ZEV provisions or use of an all-EV fleet would be expected to result in a reduction of GHG emissions, because such implementation would not affect the project's provision of on-site renewable energy or change the project's VMT, the proposed project's conflict with the aforementioned CAP and CAAP measures and actions and associated significant and unavoidable impacts would still occur. However, the comment is noted and will be taken into consideration during the decision-making process.

Response to Comment 5-2

Mitigation Measure 4.1-1(a) included in Chapter 4.1, Agricultural Resources, of the Draft EIR requires that the project applicant set aside in perpetuity, active agricultural acreage in an amount consistent with the County's Agricultural Conservation and Mitigation Program (i.e., 3:1 mitigation ratio for prime farmland). The agricultural land shall be located elsewhere in unincorporated Yolo County, through the purchase of a farmland conservation easement consistent with Section 8-2.404, Agricultural Conservation and Mitigation Program, of the Yolo County Code of Ordinances. The location and amount of active agricultural acreage shall be subject to review and approval by the Yolo County Planning Division. As such, the agricultural land purchased to offset the impacts of the proposed project would be chosen in accordance with all applicable requirements intended to effectively offset impacts to agricultural land in the County.



Letter 6



Pacific Gas and Electric Company
Plan Review Team
Land Management
PGEPlanReview@pge.com

April 27, 2026

Evelyn Tamayo-Arias
Yolo County Planning Staff
292 West Beamer Street
Woodland, CA. 95695

Re: Clark Pacific Facility Expansion Project, Draft Environmental Impact Report (EIR)
40307 Best Ranch Road, in unincorporated Yolo County, California

Dear Evelyn Tamayo-Arias:

Thank you for giving us the opportunity to review the subject plans. The proposed Clark Pacific Facility Expansion Project is within the same vicinity of PG&E's existing facilities that impact this property.

PG&E has no comment on the adequacy of the draft Environmental Impact Report. However, the draft Environmental Impact Report makes note of PG&E's existing electric transmission easement within the boundary of the Clark Pacific Facility Expansion Project. The applicant is to ensure the development of the Clark Pacific Facility Expansion Project within PG&E's electric transmission easement complies with the existing easement language and the attached guidelines for projects near PG&E electric facilities. The applicant is to provide development plans to PG&E's Plan Review Team for comment when they are available. The applicant may contact PG&E's Plan Review Team via email at PGEPlanReview@pge.com.

To request delineation maps for review of PG&E's existing facilities, please submit to the following mailbox for gas maps: DelineationMapRequests@pge.com. For electric maps, submit through PG&E's JUMP Portal: [Joint Use Map Portal](#). Please note, when a request is submitted, the Delineation Team will confirm if a Nondisclosure Agreement needs to be completed.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of two (2) working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding this response, please contact me at Fabian.Cano@pge.com.

Sincerely,

A handwritten signature in blue ink that reads 'Fabian Cano'.

Fabian Cano
Land Management
559-417-0832



Letter 6 Cont.



**Pacific Gas and
Electric Company**

Plan Review Team
Land Management

PGEPlanReview@pge.com

Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. **Storage of Flammable, Explosive or Corrosive Materials:** There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.
8. **Streets and Roads:** Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for



Letter 6 Cont.



proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.



LETTER 6: PACIFIC GAS AND ELECTRIC COMPANY

Response to Comment 6-1

The comment notes that Pacific Gas and Electric Company (PG&E) does not have any comments regarding the adequacy of the Draft EIR. With respect to existing PG&E facilities, as noted on page 3-7 in Chapter 3, Project Description, of the Draft EIR, the proposed project would not involve construction within the existing 100-foot-wide easement that extends north-to-south through the project site along the alignment of the existing above-ground transmission lines and towers. The comment has been noted for the record.



