MITIGATED NEGATIVE DECLARATION

FILE: CUP18-0006

PROJECT NAME: Wetsel-Oviatt Temporary Site

NAME OF APPLICANT: Waste Connections of California, Inc

ASSESSOR'S PARCEL NOs.: 117-020-08 and 117-020-09

SECTION: 25 **T:** 9N **R:** 9E

LOCATION: East side of Westel-Oviatt Road approximately 1.4 miles west of the intersection with Latrobe Road in the El Dorado Hills area, El Dorado County (Attachment 1).

☐ **GENERAL PLAN AMENDMENT: FROM: TO:**

☐ **REZONING: FROM: TO:**

☐ **TENTATIVE PARCEL MAP** ☐
SUBDIVISION (NAME):

☒ **CONDITIONAL USE PERMIT TO ALLOW:** Temporary Construction and Demolition debris and Green/Wood Waste facility during renovation of the existing materials recovery facility.

☐ **OTHER:**

REASONS THE PROJECT WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT:

☐ **NO SIGNIFICANT ENVIRONMENTAL CONCERNS WERE IDENTIFIED DURING THE INITIAL STUDY.**

☒ **MITIGATION HAS BEEN IDENTIFIED WHICH WOULD REDUCE POTENTIALLY SIGNIFICANT IMPACTS.**

☐ **OTHER:**

In accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), State Guidelines, and El Dorado County Guidelines for the Implementation of CEQA, the County Environmental Agent analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding, the Planning Department hereby prepares this MITIGATED NEGATIVE DECLARATION. A period of thirty (30) days from the date of filing this mitigated negative declaration will be provided to enable public review of the project specifications and this document prior to action on the project by COUNTY OF EL DORADO. A copy of the project specifications is on file at the County of El Dorado Planning Services, 2850 Fairlane Court, Placerville, CA 95667.

This Mitigated Negative Declaration was adopted by the Planning Commission on November 8, 2018.

_____
Executive Secretary

Exhibit H

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DRAFT
El Dorado Materials Recovery Facility Renovation
Initial Study/Mitigated Negative Declaration
El Dorado County, California

Prepared for:

El Dorado County
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Report Date: August 24, 2018

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AG	Agricultural
amsl	above mean sea level
APN	Assessor's Parcel Number
AQAP	Air Quality Attainment Plan
AQP	Air Quality Plan
ARB	California Air Resources Board
BIOS	Biogeographic Information and Observation System
BMP	Best Management Practice
C&D	construction and demolition
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESQGs	Conditionally Exempt Small Quantity Generators
CMP	Congestion Management Process
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CR	California Register of Historic Resources
CRA	Cultural Resource Assessment
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
cy	cubic yards
dB	Decibels
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
EDCAQMD	El Dorado Air Quality Management District
EDR	Environmental Data Resources, Inc.
EDSO	El Dorado County Sheriff's Office
EID	El Dorado Irrigation District
EPA	United States Environmental Protection Agency

ESAs	Environmental Site Assessments
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
GDR	Geotechnical Document Review
GES	Geotechnical Engineering Study
GHG	greenhouse gas
GIS	Geographic Information System
HHW	household hazardous waste
HP	horsepower
HUC	hydrologic unit code
IL	Industrial Low
IPaC	Information, Planning and Conservation
IS/MND	Initial Study/Mitigated Negative Declaration
ITS	Intelligent Transportation System
LCCP	Lake Clarity Crediting Program
L_{dn}	day/night sound level
LEA	Local Enforcement Agency
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
MBA	Michael Brandman and Associates
MBTA	Migratory Bird Treaty Act
MLD	most likely descendant
MM	Mitigation Measure
mph	miles per hour
MRF	Materials Recovery Facility
MS4s	municipal separate storm sewer systems
MWELO	Model Water Efficient Landscape Ordinance
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NFIP	National Flood Insurance Program
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NR	National Register of Historic Places
NWI	National Wetlands Inventory
ORMP	Oak Resource Management Plan

PCAPCD	Placer County Air Pollution Control District
PCBs	polychlorinated biphenyls
PM_{10}	particulate matter less than 10 micrometers
$PM_{2.5}$	particulate matter less than 2.5 micrometers
PPV	peak particle velocity
R&D	Research and Development
RACM	reasonably available control measures
RACT	reasonably available control technology
RCRA	Resource Conservation and Recovery Act of 1976
REA	Registered Environmental Assessor
RL	Rural Land
rms	root mean square
ROG	reactive organic gas
SACOG	Sacramento Area Council of Governments
SCS	Sustainable Communities Strategy
SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Office
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_X	sulfur oxides
SR	State Route
SWFP	Solid Waste Facility Permit
SWPPP	Storm Water Pollution Prevention Plan
TC	Transportation Corridor
TCM	transportation control measures
TMDL	Total Maximum Daily Load
tpd	tons per day
UCMP	UC Museum of Paleontology Database
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VdB	Velocity in Decibels
VOC	volatile organic compounds
VV-SP	Valley View Specific Plan
WEGs	wind erodibility groups

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SECTION 1: INTRODUCTION AND PROJECT DESCRIPTION

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify any potential environmental impacts from implementation of the Western El Dorado Recovery Systems Materials Recovery Facility (MRF) Renovation project County of El Dorado, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the County of El Dorado (County) is the Lead Agency in the preparation of this IS/MND and any additional environmental documentation required for the project. The County has discretionary authority over the proposed project. The intended use of this document is to determine the level of environmental analysis required to comply with CEQA and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a description of the project location and the characteristics of the project. Section 2 includes an environmental checklist giving an overview of the potential impacts that may result from project implementation. Section 3 elaborates on the information contained in the environmental checklist, along with justification for the responses provided in the environmental checklist.

1.1 - Project Location

1.1.1 - Existing Site

The MRF site is situated within an area of unincorporated El Dorado County south off the Missouri Flat Road/U. S. 50 Interchange, southwest of the City of Placerville, within the Diamond Springs-El Dorado Community Region (Exhibit 1). The MRF is specifically located at 4100 Throwita Way on a 10.18 acre-parcel identified with Assessor's Parcel Number (APN) 051-250-47. The existing MRF currently occupies approximately 8.0 acres of the 10.18-acre parcel (Exhibit 2a). Access to the MRF is provided by Throwita Way via Bradley Road and Truck Street, which connect to Diamond Road (State Route [SR] 49).

1.1.2 - Temporary Site

A temporary site would be utilized for a portion of the MRF's operations during project construction. The temporary site is situated within unincorporated El Dorado County south of El Dorado Hills and the Latrobe/U.S. 50 Interchange (Exhibit 1). The temporary site is located on approximately 3.5 acres within the central portion of a 97.39-acre area consisting of APNs 117-020-08 and 117-020-09 (Exhibit 2b). Access to the temporary site is provided by Wetsel-Oviatt Road, via Latrobe Road, which connects to U.S. 50.

1.2 - Project Background and Purpose

Waste Connections, Inc. currently operates an existing MRF at the project site. The MRF provides waste transfer services for most of El Dorado County west slope residents and businesses, as part of an October 2014 hauling and transfer agreement between Waste Connections and the County. The permitted volume of waste material that may be processed at the existing MRF is 400 tons per day

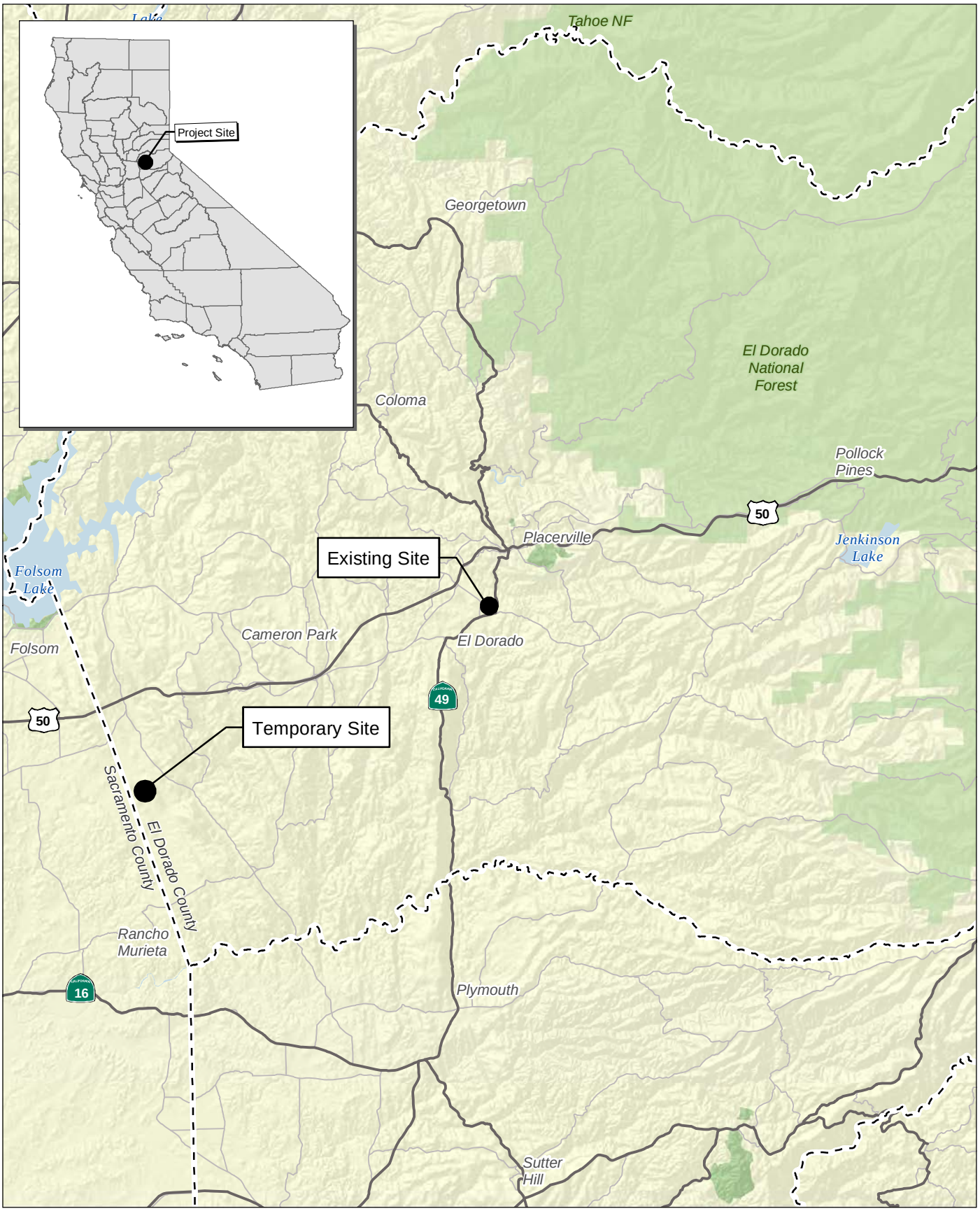
(tpd) of solid waste, 175 tpd of greenwaste, and 125 tpd of construction and demolition (C&D) waste, for a total of 700 tpd. According to 2015 data, the MRF processes an average of approximately 296.80 tpd. Tonnage processed on weekends is substantially less than that processed during the week (4011.12 tpd weekday average versus 30.30 tpd weekend average). In 2015, a peak of 514.92 tons was processed on December 9. The existing MRF is inspected monthly by Placer County Environmental Health (under contract with El Dorado County Public Health, the Local Enforcement Agency [LEA]), for compliance with state minimum standards for the handling of solid waste.

The MRF currently operates under an El Dorado County Special Use Permit No. S94-0008 and Solid Waste Facility Permit (SWFP) No. 09-AA-0004. As part of the October 2014 hauling and transfer franchise agreement, Waste Connections agreed to complete a renovation of the existing MRF by October 2019. The existing on-site buildings were not designed for the purpose of managing and recycling solid waste, which limits Waste Connection's ability to operate efficiently. The processing of many waste streams, such as yard waste, C&D waste, commingled recyclable materials and source-separated recyclable materials, is conducted outside. This exposes the various wastes to rain and wind, resulting in the potential for debris scatter and contamination of on-site stormwater runoff. To manage stormwater runoff, the site has three detention basins that are closely monitored. To manage wind exposure, MRF staff continuously monitor the site for windblown debris. Moving waste processing activities inside or under cover would reduce or eliminate exposure to rain and wind, along with their related management issues.

In addition, the current site configuration does not provide for efficient vehicle circulation. The scale/gatehouse at the main entrance is located close to the public right-of-way on Throwita Way. This proximity has previously resulted in vehicle queues exceeding available storage space, although significant queue exceedances have not occurred since June of 2006, when Waste Connections acquired the MRF. Queue exceedances have historically occurred as a result of the following conditions:

- The location where self-haul customers unload at the transfer station is a short distance from the scale/gatehouse, limiting the on-site queue space and causing traffic to back up onto the public right-of-way.
- Because of the proximity of several operations, including recycle drop-off, greenwaste unloading, and household hazardous waste (HHW) drop-off and unloading, customers are competing to maneuver and access these areas around traffic and pedestrians. On busy days, customers have to wait to unload, which causes traffic to back up before the scale house.
- The actual queue space before the scale/gatehouse is close to the property line.
- Current circulation requires all traffic to pass through the scale/gatehouse.

Combined, these conditions have prompted Waste Connections to redesign and redevelop the site in order to provide waste management and recycling services in the most efficient manner, while enhancing the overall environmental, health, and safety conditions.