3. Revisions to the Draft EIR Text

3. REVISIONS TO THE DRAFT EIR TEXT

3.1 INTRODUCTION

The Revisions to the Draft EIR Text chapter provides all corrections, additions, and revisions made to the Draft EIR. The changes represent minor clarifications and amplifications of the analysis contained in the Draft EIR and do not constitute significant new information that, in accordance with CEQA Guidelines Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR. Please refer to the discussion of this topic provided in Section 1.6 of Chapter 1, Introduction and List of Commenters, of this Final EIR.

In addition to the text revisions presented in Chapter 2 of this Final EIR in response to public comments, this chapter provides minor text revisions to the Draft EIR initiated by Yolo County based upon further review of the document since its release to the public.

3.2 DESCRIPTION OF CHANGES

New text is double underlined and deleted text is ~~struck through~~. Text changes are presented in the page order in which they appear in the Draft EIR.

2 Executive Summary

Minor staff-initiated revisions are hereby made to Mitigation Measure VII-2 as part of this Final EIR, which are presented in Table 2-1 in Chapter 2, Executive Summary, of the Draft EIR. Rather than include the entirety of Table 2-1 with revisions shown where appropriate, only the mitigation measure that has been revised is presented. The revisions to Table 2-1 are for clarification purposes only and do not change the conclusions of the Draft EIR. Please refer to the end of this chapter for Table 2-1.

3 Project Description

Page 3-2 of Chapter 3, Project Description, of the Draft EIR is hereby revised as follows:

[...] Current hours of operation for the existing facility are 8~~4~~:00 AM to 5~~3~~:00 PM, Monday through Friday, and the facility is closed on Saturdays and Sundays. Operation of the existing Clark Pacific facility consists of the prefabrication of building materials.

The foregoing revisions are included for clarification purposes only and do not affect the analysis or conclusions of the Draft EIR.



**Table 2-1
Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
Initial Study			
VII-f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	S	VII-2 During project construction activities, should paleontological resources be discovered, work shall be halted in the area within 75 feet of the find. The applicant shall notify the Yolo County Department of Community Services and retain a qualified paleontologist to inspect the discovery. The find must be recorded by a qualified archaeologist or paleontologist using relevant professional protocols and a report fully recording the find submitted to the ~~County Administrator or designee chosen by the Administrator and the~~ Yolo County Department of Community Services. The report shall include recommendations for appropriate removal and preservation of the artifact. If deemed appropriate in the report, the resource(s) shall then be salvaged and deposited at an appropriate venue, where the discovery would be properly curated and preserved for the benefit of current and future generations. The language of this mitigation measure shall be included on any grading plans approved by the Department of Community Services for the proposed project, where ground disturbance would be required.	LS



4. Mitigation Monitoring and Reporting Program

4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Clark Pacific Facility Expansion Project (proposed project). The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Draft EIR for the proposed project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

4.2 COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy CEQA requirements related to the EIR prepared for the proposed project. This MMRP is intended to be used by Yolo County staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR.

The EIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA Guidelines, Section 15370, as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the action; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the implementation of adopted mitigation measures. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by Yolo County. The following table identifies the mitigation measures, the monitoring action for each mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the



mitigation measures contained within the MMRP. Yolo County will be responsible for monitoring compliance.

4.3 MITIGATION MONITORING AND REPORTING PROGRAM

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
4.1 Agricultural Resources					
4.1-1	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	4.1-1(a) <i>Prior to issuance of a building permit for each phase of development, the project applicant shall set aside in perpetuity, active agricultural acreage in an amount consistent with the County's Agricultural Conservation and Mitigation Program (i.e., 3:1 mitigation ratio for prime farmland).</i> <i>The agricultural land shall be located elsewhere in unincorporated Yolo County, through the purchase of a farmland conservation easement consistent with Section 8-2.404, Agricultural Conservation and Mitigation Program, of the Yolo County Code of Ordinances. The location and amount of active agricultural acreage shall be subject to review and approval by the Yolo County Planning Division. Pursuant to County Code Section 8-2.404(e) and (f), the agricultural mitigation land shall meet the following requirements:</i> <i>Acquired from willing sellers only;</i> <i>Is of adequate size, configuration and location to be viable for continued agricultural use;</i> <i>Is of equivalent class of soil, based on the revised Storie index or NRCS soil survey maps, such that the agricultural mitigation land is comparable to, or better than, the land which is converted;</i> <i>Have an adequate water supply to</i>	Yolo County Planning Division	Prior to issuance of a building permit for each phase of development	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>maintain the purposes of the easement, i.e., to irrigate farmland if the converted farmland is irrigated or capable of irrigation. The water supply shall be sufficient to support ongoing agricultural uses;</i> <i>Is located within Yolo County in a location identified for mitigation;</i> <i>Shall not overlap with existing habitat conservation easement areas identified by the Yolo Habitat Conservancy; and</i> <i>Shall not be encumbered by a conservation, flood, or other type of easement or deed restriction that legally or practicably prevents converting the property to a nonagricultural use.</i> <i>4.1-1(b) Prior to issuance of grading permits for any phase, the project applicant shall submit an Interim Agricultural Management Plan (IAMP) for all undeveloped phases of the project site to the Yolo County Planning Division for review and approval. The IAMP shall ensure that all lands outside of the immediate construction footprint of the current phase remain in productive agricultural operation until such time as a grading permit is issued for subsequent phases. The IAMP shall include, but not be limited to the following:</i> <i>Evidence of continued lease agreements or active agricultural</i>	Yolo County Planning Division	Prior to issuance of grading permits for any phase	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		operations on all undeveloped phases. - Provisions ensuring that agricultural operators have full, uninterrupted access to undeveloped land, irrigation systems, water sources, and farm access roads, including access across developed phases if necessary. - Clear, physical identification (e.g., fencing) of the boundary between the active construction site and the active agricultural operations area. - Designation of a qualified agricultural manager to oversee the implementation of the IAMP and coordinate with the construction site manager. If undeveloped phases of the project site become unviable for productive agriculture operations, the developer shall implement Mitigation Measure 4.1-1(a) for the entirety of the project site.			
4.1-4	Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use.	4.1-4 Implement Mitigation Measures 4.1-1(a) and 4.1-1(b).	See Mitigation Measures 4.1-1(a) and 4.1-1(b)	See Mitigation Measures 4.1-1(a) and 4.1-1(b)	
4.2 Air Quality, Greenhouse Gas Emissions, and Energy					
4.2-2	Conflict with or obstruct implementation of the	4.2-2 The County shall condition the project to restrict unconfined abrasive blasting and foam	Yolo County Planning	Prior to site plan approval	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
	applicable air quality plan during project operation.	<i>insulation spray application from occurring on-site.</i>	Division		
4.2-7	Generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.	4.2-7(a) <i>Implement Mitigation Measure 4.5-4.</i> 4.2-7(b) <i>Prior to occupancy of the proposed project, the components of the project which require electricity shall be fully powered by Valley Clean Energy UltraGreen energy or an equivalent 100 percent renewable/100 percent carbon-free electricity source. Proof of compliance with the above restrictions shall be submitted to the County Department of Community Services for review and approval. Thereafter, the project shall continue to be powered by 100 percent renewable/100 percent carbon-free electricity. The Applicant shall provide any authorizations necessary for the Department of Community Services to confirm compliance with this condition with Valley Clean Energy and/or the energy provider.</i>	See Mitigation Measure 4.5-4 Yolo County Department of Community Services	See Mitigation Measure 4.5-4 Prior to occupancy of the proposed project	
4.3 Hydrology and Water Quality					