Source: Census 2000 Data, The CaSIL

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5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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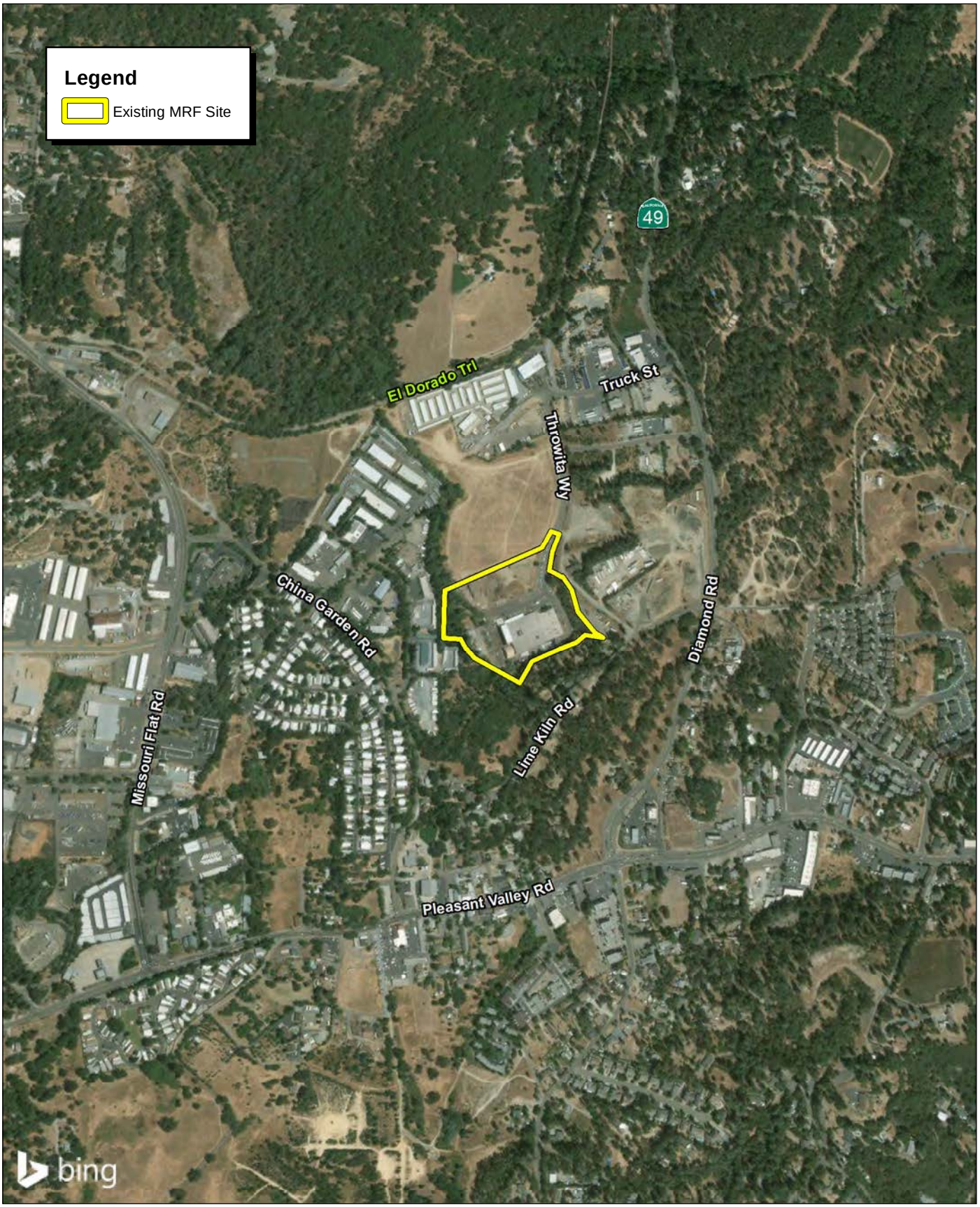

Source: Bing Aerial Imagery.

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860 430 0 860 Feet

Exhibit 2a
Local Vicinity Map
Existing MRF Site

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Source: Bing Aerial Imagery.

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860 430 0 860 Feet

Exhibit 2b
Local Vicinity Map
Temporary Site

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1.3 - Existing Conditions

1.3.1 - Existing Site

The existing MRF currently occupies approximately 8.0 acres of its 10.18-acre parcel. Chain-link fencing encloses MRF operations, including the on-site stormwater ponds located in the northeast, northwest, and southwest corners of the project site. Areas outside the chain-link fencing consist primarily of thick vegetation on slopes. These areas are located along the site's eastern, southern, and western boundaries. The project site is zoned "IL—Light Industrial" on the El Dorado County zoning map and designated as Industrial by the El Dorado County General Plan.

Existing Buildings

The existing MRF consists of one main building with several small accessory structures and designated materials areas. The total building area consists of 70,079 square feet, which includes the buildings, canopies, an HHW area, and the existing scale/gatehouse (Table 1). The main building consists of a 39,900-square-foot warehouse, used for the main transfer station activities, and a 20,100-square-foot office area. Extended canopies are present in certain areas to allow vehicles to back into a stall to unload. The existing site plan is shown in Exhibit 3.

Table 1: Existing Building Square Footage

Building Area	Square Footage	Uses
Main Building—Transfer Station	39,900	Material receipt and transfer; processing, equipment maintenance and bale storage
Main Building—Office	20,100	Offices, meeting rooms, break rooms, and restrooms
Other covered areas	9,829	Unloading canopies, HHW, shipping area
Scale/Gatehouse	250	Public and private weigh in and weigh out
Total	**70,079**	—

The warehouse area of the main building is currently used to receive residential and commercial waste from County-franchised haulers and the general public. The warehouse area also houses equipment used to recover recyclable materials such as cardboard, paper, metal, and plastics from a portion of the waste stream, as well as equipment maintenance, bailing, and bail storage. Because the main building was not designed with sufficient height to allow collection trucks to unload inside, a large canopy was added to the west side of the building for trucks to back up and unload under cover. Waste is then pushed towards a loadout bay, where larger trailers are filled to transport waste to regional landfills located outside the County. The office area of the main building is used for administrative functions of the MRF and Waste Connections, including offices, meeting rooms, break rooms, and restrooms.

Existing Exterior Areas

As previously mentioned, the handling of many waste streams currently occurs in designated areas outside existing buildings. These areas include receiving, storage, and processing areas for C&D waste, greenwaste, commingled recyclable materials, metals, and used appliances. Ground surfaces in these exterior areas are covered by a mixture of concrete, asphalt, and gravel. Total impervious surface on-site, inclusive of buildings, is approximately 6.27 acres.

Existing On-site Activities

A brief description of the existing waste management and recycling activities is as follows:

- **Receive and Transfer Municipal Solid Waste—**Waste Connections collects waste from residences and businesses, which is then reloaded into larger trailers for transfer to landfills outside the County.
- **Material Processing and Recovery—**Waste Connections operates a material recovery process line to sort recyclable materials from certain waste streams.
- **Commingled/Single Stream Recyclables—**Collection trucks bring commingled recyclable materials from household residences to the MRF. The materials are temporarily stored under a fabric-covered structure until they are reloaded and taken to a material recovery facility outside the County. Commingled/single stream recyclables are not currently sorted on-site.
- **Recycle Drop-off Center—**Customers can bring source separated recyclable materials such as paper, cardboard, plastic containers, aluminum and tin cans, and glass bottles to the MRF. These materials are baled, as needed, and sent to markets.
- **Household Hazardous Waste Drop-off—**A separate HHW drop-off area, located on the northwest corner of the transfer station building allows the MRF to receive and temporarily store HHWs collected from El Dorado County residents and hazardous waste from Conditionally Exempt Small Quantity Generators (CESQGs).
- **Green/Yard Waste—**All yard waste collected by franchised collection vehicles is delivered to the MRF and unloaded on a receiving pad located outdoors. The general public and landscape contractors also unload green materials at this location. The materials are temporarily stored until reloaded and taken to a processing facility outside the County.
- **Construction and Demolition—**Waste is received at the site by franchise collection trucks, contractors and the general public in a separate area located outdoors. Waste Connections then processes the materials using an elevated sort line to recover cardboard, wood, metal, plastics and concrete. Residuals are shredded using an on-site shredder and then reloaded into trailers for transfer to landfills outside the County for use as Alternative Daily Cover (ADC).
- **Appliance Recycling—**Customers can drop off appliances such as refrigerators, stoves, etc. to an outside receiving pad. Waste Connections removes Freon or other non-recyclable materials, and then ships the remaining metal to recyclers.
- **Bale Recycled Materials and Ship—**Waste Connections bales recycled materials, as needed, to be transported to markets.

- **Maintenance Areas—**In the main transfer station building is an area set aside where Waste Connections can perform maintenance on rolling stock. Collection trucks are not maintained at this location.

Surrounding Existing Land Uses

The project site is surrounded by undeveloped land to the north and land used for industrial or construction storage to the east. Residential uses are located to the south of the project, while industrial lands used for recreational, boat, and mini storage are located to the west.

Surrounding Future Development

The future Diamond Springs Parkway is planned, starting at SR-49 and extending west to Missouri Flat Road. These future development activities near the vicinity of the MRF are illustrated on Exhibit 4. Note that the MRF entrance as shown in Exhibit 4 is conceptual. The Diamond Springs Parkway is currently undergoing regulatory permitting. A definite construction date is not yet set.

Historical Site Use

Portions of the project site were historically used as a lime processing facility, which was active prior to 1935 through at least 1977. Sludge settling ponds associated with this use were located primarily in the western half of the project site.

Prior to the construction of the existing building, grading operations included over-excavation of existing non-engineered fill materials and sludge, and restoration of grades with engineered fill directly beneath and surrounding the existing building (Youngdahl 2008). The on-site building was originally developed to house automated welding equipment manufacturing. Waste Connections purchased the site and began operations in 2006.

1.3.2 - Temporary Site

The temporary site is located within an existing industrial area and consists primarily of disturbed ground that has been cleared by previous on-site activities (Exhibit 2b). The temporary site is accessed via an existing paved road extending from the terminus of Wetsel-Oviatt Road by way of Latrobe Road. The temporary site is zoned “Industrial-Light” (IL) and is used for industrial activities. Several structures of varying size are located on the proposed temporary site.

The surrounding parcels have relatively large sizes (10 acres and larger). They are zoned Transportation Corridor (TC; Railroad), Agricultural Grazing 40-Acres (AG-40), Rural Land-80 Acres (RL-80), Residential Estate 10-Acres (RE-10), and Research and Development (R&D). The nearest residential zoning is the RE-10/RL80 parcel located directly east of the project site.

The area surrounding the proposed temporary site is mostly vacant with the exception of directly adjacent industrial uses including recreational vehicle storage and three warehouse type buildings. The nearest residence is an isolated farmhouse approximately 0.85 mile to the northwest on Payen Road. The nearest subdivision is 1.1 miles to the northeast in the vicinity of Royal Oaks Drive. The

temporary site is obscured from the developed residential areas by a hill and is not generally visible from public roads.

1.4 - Project Description

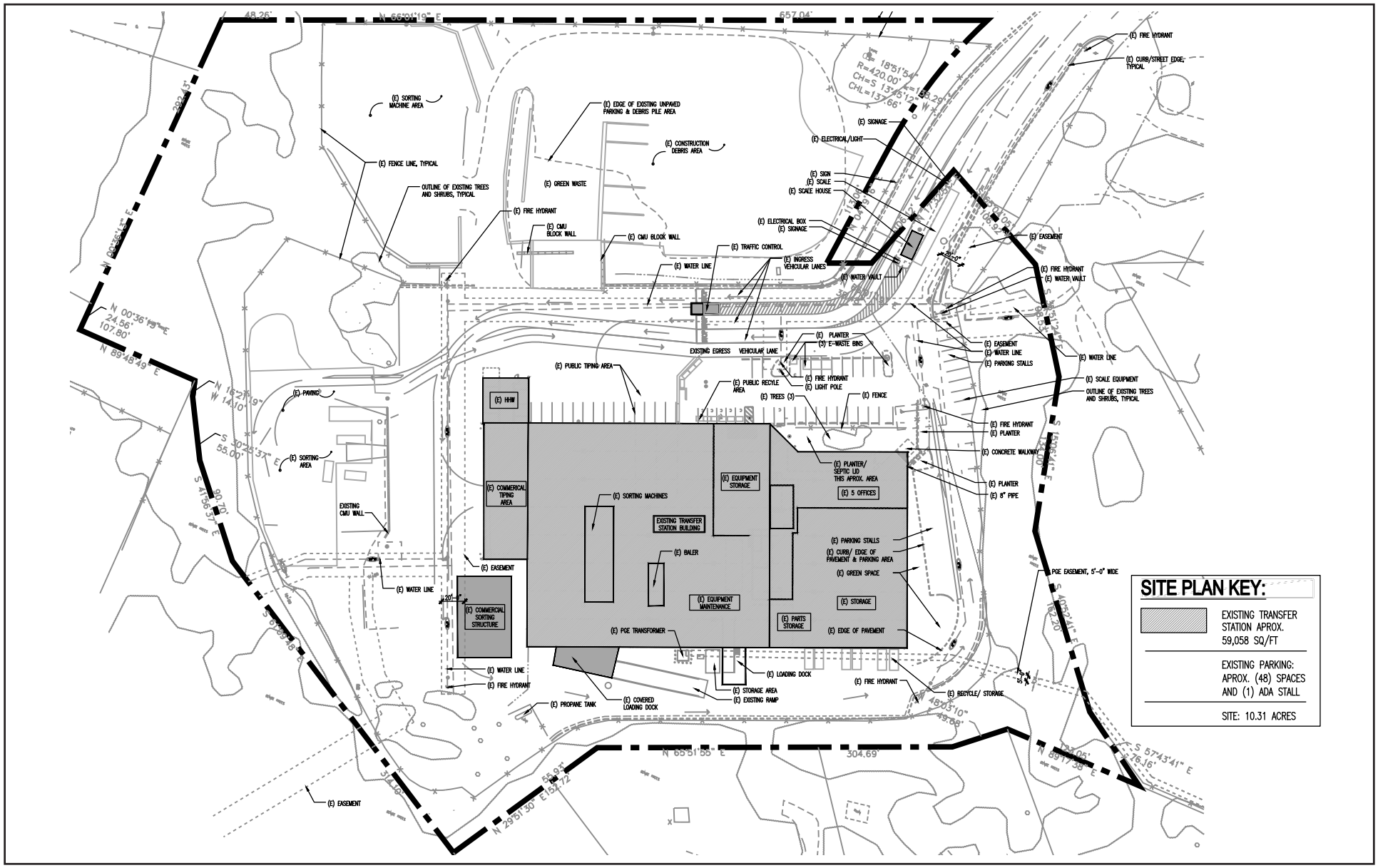
The project consists of renovation and reconstruction of the existing MRF and the use of a temporary off-site facility during project construction. The temporary off-site facility would process C&D debris and green/wood waste during MRF renovation and reconstruction. Each site is discussed separately below.