4.3-3	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: substantially increase the rate or amount of surface	4.3-3 <i>Prior to approval of project improvement plans, the applicant shall prepare and submit an acceptable Final Drainage Study for review and approval to the County's Community Services Department. The Final Drainage Study shall demonstrate the project's compliance with all State stormwater standards and requirements. The Final Drainage Study shall identify the water quality treatment and source control measures needed to ensure that stormwater runoff from</i>	Yolo County Community Services Department	Prior to approval of project improvement plans	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
	runoff in a manner which would result in flooding on- or off-site; or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	<i>the proposed project is adequately treated and peak flows do not exceed the capacity of the receiving storm drainage system. A Post-Construction Stormwater Control Plan identifying the maintenance entity for the project's storm drainage system and maintenance requirements shall be incorporated into the project's improvement plans.</i>			
4.3-4	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows, or in flood hazard, tsunami, or seiche zone, risk release of pollutants due to project inundation.	<i>4.3-4(a) With the submittal of the improvement plans and prior to the initiation of any site grading or construction, the applicant shall submit for the review and approval of the Yolo County Building Division, verification that all new construction would be designed in compliance with Section 8-4.501 of the County's Code of Ordinances related to flood hazard reduction requirements, which include, but are not limited to, the use of anchoring, flood resistant construction materials, and elevation and floodproofing requirements, subject to review and approval by the Chief Building Official/Floodplain Administrator. In addition, the applicant shall provide a "No-Rise" Certification consistent with Section 60.3(d)(3) of the NFIP from a California registered civil engineer or licensed land surveyor to the Chief Building Official/Floodplain Administrator for review and approval demonstrating that the improvements will not result in any increase in the base flood elevation (BFE). The No-Rise Certification shall be supported by technical</i>	Yolo County Building Division Chief Building Official/ Floodplain Administrator	In conjunction with the submittal of the improvement plans and prior to the initiation of any site grading or construction	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>data, including hydraulic modeling and calculations.</i> <i>4.3-4(b) With the submittal of the improvement plans and prior to approval of any grading permits, the applicant shall obtain from the Federal Emergency Management Agency (FEMA), a Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision based on Fill (CLOMR-F) for fill within a Special Flood Hazard Area. A copy of the letter shall be provided to the Yolo County Building Division. A Letter of Map Revision (LOMR), or a Letter of Map Revision based on Fill (LOMR-F) from FEMA shall be provided to the Chief Building Official/Floodplain Administrator prior to acceptance of grading permits as complete.</i>	Yolo County Building Division Chief Building Official/ Floodplain Administrator	In conjunction with the submittal of the improvement plans and prior to approval of any grading permits	
4.5 Transportation					
4.5-1	Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities.	<i>4.5-1 Prior to any construction activities for the project site and off-site improvements, the project applicant shall prepare a detailed Construction Traffic Control Plan (CTCP) and submit the plan for review and approval by the County Public Works Division. The applicant shall consult with Yolo County, Caltrans, City of Woodland, and local emergency service providers for their input prior to approving the CTCP. The CTCP shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained during construction. A copy of the CTCP shall be submitted to local emergency response agencies and the agencies shall be notified at least 14 days prior to the</i>	Yolo County Public Works Division	Prior to any construction activities for the project site and off-site improvements	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>commencement of construction that would partially or fully obstruct roadways. At a minimum, the CTCP shall include:</i> <i>• The number of truck trips, time, and day of street closures;</i> <i>• Time of day of arrival and departure of trucks;</i> <i>• Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting;</i> <i>• Provision of a truck circulation pattern that minimizes effects on existing vehicle traffic during peak travel periods and maintains safe bicycle circulation;</i> <i>• Resurface and/or repair any damage to roadways that occurs as a result of construction traffic;</i> <i>• Provision of driveway access plans so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pickup and drop-off areas);</i> <i>• Maintain safe and efficient access routes for emergency vehicles;</i> <i>• Manual traffic control when necessary;</i> <i>• Proper advance warning and posted signage concerning street closures; and</i> <i>• Provisions for pedestrian safety.</i>			



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
4.5-4	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	4.5-4 <i>Prior to the start of project operations, the project applicant shall develop and implement a Transportation Demand Management (TDM) Program to reduce the number of daily vehicle trips made to the project site and shall submit the TDM Program to the Yolo County Public Works Division for review and approval. The TDM Program shall identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. The TDM Program shall be designed to reduce the project VMT per employee to the maximum extent practicable, to the satisfaction of Yolo County. The TDM strategies may include, but not necessarily be limited to, CAPCOA Handbook Strategies T-5, T-6, T-7, T-8, T-10, T-11, T-12, T-13, T-18, T-19A, T-19-B, and T-20. Proof of compliance shall be submitted to the County Public Works Division for review and approval.</i>	Yolo County Public Works Division	Prior to the start of project operations	
4.5-9	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) associated with cumulative development of the proposed project in combination with future buildout of the Yolo County.	4.5-9 <i>Implement Mitigation Measure 4.5-4.</i>	See Mitigation Measure 4.5-4	See Mitigation Measure 4.5-4	
Initial Study					
IV-a	Have a substantial adverse effect, either directly or through	<i>Special-Status Plants</i> IV-1(a) <i>Prior to the issuance of grading or construction permits, a qualified biologist shall conduct</i>	Yolo County Community	Prior to the issuance of grading	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
	habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<i>focused plant surveys for Keck's checkerbloom. The surveys shall be timed during the blooming season and shall cover all potentially suitable habitats on-site and within a 200-foot buffer area of the project site. The results of the surveys shall be submitted to the Yolo County Community Services Department. If the species does not occur in the aforementioned area, further mitigation is not required.</i> <i>IV-1(b) If Keck's checkerbloom is identified on-site or within the 200-foot buffer area during the focused plant surveys, the project applicant shall be responsible for ensuring construction activities avoid the special-status plants through preparation of an Avoidance Plan Report detailing protection and avoidance criteria, measures, and the extent to which special-status plants were successfully avoided. The Avoidance Plan Report shall be subject to review and approval by the Yolo County Community Services Department.</i> <i>If avoidance is determined to be infeasible, the qualified biologist shall ensure seed collection for affected special-status plants is completed and plants are re-established at a minimum of a one-to-one ratio (number of newly established plants relative to the number of plants impacted) in a preserve with suitable habitat, approved by the Yolo County Community Services Department.</i>	Services Department Yolo County Community Services Department U.S. Fish and Wildlife Service (USFWS) California Department of Fish and Wildlife (CDFW)	or construction permits Prior to construction activities (if Keck's checkerbloom is identified on-site or within the 200-foot buffer area during the focused plant surveys)	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>Re-established populations shall be monitored annually by the project applicant in accordance with an approved Habitat Mitigation and Monitoring Plan prepared in consultation with the Yolo County Community Services Department, with annual monitoring taking place for a minimum of five years. The Habitat Mitigation and Monitoring Plan shall include criteria, subject to approval by all applicable agencies, including the Yolo County Community Services Department, the U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW), detailing the survival ratio required of re-established populations and performance standards for further replanting for any re-established plant species that do not survive. Reports describing performance results shall be prepared and submitted for Year One, Three, and Five of the monitoring period.</i> <i>Migratory Birds and Raptors</i> IV-2 While implementing Yolo HCP/NCCP AMM16, AMM21, and AMM18 to address potential impacts to Swainson's hawk and white-tailed kite, tricolored blackbird, and western burrowing owl, respectively, the qualified biologist shall also conduct surveys for migratory bird and raptor species protected under the MBTA that are not covered under the Yolo HCP/NCCP. The results of the surveys shall be submitted to the Yolo County Community Services Department.	Yolo County Community Services Department	While implementing Yolo HCP/NCCP AMM16, AMM21, and AMM18	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>If active nesting sites for migratory bird and raptor species protected under the MBTA that are not covered under the Yolo HCP/NCCP are found, the project contractor shall comply with the requirements of AMM16, AMM21, and AMM18 to establish an appropriate non-disturbance buffer and continuously monitor the nests until young birds have fledged and are not reliant upon the nest or parental care for survival, as determined by a qualified wildlife biologist. The buffer distance shall be determined by the qualified biologist and supported by compelling biological or ecological reasoning.</i>			