1.4.1 - Existing Site Soil Remediation

As described in the Remedial Alternative Evaluation Report submitted to the Central Valley Regional Water Quality Control Board (CVRWQCB) in September 2017 (Appendix D.1, as described in more detail in Geology and Soils), the project proposes to remediate soils on the project site for accumulated lime left over from the operation of a lime plant that previously existed on-site. Three alternatives for remediation are evaluated: (1) partial source removal of residual lime materials and source isolation, (2) partial source removal with excavation/treatment and source isolation, and (3) excavation and treatment with source isolation and no source removal. Partial source removal with excavation/treatment and source isolation is recommended. This alternative would not include removal of the residual lime materials under buildings (that are not planned for demolition) and beneath the drainage area on the western boundary of the project site. It is anticipated that soil remediation activity would require approximately 21,000 cubic yards (cy) of soil import and 21,000 cy of soil export for phase 1; 18,000 cy of soil import and 18,000 cy of soil export for phase 2; and 7,000 cy of soil import and 7,000 cy of soil export for phase 3. No chemical treatment of soil remediation is expected.

1.4.2 - Existing Site Renovation and Reconstruction

Waste Connections has prepared a new site master plan to enhance operational conditions and offer improved services (Exhibit 5). The new site master plan would incorporate a more efficient traffic circulation pattern that would reduce customer on-site time and would minimize the amount of materials requiring double handling. Unlike the current MRF, all materials received would be unloaded and processed within buildings or under covered areas. The new site plan proposes 108,927 square feet of building and covered areas, compared with the current 70,079 square feet of building and covered areas. More importantly, the structures would be designed to appropriately handle the different waste streams and recycling materials. Total parcel usage would increase from approximately 8.00 to 8.08 acres.



Source: Arch Nexux, Inc, 2014

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Exhibit 3
Existing Site Plan

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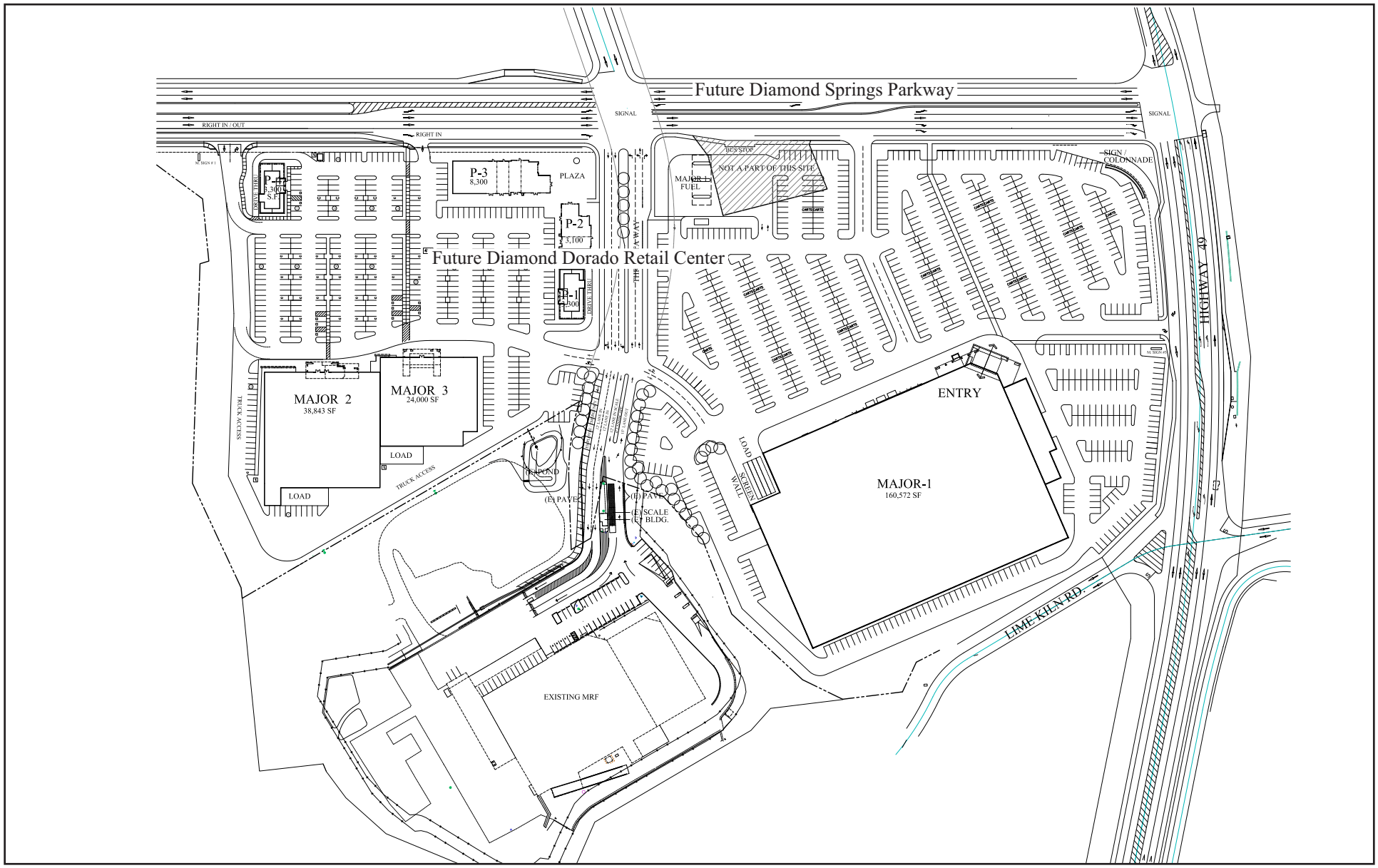

Source: Brian Wickert Architect.

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Exhibit 4
Surrounding Future Development

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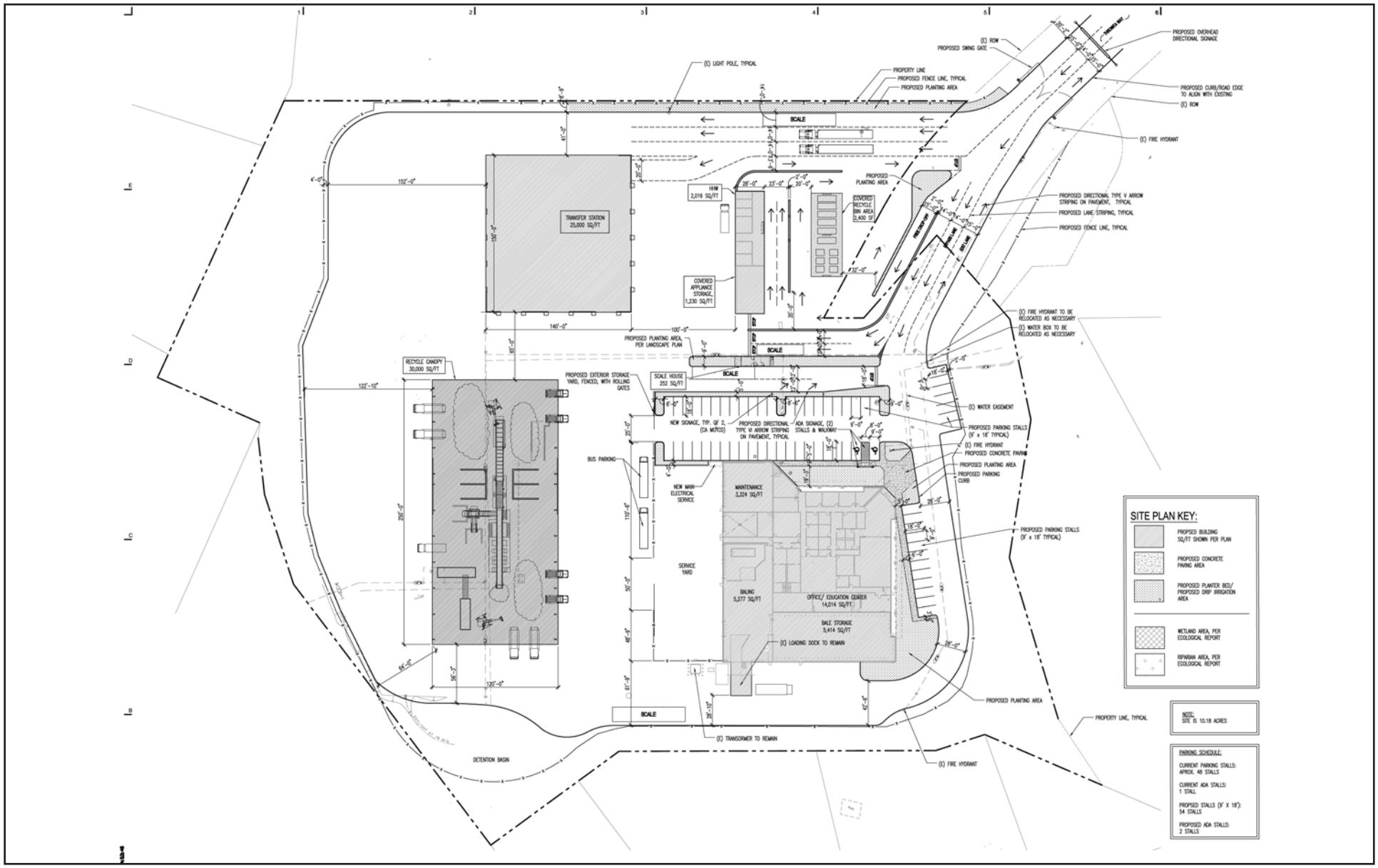

Source: Architectural Nexus, Inc, November 2017.

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Exhibit 5
Proposed Site Plan

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As shown in Table 2 and illustrated in Exhibit 5, Waste Connections would continue to use 28,029 square feet of the existing building, including the existing office area, and the adjacent, easternmost, portion of the existing transfer station area. The portion of the existing building to be maintained would be remodeled, with upgrades to the employee office area and a new education center in which Waste Connections could conduct community outreach and training. Additional space would be allocated for bale storage, a maintenance bay, and a large bay for baling and shipping recyclables. The adjacent existing truck docks at the rear of this building would be maintained. This approach allows Waste Connections to reuse as much of the existing buildings as possible.

Table 2: Proposed Renovation Components

Building/Area	Demolition Square Footage	Renovated Square Footage	New Square Footage
Portion of Existing Buildings to be Demolished			
Main Building—Transfer Station	30,700	—	—
HHW Area	1,500	—	—
Canopies	9,600	—	—
Gate House	250	—	—
Portion of Existing Buildings to be Renovated			
Main Building—Office/Education Center	—	14,014	—
Main Building—Bale Storage	—	5,414	—
Main Building—Maintenance Bay	—	3,324	—
Main Building—Recycling Bailing/Shipping	—	5,277	—
Proposed Buildings			
Transfer Station	—	—	25,000
Recycle Processing Canopy[1]	—	—	50,000
Household Hazardous Waste Building/Covered Appliance Storage	—	—	3,246
Covered Recycle Bin Area	—	—	2,400
Scale House	—	—	252
Sub-Total	*42,050*	*28,029*	*80,898*
Total Facility Building Space (Renovated and New)	**108,927**		
Total Existing Square Feet	**70,079**		
Total Square Feet to be Demolished	**42,050**		
Net New Square Feet[2]	**18,848**		

Notes:
[1] As shown on the project site plans, the recycle canopy is planned to be 30,000 square feet; however, if single-stream equipment is included in the project, then the recycle canopy would be expanded to up to approximately 50,000 square feet. Therefore, for the purposes of a conservative analysis, the recycle canopy is analyzed at 50,000 square feet.
[2] Overall increase in building square footage on-site as a result of the project.
Source: Arch Nexus 4-7-16 Site Plan.

The remaining 30,700 square feet of the main building would be demolished and replaced with a new 25,000-square-foot transfer station located in the northwestern portion of the site (Exhibit 5). A processing canopy of steel construction of up to approximately 50,000 square feet would allow greenwaste and C&D waste processing operations to occur in a covered area in the project's southwestern corner. In addition, a new area for public drop-off of appliances, recyclables, and HHW would be provided near the project entrance. The scale/gatehouse would be relocated deeper into the site to allow for more queueing space. Table 2 provides a summary of the proposed site renovations.

All existing on-site operations would remain, but buildings would be renovated, reconfigured, or relocated as shown on the site plan (or approximately as shown on the site plan). Waste Connections would maintain the permitted processing amount of the existing operation (700 tpd, including 400 tpd of solid waste, 175 tpd of greenwaste and 125 tpd of C&D waste). The existing daily processed tonnage is not expected to change as a result of this project.

New on-site operations would be limited to single-stream equipment, to be located under the proposed recycle processing canopy, as well as a new education center. The new education center would provide space for site tours by schools and other groups, allowing Waste Connections to educate the public about waste prevention and recycling.

Grinding equipment, which is already operating on-site[1] and processing C&D debris, would also shred wood waste and greenwaste, allowing for denser truckloads of ground materials and resulting in a reduction in off-site haul trips. Grinding yard waste would increase the density of the material to be transferred from 300 to over 450 pounds per yard. As a result, the total number of transfer trips would be reduced by 2 or 3 trucks per week. Grinding residue from the C&D recycling equipment would also increase the resulting density, thereby resulting in some reduction in transfer trucks removing C&D debris from the site.

The project may include new single-stream equipment to process single-stream/commingled recyclables on-site prior to transfer. The equipment to process single-stream recyclables may consist of a drum feeder, conveyor belts, roller conveyors, slider bed conveyors, a trommel screen, glass breaker, glass cleaning system, ballistic screens, electromagnet, aluminum separator, blower, storage silos, baler, and trash compactor. This equipment would be used approximately 4 hours a day, 22 days per month.

If such equipment were included, it would be located under the proposed recycle processing canopy, which would then be increased in size from 30,000 square feet to up to approximately 50,000 square feet. To provide a conservative analysis, the recycle processing canopy is analyzed in this IS/MND at 50,000 square feet. The recycle processing canopy would be expanded to the east towards the portion of the existing building to be maintained. In addition, to accommodate single-stream processing, the recycle processing canopy would be enclosed, and vehicle doors, if located on the south side of the building, would remain shut unless vehicles are entering or existing. Inclusion of

[1] Though the grinding equipment is currently operating on-site, it has been included in the analysis because the grinding equipment would include new operations.

the single-stream equipment would not increase operational vehicle trips to or from the MRF because such materials are already accepted and transferred at the MRF.

New Transfer Station

The new 25,000-square-foot building would be constructed in the northwest portion of the existing property. The structure would have a clear span to allow trucks to raise the truck bed to unload inside. This building would receive all residential and commercial waste collected by franchise vehicles. Franchise vehicles would unload on the west side of the station while self-haul customers (cars, pickups and those with trailers) would unload on the east side. The station also would accommodate vehicle unloading on the south side depending on need. The facility would be designed to reduce potential for spillage and thus reduce potential for litter or blowing debris. Portions of the new transfer station building may include permanent walls or roll-up doors; however, such detail is unknown at this time.