V-b,c	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines, Section 15064.5; or Disturb any human remains, including those interred outside of dedicated cemeteries?	V-1 <i>If any prehistoric artifacts or other indications of archaeological resources are found during grading and construction activities, all work within 100 feet of the find shall cease and the applicant shall retain a qualified archaeologist to evaluate the find(s). If the resource is determined to be eligible for inclusion in the California Register of Historical Resources and project impacts cannot be avoided, data recovery shall be undertaken. Pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance</i>	Yolo County Community Services Department Yolo County Public Works Division	Prior to grading approval During project construction activities	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation. The language of this mitigation measure shall be included on any future grading plans approved by the County for the proposed project site.</i>			
VII-e	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	VII-1 <i>Prior to approval of building permits, a copy of the On-Site Wastewater Treatment System Permit, soils report and percolation test data (when required), and description of the of the system shall be submitted for review and approval by the Yolo County Environmental Health Division.</i>	Yolo County Environmental Health Division	Prior to approval of building permits	
VII-f	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	VII-2 <i>During project construction activities, should paleontological resources be discovered, work shall be halted in the area within 75 feet of the find. The applicant shall notify the Yolo County Department of Community Services and retain a qualified paleontologist to inspect the discovery. The find must be recorded by a qualified archaeologist or paleontologist using relevant professional protocols and a report fully recording the find submitted to the Yolo County Department of Community Services. The report shall include recommendations for appropriate removal and preservation of the artifact. If deemed appropriate in the report, the resource(s) shall then be salvaged and deposited at an appropriate venue, where the discovery would be properly curated and preserved for the benefit of current and future</i>	Yolo County Department of Community Services	Prior to grading plan approval During project construction activities	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>generations. The language of this mitigation measure shall be included on any grading plans approved by the Department of Community Services for the proposed project, where ground disturbance would be required.</i>			
XVIII-a,b	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or 2. A resource determined by the lead agency, in its	XVIII-1 <i>Prior to commencement of construction activities, the applicant shall arrange for a member of Yocha Dehe Wintun Nation to conduct Cultural Sensitivity Training to the construction crew. Generally, the training would consist of a presentation to the construction crew about types of resources and evidence thereof, role of the Tribe, what to do if resources are uncovered, etc. To schedule Cultural Sensitivity Training prior to commencement of construction, the applicant shall contact Eric Hernandez, Site Protection Manager, Yocha Dehe Wintun Nation, Office (530) 723-3313, Email: ehernandez@yochadehe.gov. Proof of compliance with this measure shall be provided to the Yolo County Department of Community Services.</i>	Yolo County Department of Community Services Yocha Dehe Wintun Nation	Prior to commencement of construction activities	
		XVIII-2 <i>Prior to commencement of construction activities, the applicant shall retain an archaeologist to prepare a written monitoring plan that describes the procedures to follow in the event archaeological/tribal remains are uncovered. The procedures shall comply with Yocha Dehe Wintun Nation's "Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation." Proof of compliance shall be</i>	Yolo County Department of Community Services	Prior to commencement of construction activities	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
	discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<i>provided to the Yolo County Department of Community Services.</i>			
XIX-a,c	Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; or Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to	XIX-1 <i>Implement Mitigation Measure VII-1.</i>	See Mitigation Measure VII-1	See Mitigation Measure VII-1	



MITIGATION MONITORING AND REPORTING PROGRAM Clark Pacific Facility Expansion Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
	serve the project's projected demand in addition to the provider's existing commitments?				