The new transfer station building would allow commingled recyclable materials to be handled completely inside a building, versus the existing fabric covered structure located in the southwest corner of the project site, thus reducing potential for litter and stormwater impacts. The general public would have additional stalls in which to unload, thereby reducing wait time for a space. Customers currently unload over a 4-foot-high wall that presents a risk of falling when using the transfer station. The new transfer station would allow customers to unload directly onto the floor, eliminating a potential health and safety risk. Certain loads delivered by the general public may contain recyclable materials such as metal and cardboard. The new station would allow for some recovery of materials from the tip floor where the general public unloads.

New Recycle Processing Canopy

The new 50,000-square-foot canopy building (steel construction) would be located in the project site's southwestern portion, in the general location of the existing main transfer station activities. The canopy is sized to provide sufficient space to unload C&D waste and green/yard waste. The canopy would also house equipment for processing C&D waste delivered by Waste Connections roll-off trucks, contractors, and self-haul customers. The equipment is designed to recover wood, cardboard, plastics, and metal. The design is intended to also accommodate processing select loads of commercial waste to recover materials. The C&D processing equipment would be similar to the existing C&D equipment on-site, albeit updated.

Within the Recycle Processing Canopy, Waste Connections would utilize a grinder to process both greenwaste and the residue from the C&D processing equipment. This equipment currently exists on-site. The grinder improves transportation efficiencies and reduces transport trips off-site. Similar to existing operations, the greenwaste material would be shipped to a compost site. C&D residue, largely inert, would continue to be used for ADC at regional landfills.

Unlike the current facilities, where C&D and green/yard waste are unloaded and temporarily stored outside, the new recycle processing canopy would allow all materials to be received, processed, and stored under cover. Because the process line is also under cover, a reduction in fugitive dust and

noise dampening would occur. In addition, the new structure would allow franchise trucks to unload in a separate area than self-haul customers for increased efficiency and safety. An updated equipment line, replacing the existing one, would process materials more efficiently.

New Gatehouse, Entrance and Scale System

The entrance to the facility would be re-designed to allow franchise collection trucks to split off onto a dedicated entrance road with a separate scale on the north side of the site. Franchise trucks would not occupy space in the queue line with other traffic. The scale would incorporate a card reader system to expedite the process so the collection trucks would reduce time at the station and enable them to return to the collection route sooner. The transaction time for franchise trucks would be less than 15 seconds.

The new scale house complex would be located deeper into the site to provide added queue space prior to the scale to minimize potential for vehicles from stacking onto public right-of-way. Upon entering the site, customers using the recycle and/or HHW drop-off services would branch off onto a separate road. As such, only traffic using the transfer station, yard waste or C&D drop-off areas would stay in the main access lane to the scale house. Waste Connection employees and visitors would also have a separate access road that would direct them to the parking areas for the office.

The new scale house complex includes a separate outbound scale, improving upon the current functionality and efficiency where both inbound and outbound traffic must use the same scale. Not all vehicles are weighed out, but when this occurs, it interrupts the inbound traffic such that it contributes to queuing off-site. The new scale complex would eliminate this condition and would help reduce the time customers wait to use the facilities.

Once customers pay and pass through the scale house, they would be directed to different buildings or covered areas in different areas of the site to unload. The proposed site plan provides ample space to eliminate the need for customers to wait for available unloading stalls.

In the event MRF experiences an unusually high number of customers (typically on a weekend), the new entrance road system would allow Waste Connections to use both the inbound lane and the lane used by office/employees to access the gatehouse thus doubling the queue space under these conditions.

The new entrance and scale house is expected to reduce the overall queue time for customers. As previously mentioned, time spent waiting for the scale by franchise collection trucks would also be reduced. It is estimated that franchise collection truck wait time would be reduced by an average of 15 seconds. Assuming 50 franchise collection truck trips per day, the project would result in saving an estimated 65 hours per year of wait time for franchise collection trucks. In addition, by separating customers using the recycle and/or HHW drop-off services, it is estimated that almost 10 minutes of wait time reduction would occur for other vehicles over the course of one day, or one hour per week over a 6-day operating period (assuming 50 vehicles per day).

Appliance Drop-off Area

Appliances would be placed under a canopy (steel construction) to be processed and then loaded onto a trailer for recycling. Because there is a charge to unload appliances, customers dropping off appliances would have to stay in the main scale house lane to pay before accessing the appliance station, located adjacent to the HHW building.

The project would place appliance drop-off, storage, and processing near the project entrance to reduce traffic conflicts between public customers and franchise trucks. Currently, appliance, storage, and processing occurs in an open area.

Free Area for Recycle Drop/HHW/Appliances

The project includes construction of a dedicated area for customers to drop off source separated recyclable materials and HHWs. These services are free to customers. Traffic for the free drop-off area would separate from the traffic going to the scale/gate house to use these services. Bins located under a canopy (steel construction) would be provided for customers to place recyclable materials such as cardboard, paper, magazines, plastic containers, aluminum cans, metal, wood, and other items. Containers would be provided for Universal-Waste, gently used items, and mattresses.

The HHW building would have a covered canopy (steel construction) to accommodate two lanes of traffic so vehicles can drive under cover to drop off HHW materials. These materials would be placed in secured containers inside the HHW structure until a contractor picks them up for proper recycling/disposal, similar to current operations.

The project offers customers a separated area for dropping off recyclable materials to increase efficiency and safety. By having a separate access lane, these customers would not have to wait at the scale house prior to entering the site thus minimizing the time customers would be on-site leading to reduced environmental, health, and safety risks to the operation. This is also expected to reduce scale house queuing.

Maintenance Center/Baler and Shipping

Waste Connections would keep the last bay of the existing transfer station building, which measures 9,200 square feet, for maintenance and recycle bailing uses. The easternmost section of existing transfer station would be structurally upgraded and retrofitted to provide two large bays. One bay would be used for routine maintenance for rolling stock used for on-site operations. The other bay would house the baler used to process recyclable materials collected from the various recycling operations. Bale storage would be provided within a portion of the existing office building. Retrofitting this portion of the existing transfer station building would allow Waste Connections to use the existing covered truck dock area for shipping baled recyclable materials.

Using a portion of the existing transfer station building avoids demolition and related landfill materials. Waste Connections would also be able to efficiently utilize existing structures for bale storage and use the existing truck dock.

Office and Education/Community Center

The existing 20,100-square-foot office structure is in good condition, but much of the current space is not in use or underutilized. Waste Connections would upgrade the office space and add an education center. The new facility would provide space to conduct site tours for schools and other groups. It would also be offered to local non-profits for use during non-operation hours. Approximately 2 to 5 school bus trips would be expected on a monthly basis during operation hours. The existing employee and visitor parking would be reconfigured. A portion of the existing office building would continue to be used for bale storage.

Retrofitting the existing office space avoids demolition and related landfill materials. Repurposing part of the space for an education and visitor center provides opportunity to promote the mission to inform the general public on ways to reduce waste and recycle more. On-site parking for both employees and visitors would be improved.

1.4.3 - Access and Parking

Significant circulation improvements would be made to separate public and collection truck traffic to increase efficiency and safety. The project site would continue to be accessed from Throwita Way. As a part of the project, Waste Connections is requesting from El Dorado County a right-of-way abandonment for the southern terminus of Throwita Way to allow for a newly designed site entrance. The new entrance would allow franchise trucks to access a dedicated lane and scale. Likewise, the new entrance would provide customers with recyclables and HHW a specific drop-off area access point, thus reducing the total traffic that currently passes the gatehouse. Self-haul traffic would be completely separated from franchise collection trucks. Once on-site, self-haul traffic would have dedicated areas to unload waste in each of the different service areas, enhancing safety and efficiency.

The proposed project would include signage to direct customers to the appropriate services. Because the proposed project would streamline the on-site circulation it is expected to require less personnel to direct traffic.

On-site parking would be reconfigured. A total of 48 parking spaces, compared with the existing 35, would be provided for employees and those visiting the main office and education center. Self-haul traffic would not be expected to utilize these parking spaces.

1.4.4 - On-site Trip Generation

As a result of the new site master plan, the efficiency of on-site traffic circulation and movement of materials would be improved, resulting in a reduction of the distance materials are moved on-site. The following is a list of reduced on-site traffic movement:

- Commingled recyclable materials collected from residential customers would be unloaded inside the transfer station building, allowing the same front loader that loads refuse to load out clean recyclables. Currently, the front loader must exit the transfer station and load trucks outside. This reduces the operational time of the front loader.

- Green waste and C&D debris would be received and processed in the same area under a covered structure, thereby reducing on-site wheel loader trips.

Overall, a slight decrease in on-site equipment trips would occur.

1.4.5 - Off-site Trip Generation

Because existing on-site operations would remain the same (albeit reconfigured) and because new operations would be limited to the new single-stream equipment and the new education center, existing off-site trip generation is not expected to change substantially upon construction completion, and would likely experience a slight reduction. As previously mentioned, the number of transport trucks leaving the site would be expected to reduce slightly (2 to 3 trucks per week) as a result of increased density of materials put through the grinder.

Additional traffic trips to and from the site would occur during project construction, however these would be temporary, are not likely to occur primarily during peak traffic hours, and would cease once construction is completed.

During construction, greenwaste and C&D waste would temporarily be processed off-site at a temporary site located at the end of Wetsel-Oviatt Road in El Dorado Hills, El Dorado County, California as described in Section 1.3.2, above. Approximately 49 trips would be diverted from the existing site to the temporary site. Of these diverted trips, approximately 29 trips would consist of greenwaste and C&D waste truck trips and the remaining 20 trips would consist of diverted employee and visitor trips.

1.4.6 - Landscaping

Landscaping would be provided along much of the project site's northern boundary, at the site entrance from Throwita Way, near the proposed new scale house, within parking areas, and along the northern and eastern sides of the office building (Exhibit 6). The project proposes a mix of trees, shrubs, perennials, and ground cover, all of which would be planted in planter boxes. Drought-tolerant and native plants would be used. Water would be supplied through an irrigation system that would be installed. The system would use drip irrigation and would be located in each planter or area where plantings are shown on the landscaping plan.

1.4.7 - Utilities

Potable water is currently provided to the site by the El Dorado Irrigation District (EID) via 10-inch and 6-inch waterlines entering the project site at the northeast corner (to the southeast of the gate house) and the southwest corner (adjacent to the southwest stormwater pond).

Wastewater service is provided via an on-site septic system. As part of the project, the existing septic system's leach field would be abandoned in compliance with the Private Sewer Disposal System Ordinance No. 4542. An existing tank located adjacent to the office building would be retained (or upgraded) and pumped monthly. This tank is currently pumped on a bi-monthly basis. A wastewater line is currently present within Throwita Way, but it is not connected to the nearby EID

wastewater system. This line was installed with the expectation of eventually connecting to a proposed wastewater line within Diamond Springs Parkway and the adjacent SR-49. As such, connection is not expected to occur until development of the adjacent Diamond Springs Parkway and related EID improvements. It is expected that the MRF would be able to connect to the EID wastewater system sometime between 2020 and 2025.

Stormwater is currently directed to one of three on-site detention ponds. These ponds have overflow culverts that are utilized only during significant rainfall events. The overflow culverts discharge off-site to drainages that ultimately flow to Webber Creek. As part of the project, all ponds would be removed. The discharge points and current flow rates would be maintained. Stormwater would be treated prior to discharge via an oil and grease separator, and filter vault or any combination thereof. The project's stormwater system and discharge would be consistent with the State of California's Municipal Stormwater Permitting Program for discharges from municipal separate storm sewer systems (MS4s) and the Industrial General Permit (2014-0057-DWQ).

Electricity would continue to be provided by PG&E. Other utilities serving the MRF, such as telephone, would continue to be provided.

1.4.8 - Employment

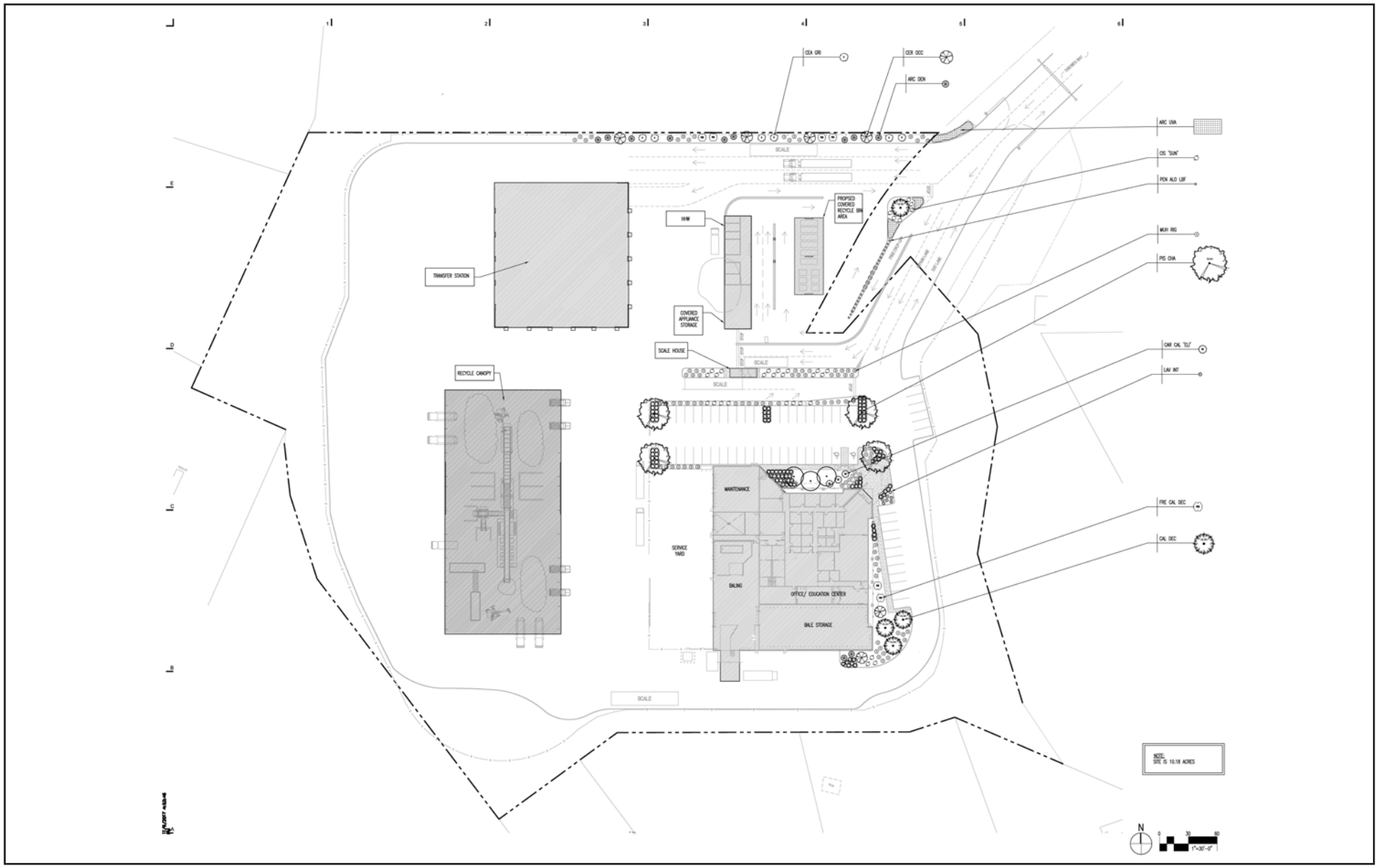
Existing MRF operations currently employ approximately 30 people. In addition, approximately 11 district and corporate employees are housed within the main office area. No change to the number of employees is expected when the project is completed.

1.4.9 - Hours of Operation

The MRF would continue to operate during its normal business hours of 6:00 a.m. to 6:00 p.m., 7 days a week, consistent with the existing permit. These hours would not be expected to change as a result of the project. Construction hours would occur between the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on weekends, consistent with El Dorado County General Plan Policy 6.5.1.11.

1.4.10 - Project Benefits—Aesthetics

The project would reduce visual impacts to adjacent properties, particularly those from the north where the Diamond Dorado Retail Center is planned. Currently, greenwaste and C&D materials are received and processed in the open on the north side of the site. The project would relocate these activities to a recycle processing canopy on the southwestern portion of the site. The new transfer station would be constructed in the northwestern portion of the site. The view shed from the north would be the back of the proposed transfer station building, which would be designed with an overall western theme that would be carried through the entire complex. The transfer station building would substantially block views of the interior portions of the MRF from areas to the north and would also provide noise dampening. Views of the MRF from the west, east, and south are largely screened by existing vegetation and changes in topography. Minimal changes to these areas are proposed, thereby maintaining visual screening.



Source: Architectural Nexus, Inc, November 2017.

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Exhibit 6
Preliminary Landscaping Plan

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1.4.11 - Project Benefits—Environmental Improvements

The proposed project would result in reduced potential impacts to stormwater runoff, drainage areas and streams as all activities would occur under cover. As part of the proposed project, the existing stormwater treatment system would be updated to include an oil and grease separator, and filter vault or any combination thereof, to filter all runoff before discharge off-site.

The placement of all activities under cover would also increase the capture and reduction of fugitive dust, thereby improving air quality. In addition, reduced vehicle idle times at the gatehouse and streamlined on-site traffic circulation patterns would reduce vehicle emissions. It is estimated that franchise collection truck wait time would be reduced by an average of 15 seconds. Assuming 50 franchise collection truck trips per day, the project would result in saving an estimated 65 hours per year of wait time for franchise collection trucks. By separating customers using the recycle and/or HHW drop-off services, it is estimated that almost 10 minutes of wait time reduction would occur for other vehicles over the course of 1 day or 1 hour per week over a 6-day operating period (assuming 50 vehicles per day).

Although noise has not been a problem with current operations, the placement of all activities under cover could result in increased noise attenuation. Greenwaste and C&D grinding operations, which currently occur in the project site's northwestern corner, would be moved south to the new Recycle Canopy, closer to existing residences to the south of the project site. Simultaneously, single-stream and commingled waste operations that currently occur within and adjacent to the existing transfer station building would be moved north, away from adjacent residents, to the new transfer station building. New sources of noise would include air ventilation fans located at the transfer station and recycle canopy. Waste Connections envisions a simple air exchange management system that could consist of louvers and wall fans or roof fans. These fans operate intermittently during the day depending on operations and other factors. Noise generated form a typical roof exhaust unit is estimated to be about 80 decibels directly at the outlet of the fan. This would be similar to the noise produced at a busy street according to noise charts. At 100 feet, the noise level would dissipate and expected to be below 60 decibels, which is equivalent to the noise projected from a background conversation.

1.4.12 - Construction Plan and Duration

For conservative analysis purposes, construction of the MRF improvements is expected to occur over a 3-year period. The project would be constructed in continuous but sequential phases. Phase 1 would include soil remediation on the northern and western portions of the project site. Phase 2 would consist of partial soil remediation (likely to occur in the new scale house area of the project site), and construction of the new transfer station building, HHW building, and covered recycle bin area. Phase 3 would consist of demolition of a portion of the existing transfer station building, partial soil remediation, construction of a new recycling processing canopy, and paving. Remodeling of the office portion of the main building could occur during any phase.

The MRF would continue to provide recycling and waste management service while the proposed project is under construction. Waste Connections would work with the County and its customers to avoid interruption of services while the proposed project is being constructed.

1.4.13 - Temporary Off-site Location

During project construction, green/wood waste and C&D debris would be processed off-site at a temporary facility to be located at the terminus of Wetsel-Oviatt Road (Exhibit 2b). The temporary site would consist of approximately 3.5 acres within the central portion of a 97.39-acre area (Exhibit 2b and Exhibit 7). The temporary site would be used for the duration of the MRF renovation and reconstruction.

Temporary Off-site Facility

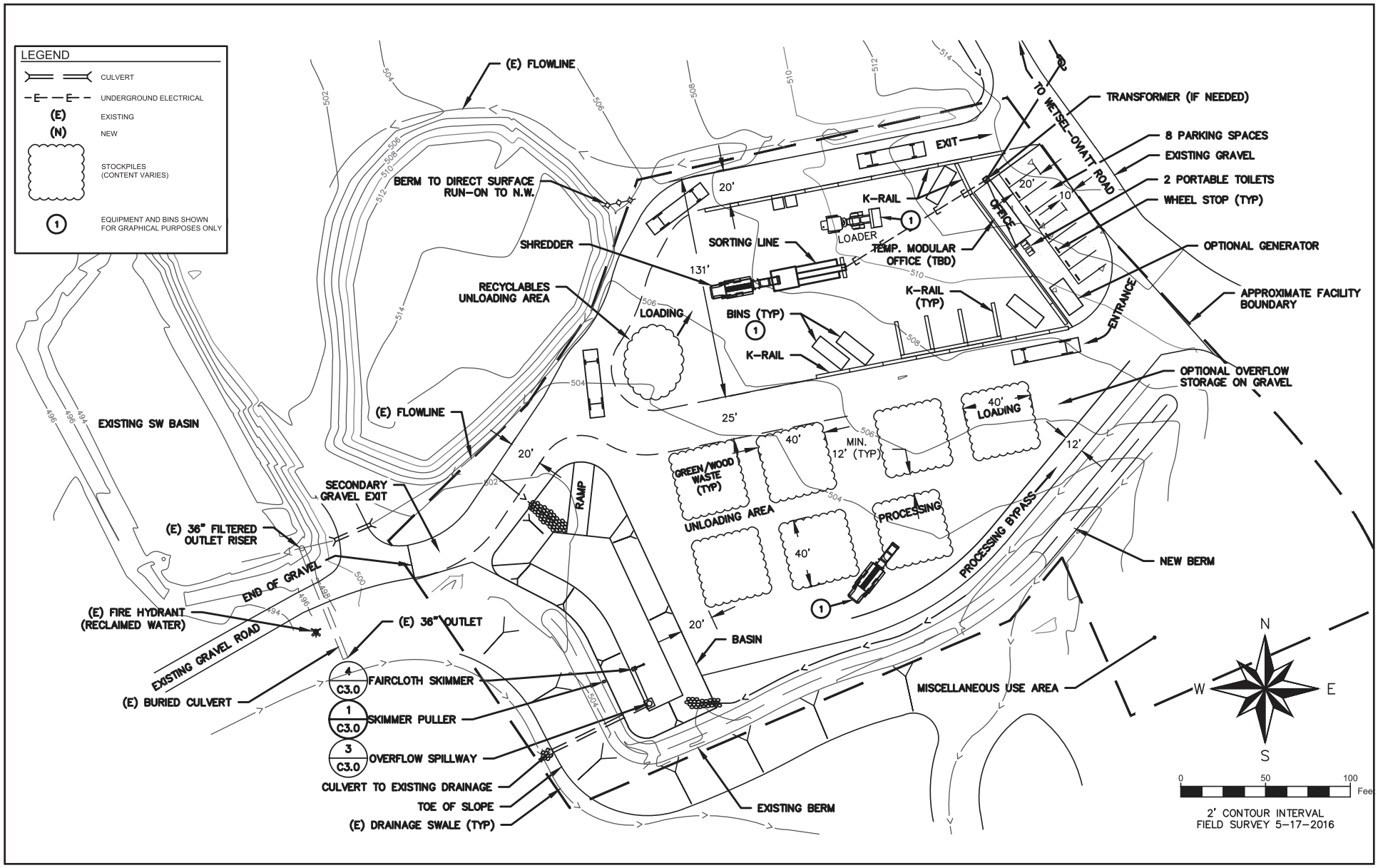
The temporary off-site facility would consist of two adjacent operational areas, a temporary trailer office, portable toilets, and parking areas (Exhibit 7). The C&D debris operation area would consist of a C&D debris sorting line on a temporary concrete pad with a maximum area of 4,000 square feet, and associated bunkers, steel bins, stockpiles, and stockpile partitions. The green/wood waste operation area would contain areas for stockpiling, processing (grinding, chipping or shredding), and loading green/wood waste. Some paving may occur where needed, with a maximum area of 58,000 square feet.

Operation of the temporary site would include receiving and unloading loads of C&D debris, presorting the loads on a “tipping pad” to separate larger dimensional lumber and metals, loading the materials onto a conveyor and sorting the materials to separate dimensional lumber, metal, paper and cardboard and other recyclables. “Residuals” would fall off the end of the conveyor into piles or bins and would be shredded and then loaded and transported to a disposal facility for use as ADC. Recovered recyclables would be placed in piles or bins and would be loaded and transported to other facilities for further processing or re-use. C&D debris are generally inert and do not attract flies or other vectors.

Green/wood waste would be delivered and dumped on a pad. It then may be processed by grinding or chipping and subsequently loaded off-site either for re-use or composting. On-site stockpiles would be maintained so that they do not compost by minimizing pile size, minimizing time on-site, and turning the piles if needed. Vector issues are not expected to occur in association with green/wood waste; however, compulsory control measures would be implemented should such issues occur.

The temporary site would be designed to accept up to 175 tons of C&D materials and 200 tons of green/wood waste per day. A daily average of 54 tons of C&D debris and 54 tons of greenwaste is expected. Materials may be received any time of day, but typically would be received between 6:00 a.m. and 6:00 p.m., 7 days per week. Facility operation typically occurs from 7:00 a.m. to 6:00 p.m., 7 days per week. Actual operational days and hours may be shorter.

Water for dust suppression would be supplied by a fire hydrant located 20 feet west of the facility (Exhibit 7). Water from the hydrant is reclaimed and is non-potable. Bottled drinking water would be provided for employees and visitors. Electricity would be provided via the temporary installation of a power line extending from the property entrance along the access road to the temporary facility. This would be the primary source of electricity for on-site operations. Alternatively, a generator may be used to run the sorting line.



Source: Lawrence & Associates Engineers & Geologists, May 2018.

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Exhibit 7
Site Plan for Temporary Site

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Ditches and berms exist on-site that direct some run-on stormwater around the site and into an existing stormwater basin. Minor grading and culvert installation would occur to create drainage swales to route all stormwater run-on around the facility and stormwater runoff into a proposed stormwater basin. Minor grading would also occur to construct a level pad for the C&D sorting line.

Overall, temporary site construction activity would consist of minor grading to construct a level pad and drainage swales, excavating a stormwater detention basin, construction of a temporary concrete pad, installation of temporary trailer/office, portable toilets, and temporary power, and paving portions of the site. Construction activity is expected to last 20 working days. The temporary site would require approximately 700 cy of soil fill and 3,000 cy of soil cut. The excess soil quantities would be stockpiled on-site. Construction of the temporary site is expected to take approximately 20 workdays.

Temporary Off-site Facility—Trip Generation

C&D debris and green/wood waste delivered to the MRF by the public would be transferred to this site. The temporary site would utilize existing access provided by Wetsel-Oviatt Road. No paving or other improvements to this road are planned. Franchise greenwaste truckloads (route trucks) and separated C&D debris commercial truckloads would be diverted from the MRF and delivered directly to the site. Based on information provided by the Draft Joint Technical Document Containing Facility Plan for C&D Recycling Operations Plan for Green/Wood Waste Processing by Lawrence & Associates (Appendix I), it is anticipated that the temporary site would incur an average of 55 daily two-way traffic trips. Of these, approximately 49 trips are trips diverted from the existing site to the temporary site. Of these diverted trips, approximately 29 trips would consist of greenwaste and C&D waste truck trips and the remaining 20 trips would consist of employee and visitor trips. The remaining 6 two-way trips would be new and consist of maintenance and fueling truck trips and water truck trips.

The greenwaste and C&D waste truck trips consist of set routes to the MRF facility. As a result of the diversion of the truck trips to the temporary site, some greenwaste and C&D waste truck trip routes would result in a reduction in total vehicle miles traveled (VMT), while other trip routes would result in an increase in total VMT. Based on information provided by the applicant, the net increase of total VMT for the diverted truck trips would result in an additional 1,504 miles per year. The new maintenance and fueling truck trip lengths are based on the Draft Joint Technical Document Containing Facility Plan for C&D Recycling Operations Plan for Green/Wood Waste Processing by Lawrence & Associates (Appendix I). The total trip lengths for employees and visitors are based on the CalEEMod default trip lengths for general industrial projects.

1.5 - Required Discretionary Approvals

The proposed project would require the following discretionary approvals:

- Conditional Use Permit Update (Existing Site)—El Dorado County
- Conditional Use Permit (Temporary Site)—El Dorado County
- Extension of sewer facilities—El Dorado Irrigation District
- Right-of-Way Abandonment—El Dorado County Department of Transportation

As previously indicated, the MRF operates under an existing special use permit. Because this project is primarily a renovation of existing operations, the existing special use permit would be revised via an updated Conditional Use Permit. As part of the revision, the total allowable daily tonnage would no longer be split up into waste types, but instead simplified to 700 tpd maximum. This maximum tpd is consistent with the existing permit, but allows for more flexibility in the amount of each waste type received. Actual waste processed at the site is not expected to change as a result of the renovation or update to the Special Use Permit.

1.6 - Intended Uses of this Document

This IS/MND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed project. This document would also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/MND would be circulated for a minimum of 30 days, during which period comments concerning the analysis contained in the IS/MND should be sent to:

Evan Mattes, Assistant Planner
El Dorado County
Planning and Building Department
Community Development Services
2850 Fairlane Court, Building C
Placerville, CA 95667
Phone: 530.621.5355
Fax: 530.642.0508
Email: evan.mattes@edcgov.us

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☐	Cultural/Tribal Resources	☒	Geology/Soils
☐	Greenhouse Gas Emissions	☒	Hazards/Hazardous Materials	☒	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☒	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Services Systems	☒	Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: 10/2/2018 Signed: Michael Ahern

Date: 10/2/2018 Signed: Evan Mattes

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Aesthetics *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Existing Site

No impact. The project site consists of the existing MRF operations. The project site does not contain any scenic vistas or features associated with scenic vistas (e.g., ridgelines, peaks, overlooks), nor it is visible from any such publicly accessible areas. Accordingly, no scenic vistas, as designated by the General Plan, would be adversely affected by the proposed project. No impact would occur.

Temporary Site

No impact. The project site does not contain any scenic vistas or features associated with scenic vistas (e.g., ridgelines, peaks, overlooks), nor it is visible from any such publicly accessible areas. As such, no impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?

Existing Site

No impact. The State of California identifies SR-49 as a potential Scenic Highway by the California Department of Transportation (Caltrans). Although SR-49 is eligible for designation as a Scenic Highway, the County has not pursued nomination of any portion of the highway. Furthermore, the

project site cannot be seen from SR-49. Accordingly, the project would not damage any trees, rock outcroppings, or historic buildings within a State scenic highway corridor. No impact would occur.

Temporary Site

No impact. There are no scenic highways in the vicinity of the temporary site. No impacts would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Existing Site

Less than significant impact. The project site consists of the existing MRF operations and surrounding vegetation. The project involves reconstruction of the MRF including partial demolition of the existing main building and construction of a new transfer station building, recycle canopy, gate house, and public drop-off area for appliances, recyclables, and HHW. The architectural theme of the proposed buildings would exhibit stylistic characteristics compatible with historical buildings in El Dorado County. Landscaping would be provided at the site's entrance and along the sites northern boundary (Exhibit 6). Exhibit 8 illustrates an existing and proposed view of the site as seen from the facility entrance. Exhibit 9 includes conceptual architectural renderings. The project site is located in an industrial area and views of the project site from public roadways are very limited. The project would place many existing on-site activities inside the proposed buildings, thereby reducing visibility of on-site operations and storage of materials. As such, the project would not substantially degrade the existing visual character or quality of the site and its surrounding. Impacts would be less than significant.

Temporary Site

Less than significant impact. The temporary site consists primarily of disturbed ground that has been cleared and disturbed by previous on-site activities. There is no vegetation other than sparse weeds. The area surrounding the proposed temporary site is mostly vacant with the exception of directly adjacent industrial uses including recreational vehicle storage and three warehouse type buildings. While the project would introduce a new use to the site, the use would be consistent with existing adjacent lands uses, and it would be temporary. Project impacts would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Existing Site

Less than significant impact. The proposed project would remove some existing exterior lighting as well as include new exterior lighting. Areas surrounding the project site contain several sources of lighting and glare that emanate from the surrounding commercial and industrial land uses. Residential uses are also located to the south but are primarily screened by vegetation that would not be disturbed as part of the project. The primary sources of the light and glare consist of exterior security lighting, and street and parking lot lighting. The project's lighting designs would be

consistent with the El Dorado County Outdoor Lighting Standards and subject to review by El Dorado County. All outdoor lighting would be consistent with El Dorado Ordinance Code Section 130.14.170, which requires all "artificial light and glare be controlled to the extent that unnecessary and unwarranted illumination of adjacent property be prohibited." All outdoor lighting would be hooded or screened to direct the source of light downward. Furthermore, the project would not include materials with reflectivity rates capable of producing substantial glare. As such, the project would not create a substantial source of light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

Temporary Site

Less than significant impact. Since the facility is temporary and the site would be open only during daylight hours, no permanent lighting would be installed. Portable lighting may be used, if needed, during morning and evening hours or at night time during maintenance activities. Given the remote location of the temporary site and lack of any land uses (e.g., residences) nearby that may be sensitive to lighting, portable lighting use would not disturb any sensitive land uses. The lack of nearby sensitive land uses would also make potential glare impacts less than significant. Project impacts related to lighting and glare would be less than significant.

Mitigation Measures

Existing and Temporary Sites

None.

Existing Aerial View

Proposed Aerial View

Source: Architectural Nexus, Inc, 2017.

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Exhibit 8
Existing and Proposed Aerial View of Site

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Ground View Transfer Building

Waste Connections Household Hazard

Waste Connections Recycle Canopy

Source: Architectural Nexus, Inc, 2017.

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Exhibit 9
Conceptual Architectural Renderings

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Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Existing Site

No impact. The project site is currently being used as a solid waste transfer station. The California Department of Conservation Farmland Mapping and Monitoring Program designates the project as "Urban and Built-up" land, which is a non-agricultural designation (California Department of Conservation 2016a). Therefore, implementation of the proposed project would not convert Important Farmland to non-agricultural use. No impacts would occur.

Temporary Site

No impact. As with the proposed MRF site, the Farmland Mapping and Monitoring Program designates the temporary site as "Urban and Built-up" land, which is a non-agricultural designation (California Department of Conservation 2016a). Implementation of the proposed project would not convert Important Farmland to non-agricultural use. No impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Existing Site

No impact. The project site is zoned "IL—Light Industrial," which is a non-agricultural zoning designation. The sight is not burdened by a Williamson Act contract (California Department of Conservation, 2013). Therefore, the proposed project would not conflict with existing agricultural zoning or with a Williamson Act contract. No impacts would occur.

Temporary Site

No impact. The temporary site is zoned "IL—Light Industrial," which is a non-agricultural zoning designation. The site is not burdened by a Williamson Act contract (California Department of Conservation, 2016b). Therefore, the proposed project would not conflict with existing agricultural zoning or with a Williamson Act contract. No impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Existing Site

No impact. The project site is zoned "IL—Light Industrial," which is a non-forest zoning designation. No impacts would occur.

Temporary Site

No impact. The temporary site is zoned "IL—Light Industrial," which is a non-agricultural zoning designation. No impacts would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Existing Site

No impact. The project site contains wooded areas located along the western, eastern and southern borders, as well as within the northwestern and southwestern stormwater ponds. Trees located within the northwestern and southwestern stormwater ponds would be removed. The project site and surrounding properties are unsuitable for forest land uses and the wooded areas on the project site would not be classified as forest land. No impacts would occur.

Temporary Site

No impact. The temporary site contains no woodlands or other significant tree resources. No forest land uses have been designated on the site or in the area. No impacts would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Existing Site

No impact. The project is surrounded by urban land uses. No agricultural or forest land uses are located within the vicinity of the project. Therefore, the proposed project does not possess characteristics that would lead to the conversion of farmland to non-agricultural uses or conversion of forest land to non-forest land. No impacts would occur.

Temporary Site

No impact. The temporary site is adjacent to existing industrial uses and located in an area of undeveloped land. The proposed uses would be temporary and would be removed once work at the MRF site is completed. The temporary site would not install any facilities that may lead to the indirect conversion of farmland in the area to non-agricultural uses. No impacts would occur.

Mitigation Measures

Existing and Temporary Sites

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.* *Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. The applicable air quality plan for the project site is the Sacramento Area Regional Ozone Attainment Plan (AQP). This plan provides the Sacramento region's strategy for achieving the 1997 federal 8-hour ozone standard. The Sacramento region is designated as a nonattainment area for this pollutant, and includes all of Sacramento and Yolo counties and portions of Placer, El Dorado, Solano, and Sutter counties. No other air quality plans for other criteria pollutants are applicable to El Dorado County.

The CEQA Guidelines indicate that a significant impact would occur if the project would conflict with or obstruct implementation of the applicable air quality plan. The El Dorado Air Quality Management District (EDCAQMD 2002) Guide to Air Quality Assessment does not provide specific guidance on analyzing conformity with the AQP. Therefore, the following criteria were used to determine project consistency with the current AQPs:

1. Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs? This measure is determined by comparison to the thresholds identified by the District for Regional and Local Air Pollutants.
2. Will the project conform to the assumptions in the AQPs?
3. Will the project comply with applicable control measures in the AQPs?

Conformity with Criterion 1

Existing and Temporary Sites

To address the first criterion, an analysis was prepared to determine if project emissions would exceed EDCAQMD quantitative thresholds of significance. The EDCAQMD has established significance thresholds to assist Lead Agencies in determining whether a proposed project may have significant air quality impacts.

The results of the analysis are presented under checklist question 3b), Tables 3 through 8. The analysis found that the project would not exceed any EDCAQMD threshold of significance with implementation of Mitigation Measure (MM) AQ-1. Therefore, the project is consistent with Criterion 1.

Conformity with Criterion 2

Conformity with Criterion 2 is assessed by reviewing the AQP assumptions used to predict attainment of the ozone standard to determine if the emissions generated by the project can be accommodated within the AQP's growth projections. The AQP's clean air strategy relies on growth projections based on existing and planned uses as reflected in the El Dorado County General Plan and rates of growth predicted by the County for the region. The Proposed Revisions to the 8-Hour Ozone State Implementation Plan for the Sacramento Federal Nonattainment Area includes an updated attainment demonstration inventory and analysis to determine if the plan is achieving reasonable further progress toward meeting the ozone standard by 2018. The AQP indicates that the projected reductions in pollutant emissions are sufficient to meet the amounts needed for attainment by the deadline (ARB 2014).

Existing Site

As previously noted, the existing site is currently designated Industrial under the El Dorado County General Plan and zoned as "IL—Light Industrial" under the El Dorado County zoning map, respectively. The project proposes site renovation and reconstruction of the existing facility and operations and would not increase capacity as allowed by the existing special use permit.

Uses at the existing site would continue to be consistent with the existing land use and zoning designation and would therefore be consistent with the applicable air quality plan assumptions. Importantly, the operations of the proposed project would still be within the allowed capacity of the existing special use permit. Consequently, the proposed project would not conflict with or obstruct implementation of any applicable air quality plan, regulation, or policy.

Temporary Site

The temporary site is currently designated as Industrial and zoned as "IL—Light Industrial" under the El Dorado County General Plan and the El Dorado County zoning map, respectively. The temporary site would be utilized for a portion of the MRF's operations during project construction and would accept C&D debris and green/wood waste normally delivered to the MRF.

The project's temporary site would be consistent with the existing land use and zoning designation and would therefore be consistent with the applicable air quality plan assumptions. Importantly, the operations of the proposed project would still be within the allowed capacity of the existing site's special use permit and the use of the temporary site would occur only during construction of the project. Consequently, the proposed project would not conflict with or obstruct implementation of any applicable air quality plan, regulation, or policy.

Conformity with Criterion 3

Existing and Temporary Sites

Criterion 3 requires review of the control measures contained in the air quality plan to determine if the project would comply with applicable measures. The AQP includes requirements to incorporate reasonably available control technology (RACT) and reasonably available control measures (RACM) that meet Environmental Protection Agency (EPA) requirements. RACT applies to stationary sources. RACM applies to area wide sources and mobile sources. The plan relies upon existing control measures and adopted rules, new state and federal regulations, and new local and regional measures. Most of the needed reductions are obtained from new and existing state and federal regulations and adopted EDCAQMD rules and regulations. New local and regional measures in the AQP consist of non-regulatory incentive programs, and EDCAQMD rules and regulations provide additional reductions. No control measures with specific requirements for new development projects were committed to by El Dorado County. The AQP includes transportation control measures (TCMs) and is administered by the Sacramento Area Council of Governments (SACOG). The TCMs include Intelligent Transportation System (ITS) projects, park and ride lots/transit centers, transit service funding programs, and outreach programs.

No TCMs apply to individual development projects; therefore, the construction and operation of the proposed project would comply with the applicable measures of the AQP.

Summary

Based on review of the three criteria used to determine conformity with the applicable air quality plan, impacts would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than significant impact with mitigation incorporated. This section analyzes the potential impacts of the proposed project on the surrounding air quality. Air quality impacts can be described from both short-term and long-term perspectives and can be qualitatively or quantitatively analyzed.

Short-term impacts would occur during soil remediation, site grading, project construction, and temporary traffic operations. Long-term air quality impacts would occur during project operations. Impacts from project construction and operation emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 land use emission model.

Construction-related Impacts

Construction-related emissions arise from a variety of activities including (1) soil remediation, grading, excavation, and other earth moving activities; (2) travel by construction equipment and employee vehicles, especially on unpaved surfaces; (3) exhaust from construction equipment; (4) architectural coatings; and (5) asphalt paving. Construction of the proposed project would temporarily generate criteria pollutants including reactive organic gas (ROG), carbon monoxide (CO), oxides of nitrogen (NO_X), sulfur oxides (SO_X), particulate matter less than 10 micrometers (PM_{10}), and particulate matter less than 2.5 micrometers ($PM_{2.5}$). In addition, construction equipment and construction-worker commute vehicles would also generate additional criteria air pollutant emissions. Criteria pollutant emissions of ROG and NO_X from these emissions sources would incrementally add to regional atmospheric loading of ozone precursors during the construction period. Note that the project is expected to emit miniscule amounts of SO_2 and lead and, therefore, these pollutants are not considered further in this assessment.

PM_{10} and $PM_{2.5}$ emissions from construction would vary greatly from day to day depending on the level of activity, the equipment being operated, silt and moisture content of the soil, and the prevailing weather. Larger-diameter dust particles (i.e., greater than 30 microns) generally fall out of the atmosphere within several hundred feet of construction sites, and represent more of a soiling nuisance than a health hazard. Smaller-diameter particles (e.g., PM_{10} and $PM_{2.5}$) are associated with adverse health effects and generally remain airborne until removed from the atmosphere by moisture.

Therefore, unmitigated construction dust emissions could result in potentially significant local effects. The EDCAQMD does not consider fugitive dust emissions associated with construction as significant if mitigation is undertaken as part of the proposed project (or made a mandatory condition of the proposed project) in compliance with the requirements of the EDCAQMD Rule 223-1. Based on this requirement, the EDCAQMD does not require estimation of fugitive dust emissions. The EDCAQMD stipulates, however, that the mitigation ensures that there would be no visible dust beyond the boundaries of the project site.

Existing Site

Construction activity at the existing site would occur over a 4-year period (this time frame was used for conservative analysis purposes). Construction activity is separated into three phases in order to allow for the existing MRF to continue operating while undergoing site renovations: Phase 1 would include soil remediation on the northern and western portions of the project site. Phase 2 would consist of partial soil remediation (likely to occur in the new scale house area of the project site), and construction of the new transfer station building, HHW building, and covered recycle bin area. Phase 3 would consist of demolition of a portion of the existing transfer station building, partial soil remediation, construction of a new recycling processing canopy, and paving. Remodeling of the

office portion of the main building could occur during any phase. Remodeling of the existing office building can occur during any phase. However, as a conservative analysis, remodeling of the existing office building structures is analyzed under phase 1. Some overlapping of construction phases and construction activity may occur during the phased construction. Soil remediation activity would consist of full removal of the majority of residual lime materials. Clean fill soil would be used to replace the volume of materials exported. The project would require soil import and export to remove and replace the saturated and dry lime materials located at the project site. It is anticipated that soil remediation activity would require approximately 21,000 cy of soil import and 21,000 cy of soil export for Phase 1; 18,000 cy of soil import and 18,000 cy of soil export for Phase 2; and 7,000 cy of soil import and 7,000 cy of soil export for phase 3. No chemical treatment of soil remediation is expected.

Temporary Site

Construction of the temporary site would likely occur prior to any construction at the existing site. However, to provide a conservative analysis, it is anticipated that construction of the temporary site would occur concurrent with the start of construction activity, which is phase 1—lime remediation activity. The temporary site would include minimal construction and no permanent structures would be used. Temporary site construction activity would consist of minor grading to construct a level pad and drainage swales, excavating a stormwater detention basin, construction of a temporary concrete pad, installation of temporary trailer/office, portable toilets, and temporary power, and paving portions of the site. Construction activity is expected to last 20 working days. The temporary site would require approximately 700 cy of soil import and 3,000 cy of soil export. The excess soil export quantities would be stockpiled on-site. Please refer to Appendix A for specific modeling assumptions and output files.

Existing and Temporary Sites Construction Emissions

As shown in Table 3, the estimated construction emissions would have the potential to exceed the EDCAQMD's NO_X threshold of 82 pounds per day collectively at the existing and temporary sites.

Table 3: Unmitigated Project Construction Emissions

Activity[1]	Mass Daily Emissions (pounds per day)	
	ROG	NO_X
Existing Site—Phase 1		
Lime Remediation—2018/2019	6.21	91.69
Maximum Daily Emissions for Existing Site—Phase 1	**6.21**	**91.69**
Existing Site—Phase 2		
Lime Remediation—2019	5.41	74.01
Building Construction—2019	2.64	23.18
Building Construction—2020	2.38	21.08
Architectural Coating—2020	41.76	1.70
Maximum Daily Emissions for Existing Site—Phase 2[2]	**44.14**	**97.19**

Table 3 (cont.): Unmitigated Project Construction Emissions

Activity	Mass Daily Emissions (pounds per day)	
	ROG	NO_X
Existing Site—Phase 3		
Demolition—2019	3.48	36.52
Lime Remediation—2020	5.14	72.61
Building Construction—2020	2.34	20.82
Building Construction—2021	2.10	18.91
Architectural Coating—2021	35.52	1.55
Paving—2021[3]	1.41	12.97
Maximum Daily Emissions for Existing Site—Phase 3[4]	**39.03**	**109.13**
Temporary Site		
Site Preparation—2018	3.05	30.43
Grading—2018	1.91	22.56
Building Construction—2018	3.03	31.00
Paving—2018	3.31	31.00
Maximum Daily Emissions for Temporary Site	**3.31**	**31.00**
Maximum Daily Emissions[5]	**44.14**	**122.12**
EDCAPCD Air Quality Significance Thresholds	82	82
Exceeds Threshold?	**No**	**Yes**

Notes:
NO_X = oxides of nitrogen; ROG= reactive organic gases
[1] In the event that project construction would occur after the anticipated start date, the analysis presented in this report would provide for a more conservative estimate of construction emissions.
[2] Lime remediation, construction of the new transfer station building, HHW building, and covered recycle bin area and remodeling of the existing office building.
[3] Paving is inclusive of Phase 1, Phase 2, and Phase 3.
[4] Construction of the recycle processing canopy.
[5] The maximum daily emissions for ROG would occur during Phase 2: Architectural Coating—2020 and Building Construction—2020. The maximum daily emissions for NO_X would occur during Phase 1: the overlap of Lime Remediation—2018 and Temporary Site Preparation—2018.
Credit for Rule 223-1 Fugitive Dust has been taken
Source of emissions: FCS 2018—For each source, the maximum emissions between summer and winter are shown. Emissions may vary slightly due to rounding.

MM AIR-1 is recommended to reduce the severity of the construction impacts at both sites. As shown in Table 4, construction emissions with implementation of MM Air-1 would not exceed the applicable EDCAQMD's ROG and NO_X significance thresholds. Therefore, a less than significant impact would occur with mitigation incorporated.

Table 4: Mitigated Project Construction Emissions

Activity	Mass Daily Emissions (pounds per day)	
	ROG	NO_X
Existing Site—Phase 1		
Lime Remediation—2018	2.17	45.76
Maximum Daily Emissions for Existing Site—Phase 1	**2.17**	**45.76**
Existing Site—Phase 2		
Lime Remediation—2019	1.72	33.08
Building Construction—2019	0.95	16.33
Building Construction—2020	0.93	16.12
Architectural Coating—2020	41.58	1.38
Maximum Daily Emissions for Existing Site—Phase 2[1]	**42.51**	**49.41**
Existing Site—Phase 3		
Demolition—2019	0.89	14.45
Lime Remediation—2020	1.74	36.00
Building Construction—2020	0.89	15.86
Building Construction—2021	0.87	15.71
Architectural Coating—2021	35.36	1.38
Paving—2021	0.71	11.35
Maximum Daily Emissions for Existing Site—Phase 3[2]	**36.94**	**51.86**
Temporary Site		
Site Preparation—2018	1.01	16.99
Grading—2018	1.15	22.59
Building Construction—2018	0.99	17.56
Paving—2018	1.27	17.56
Maximum Daily Emissions for Temporary Site	**1.27**	**22.59**
Maximum Daily Emissions[3]	**42.50**	**62.75**
EDCAPCD Air Quality Significance Thresholds	82	82
Exceeds Threshold?	**No**	**No**

Notes:
NO_X = oxides of nitrogen; ROG= Reactive Organic Gases
[1] Lime remediation, construction of the new transfer station building, HHW building, and covered recycle bin area and remodeling of the existing office building.
[2] Construction of the recycle processing canopy.
[3] The maximum daily emissions for ROG would occur during Phase 2: Architectural Coating—2020 and Building Construction—2020. The maximum daily emissions for NO_X would occur during Phase 1: the overlap of Lime Remediation—2018 and Temporary Site Preparation—2018.
Credit for Rule 223-1 Fugitive Dust has been taken
Source of emissions: FCS 2018—For each source, the maximum emissions between summer and winter are shown.
Emissions may vary slightly due to rounding.

As discussed in the EDCAQMD Guide to Air Quality Assessment Chapter 6, if ROG and NO_X emissions are below the applicable thresholds (based on incorporation of mitigation measures), then CO and PM_{10} exhaust emissions from construction equipment, and exhaust emissions of all constituents from worker commute vehicles may also be deemed less than significant, and no additional analysis is warranted for those pollutants. Thus, these impacts are considered less than significant.

According to the EDCAQMD Guide to Air Quality Assessment, construction-related fugitive dust emissions are not considered significant if mitigation is part of the project or a mandatory condition of the project. To make this finding, the project must commit to implementing fugitive dust control measures sufficient to prevent visible dust beyond the project property lines. Implementation of MM AIR-2 at both sites would ensure that emissions of fugitive dust generated during project construction would be controlled and would result in less than significant impacts.

Operational-related Impacts

The main source of air pollutant emissions during operations is off-site motor vehicles traveling from the project on the roads surrounding the project. The criteria pollutants of greatest concern for the project area are ozone, PM_{10}, and $PM_{2.5}$. Ozone is a secondary pollutant created during photochemical reactions of the pollutants ROG and NO_X in the atmosphere. Therefore, ozone is controlled by reducing its precursors ROG and NO_X. PM is particulate matter in the air that includes a mixture of solids and liquid droplets. Some particles are emitted directly; others are formed in the atmosphere when other pollutants react. PM is so small that they penetrate deeply into the lungs, potentially causing serious health problems. PM_{10} is 10 microns in diameter, smaller than the width of a human hair. $PM_{2.5}$ is 2.5 microns in diameter and consists of “fine” particles. These fine particles are so small they can be detected only with an electron microscope. Sources of fine particles include all types of combustion, including motor vehicles, power plants, residential wood burning, forest fires, agricultural burning, and some industrial processes.

Existing Site

Over the short-term, the existing site would result in an increase of emissions primarily due to area sources, such as architectural coatings, energy sources generated through operation of the new building structures, and on-site equipment pieces, such as the grinding machine and single-stream equipment. The new grinding machine would consist of a 583-horsepower (HP) slow-speed universal waste shredder and is anticipated to operate up to 8 hours per day, 5 days a week. The single-stream equipment would consist of various equipment pieces, such as a drum feeder, conveyor belts, roller conveyors, slider bed conveyors, a trommel screen, glass breaker, glass cleaning system, ballistic screens, electromagnet, aluminum separator, blower, storage silos, baler, and trash compactor. Collectively, the single-stream equipment would be electric-powered up to 552 HP and operate up to 4 hours per day, 22 days a month. In order to maintain current operations during construction and site renovations, the project would temporarily divert traffic trips over the duration of the construction period.

Over the long-term, the proposed project would not result in a substantial change in operational emissions as the addition of a grinding machine and single-stream equipment would increase the

project's operational efficiency, leading to fewer truck trips required for transporting materials. A negligible increase in long-term operational emissions would result from the net increase in building square footage (18,848 square feet) and the use of the grinding machine and single-stream equipment.

Temporary Site

The temporary site would operate for the duration of the existing site phase 1, phase 2, and phase 3 construction activities. During this short-term duration, the temporary site would result in an increase in emissions primarily due to motor vehicle-related trips. Based on information provided by the Joint Technical Document Containing Facility Plan for C&D Recycling Operations Plan for Green/Wood Waste Processing by Lawrence & Associates, it is anticipated that the temporary site would incur an average of 55 daily two-way traffic trips. Of these, approximately 49 trips are trips diverted from the existing site to the temporary site. Of these diverted trips, approximately 29 trips would consist of greenwaste and C&D waste truck trips and the remaining 20 trips would consist of diverted employee and visitor trips. The remaining 6 two-way trips would be new and consist of maintenance and fueling truck trips and water truck trips.

Based on information provided by the applicant, the net increase of total VMT for the diverted truck trips would result in an additional 1,504 miles per year. The new maintenance and fueling truck trip lengths are based on the Draft Joint Technical Document Containing Facility Plan for C&D Recycling Operations Plan for Green/Wood Waste Processing by Lawrence & Associates (Appendix I). Total trip lengths for employees and visitors are based on CalEEMod default trip lengths for a general industrial project.

The temporary site would also include the optional use of a 60 kW generator for sorting line operations, which, if used in place of electricity from the grid, would operate approximately 10 hours per day, 6 days a week.

Existing and Temporary Sites Operational Emissions

The estimates shown in Table 5 are based on the short-term operational activities of the existing site as well as the temporary site, which would occur during the 2018-2021 construction duration period only. Please refer to Appendix A for modeling assumptions and output files.

Table 5: Short-term Project Operational Emissions

Emissions Source	Pounds per Day	
	ROG	NO_X
Existing Site—Phase 1[1]		
Existing Site—Phase 2[2]		
Area	2.56	0.00
Energy	0.01	0.10
Maximum Total Emissions—Phase 2	2.57	0.10
Existing Site—Phase 3[2]		

Table 5 (cont.): Short-term Project Operational Emissions

Emissions Source	Pounds per Day	
	ROG	NO_X
Area	2.57	0.00
Energy	0.01	0.10
On-site Equipment	0.31	1.36
Maximum Total Emissions—Phase 3	2.89	1.46
Temporary Site		
Area	0.01	0.00
Energy	0.00	0.00
Mobile	0.15	1.92
On-site Equipment	1.31	4.28
Maximum Total Emissions—Temporary Site	1.47	6.20
Maximum Total Emissions[3]	**5.02**	**11.01**
EDCAPCD Air Quality Significance Thresholds	*82*	82
Exceeds Significance Threshold?	**No**	**No**

Notes:
ROG= reactive organic compounds; NO_X= nitrogen oxides
[1] No change in existing operational activity during Phase 1.
[2] The existing site would divert truck trips to the temporary site. No credit was taken for diversion in truck trips.
[3] The maximum total operational emissions are based on the Existing Site—Phase 1 and the temporary site emissions occurring concurrently.
Source: CalEEMod and FirstCarbon Solutions, see Appendix A. Emissions may vary slightly due to rounding.

Table 6 below depicts the long-term operational emissions associated with the project site. As previously noted, long-term operational emissions would mainly consist of area sources as a result of increased building square footage and on-site equipment sources as a result of the use of the grinding machine and single stream equipment.

Table 6: Long-Term Operational Emissions

Emissions Source	Pounds per Day1	
	ROG	NO_X
Area	0.45	0.02
On-site Equipment[2]	0.70	5.48
Maximum Total Emissions	0.70	5.48
EDCAPCD Air Quality Significance Thresholds	*82*	82

Table 6 (cont.): Long-Term Operational Emissions

Emissions Source	Pounds per Day1	
	ROG	NO_X
Exceeds Significance Threshold?	**No**	**No**

Notes:
[1] ROG= reactive organic compounds; NO_X= nitrogen oxides
[2] On-site equipment consists of the grinding machine and single-stream equipment

Based on the estimates shown in Table 5 and Table 6, emissions of criteria pollutants emitted by the proposed project during operation would not exceed the EDCAQMD thresholds for the ozone precursors ROG and NO_X. Therefore, ozone impacts would be less than significant.

The EDCAQMD also considers development projects of the type and size that fall below its significance "cut-off point" (350,000 square feet for an industrial park) for operational ROG and NO_X emissions to also be insignificant for operational CO and PM_{10} emissions. For example, the project would be at its maximum size at the end of phase 2 construction, where the project would operate with the new transfer station building prior to any existing building demolition (to occur during phase 3 construction) and with the temporary site operations. As a point of reference, at the end of phase 2 construction, the project would be roughly 30 percent of the size of a project that the EDCAQMD would deem likely to result in potentially significant operational ROG or NO_X emissions. In addition, the modeling results contained in Table 5 confirm that long-term operation of the project would not exceed applicable thresholds for ROG and NO_X.[2] Therefore, the EDCAQMD would also consider CO and PM_{10} emissions to be less than significant and the project's overall long-term operational air quality impacts would be less than significant.

Construction and Short-term Operations Overlap-related Impacts

As previously noted, the project would continue to operate during the full duration of construction activity. As such, the overlap of construction and short-term operational activity is compared with the applicable EDCAQMD thresholds of significance in Table 7.

Table 7: Unmitigated Project Construction and Short-term Operation Overlapping Emissions

Activity	Mass Daily Emissions (pounds per day)	
	ROG	NO_X
Existing Site—Phase 1		
Construction	6.21	91.69
Total Maximum Daily Emissions for Existing Site—Phase 1	6.21	91.69

[2] The maximum project size would comprise of a total of 108,927 sf (70,079 sf of existing buildings + 42,050 sf of new buildings)

Table 7 (cont.): Unmitigated Project Construction and Short-term Operation Overlapping Emissions

Activity	Mass Daily Emissions (pounds per day)	
	ROG	NO_X
Existing Site—Phase 2		
Construction	44.14	97.19
Operation	2.57	0.10
Total Maximum Daily Emissions for Existing Site—Phase 2	46.71	97.29
Existing Site—Phase 3		
Construction	39.03	109.13
Operation	3.55	4.81
Total Maximum Daily Emissions for Existing Site—Phase 3	42.58	113.94
Temporary Site		
Construction	3.31	31.00
Operation	1.47	6.20
Total Maximum Daily Emissions for Temporary Site	4.78	37.20
Maximum Total Emissions[1]	**9.52**	**122.69**
EDCAPCD Air Quality Significance Thresholds	*82*	82
Exceeds Significance Threshold?	**No**	**Yes**

Notes:
ROG= reactive organic compounds; NO_X= nitrogen oxides
[1] The maximum total emissions for ROG occur during Phase 2—Construction and Temporary Site—Operations. The maximum total emissions for NO_X would occur during the Existing Site—Phase 1 Construction and Temporary Site—Construction.
Source: CalEEMod and FirstCarbon Solutions, see Appendix A. Emissions may vary slightly due to rounding.

As shown in Table 7, unmitigated project construction and short-term operational overlapping emissions would exceed the EDCAQMD NO_X thresholds. Mitigation Measure AIR-1 is recommended to reduce the severity of the impacts. Table 8 presents the mitigated project construction and short-term operational overlapping emissions.

Table 8: Mitigated Project Construction and Short-term Operation Overlapping Emissions

Activity	Mass Daily Emissions (pounds per day)	
	ROG	NO_X
Existing Site—Phase 1		
Construction	2.17	45.76

Table 8 (cont.): Mitigated Project Construction and Short-term Operation Overlapping Emissions

Activity	Mass Daily Emissions (pounds per day)	
	ROG	NO_X
Total Maximum Daily Emissions for Existing Site—Phase 1	2.17	45.76
Existing Site—Phase 2		
Construction	42.51	49.41
Short-term Operation	2.57	0.10
Total Maximum Daily Emissions for Existing Site—Phase 2	45.08	49.51
Existing Site—Phase 3		
Construction	36.94	51.86
Short-term Operation	3.55	4.81
Total Maximum Daily Emissions for Existing Site—Phase 3	40.49	56.67
Temporary Site		
Construction	1.27	22.59
Short-term Operation	1.47	6.20
Total Maximum Daily Emissions for Temporary Site	2.74	28.79
Maximum Total Emissions[1]	**3.44**	**68.35**
EDCAPCD Air Quality Significance Thresholds	*82*	82
Exceeds Significance Threshold?	**No**	**No**

Notes:
ROG= reactive organic compounds; NO_X= nitrogen oxides
[1] The maximum total emissions for ROG occur during Phase 2—Construction and Temporary Site—Operations. The maximum total emissions for NO_X would occur during the Existing Site—Phase 1 Construction and Temporary Site—Construction.
Source: CalEEMod and FirstCarbon Solutions, see Appendix A. Emissions may vary slightly due to rounding.

As shown in Table 8, implementation of MM AIR-1 would reduce emissions to less than significant levels. Therefore, project construction and operational impacts would be less than significant with incorporation of mitigation measures.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Existing and Temporary Sites

Less than significant impact. This impact addresses the cumulative criteria pollutant impacts. The nonattainment pollutants of concern are ozone, PM_{10}, and $PM_{2.5}$. Ozone is not emitted directly into

the air but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors, ROG and NO_X, react in the atmosphere in the presence of sunlight to form ozone.

If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard. It follows that if a project exceeds the regional threshold for that nonattainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant cumulative impact.

The project area is in nonattainment for ozone and PM_{10} (state). Therefore, if the project exceeds the regional thresholds for $PM_{10,}$ or any of the ozone precursors (NO_X or ROG, then it contributes to a cumulatively considerable impact for those pollutants.

Cumulative impacts can result from individually minor but collectively significant impacts, meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. The nonattainment status of regional pollutants is a result of past and present development within the Mountain Counties Air Basin and upwind in the Sacramento Air Basin, and this regional impact is cumulative rather than being attributable to any one source.

According to the EDCAQMD guidelines, a proposed project is considered to have a considerable cumulative significant impact if one or more of the following are met:

1. The project requires a change in the existing land use designation (i.e., general plan amendment, rezone), and projected emissions (ROG, NO_X, CO, or PM_{10}) are greater than the emissions anticipated for the site if developed under the existing land use designation;
2. The project would individually exceed any EDCAQMD significance criteria;
3. For impacts that are determined to be significant, the lead agency for the project does not require the project to implement the emission reduction measures contained in and/or derived from the Air Quality Attainment Plan (AQAP); or
4. The project is located in a jurisdiction that does not implement the emission reduction measures contained in and/or derived from the AQAP.

Criterion 1

As previously described in checklist question 3a), the project's existing site and temporary site are consistent with the general plan land use designation. The project would operate within the existing special use permit and the use permit for the temporary site. Additionally, the project would include new grinding equipment that would process C&D debris and greenwaste, allowing for fewer material transfer truck trips accessing the site. Therefore, the project would not result in a substantial net change compared with existing operational activity. As such, the project would not trigger the requirements of EDCAQMD Criterion 1.

Criterion 2

Project emissions are compared with EDCAQMD significance criteria in checklist question 3b). As shown in Table 3 to Table 8, the proposed project would not exceed the EDCAQMD significance criteria during construction and operation after implementation of applicable mitigation measures. Therefore, the project would not trigger the requirements of EDCAQMD Criterion 2.

Criterion 3

The project was assessed for its compliance with emission reduction measures contained in the applicable air quality plan under checklist question 3a). The project would comply with all current state and EDCAQMD regulations adopted to implement the AQP. Therefore, the project would not trigger the requirements of EDCAQMD criterion 3.

Criterion 4

The project is located within a jurisdiction subject to the 2013 Proposed Revisions to the 8-Hour Ozone State Implementation Plan. As described under checklist question 3a), the AQP indicates that the region is achieving reasonable further progress in meeting the reductions required to achieve the federal ozone standard. No jurisdictions were reported as delinquent in implementing emission reduction measures contained in or derived from the plan. Therefore, the project would not trigger the requirements of EDCAQMD criterion 4.

In summary, the proposed project would not exceed the EDCAQMD significance criteria during short-term construction after implementation of fugitive dust control measures. The proposed project would not exceed the EDCAQMD significance criteria during long-term operations. The proposed project would comply with the existing AQP and all applicable air district rules and regulations. Therefore, construction and operation of the proposed project would not result in a cumulatively considerable increase of criteria pollutant emissions; impacts would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Existing and Temporary Sites

Less than significant impact. Impacts to sensitive receptors are considered localized impacts where the potential for adverse air quality impacts increases as the distance between the source of emissions and members of the public decreases. Dispersion of pollutants in the atmosphere results in decreased concentrations with distance to the point where the emissions cannot be differentiated from background concentrations. While impacts on all members of the population should be considered, impacts on sensitive receptors are of particular concern. Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, and convalescent facilities are examples of sensitive receptors. A significant impact would occur if the project would result in any sensitive receptor being exposed to an increased pollutant concentration that exceeds health-based standards or, in locations where standards are already exceeded, the project would result in a significant increase to an existing violation. The nearest sensitive receptor to the existing site is the single-family residence located approximately 130 feet to the south of the project site construction

footprint. The nearest sensitive receptor to the temporary site are two single family residences located approximately 0.85 mile to the northwest on Payen Road.

Construction Fugitive Dust

The EDCAQMD considers fugitive dust impacts from projects that implement the standard dust control measures listed in MM AIR-2 to be less than significant. Therefore, the localized impacts from project fugitive dust generated during construction would be less than significant with the implementation of MM AIR-2.

Carbon Monoxide Hotspots

CO is a localized pollutant of concern; however, motor vehicle regulations have reduced CO concentrations to such an extent that monitoring of this pollutant is no longer conducted in El Dorado County or any nearby monitoring stations in other counties. Motor vehicle emissions have decreased substantially through the years based on available CO measurements in the region. Furthermore, upon project completion, trip generation is not expected to change substantially, and would likely experience a slight reduction through the inclusion of the grinding machine operations, which would improve overall operational efficiency.

Therefore, no CO hotspot would occur. Thus, mobile-source emissions of CO would not result in or contribute substantially to an air quality violation. In addition, on-site construction activities would not emit CO in quantities that could pose health concerns. The short-term construction and long-term operational mobile-source impact of the proposed project on CO concentrations would be less than significant and no mitigation is required.

Toxic Air Contaminants

The greatest potential for toxic air contaminants (TAC) emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment during grading, excavation, and diesel truck usage during operations at both sites. Health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime would contract cancer, based on the use of standard risk-assessment methodology (OEHHA 2003).

The ARB has developed an Air Quality and Land Use Handbook (Handbook—ARB 2005) which is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. The Handbook provides ARB recommendations regarding the siting of new sensitive land uses near freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities. This list consists of the air pollution sources that have been evaluated from the standpoint of the proximity issue. The Handbook recommendations are also applied in the reverse situation, that is, the siting of new emission sources in proximity to existing sensitive receptors. The project does not include land uses identified in the ARB Land Use Air Quality Handbook as facilities that emit pollutants of concern for TAC impacts on sensitive receptors. The short-term increase in diesel exhaust emissions associated with construction of the proposed project and use of the

temporary site would be insignificant over the 70-year health risk assessment period, based on the short-term duration of construction and the distance to the nearest sensitive receptors. With regard to operations, trip generation is not expected to change substantially, and would likely experience a slight reduction. Furthermore, the project is not expected to have permitted sources of TACs. Therefore, the project would not expose sensitive receptors in the vicinity to substantial pollutant concentrations. Consequently, the proposed project would result in a less than significant impact.

e) Create objectionable odors affecting a substantial number of people?

Existing and Temporary Sites

Less than significant impact. Odor impacts are based on the location of the sensitive receptors in proximity to sources of odors. A project can be a generator of odors and, therefore, concern would be focused on what sensitive receptors are already in the proximity of the proposed project; or a project can be a new sensitive receptor that could be affected by sources of existing air pollution or odors. The project would not be considered a new sensitive receptor but is an existing odor generator.

While offensive odors rarely cause any physical harm, they can still be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the EDCAQMD. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of the receptor. Generally, increasing the distance between the receptor and the source would mitigate odor impacts.

Diesel exhaust and ROGs would be emitted during construction of the project at both the existing and temporary sites. Odor from diesel exhaust and ROGs are objectionable to some; however, emissions would disperse rapidly from the project sites and are temporary. Therefore, construction of the project would not create objectionable odors that would affect a substantial number of people. Construction of the project would have a less than significant impact related to objectionable odors.

Types of land uses that typically pose potential odor problems include agriculture, wastewater treatment plants, food processing and rendering facilities, chemical plants, composting facilities, landfills, waste transfer stations, and dairies. The proposed project consists of an existing and temporary material recovery facility (waste transfer station), which have the potential to produce odors. As previously noted in Section 1.2, Project Background and Purpose, the project existing site is permitted to process 400 tpd of solid waste, 175 tpd of greenwaste, and 125 tpd of C&D waste, for a total of 700 tpd. With the inclusion of an updated Conditional Use Permit, the project as proposed (existing site and temporary site) would operate under the same land use permit permitting a maximum total of 700 tpd.

The determination of significance for odor impacts, as described in Chapter 3 of the EDCAQMD CEQA Guidelines, is based on the distance and frequency at which odor complaints from the public have occurred in the vicinity of a similar facility.

The EDCAQMD has jurisdiction over two MRFs located within its district boundary: the existing El Dorado MRF (project site) and the South Tahoe Refuse & Recycling Services. As such, the potential for the proposed project to generate objectionable odors is assessed based on potential odor complaints from the public for both of these facilities. Based on email communications with the EDCAQMD, for both the existing El Dorado MRF, which operates a maximum of 700 tpd, and the South Tahoe Refuse & Recycling Services, there have been no odor complaints filed at the EDCAQMD by the public to date.[3] Additionally, the project would modernize operations at the MRF, moving many of the operations to covered areas or buildings, thereby allowing for increased odor control.

Similarly, the temporary site would be permitted to accept 175 tons of C&D materials and 125 tons of green/wood waste per day, which is within the Conditional Use Permit maximum of 700 tpd. A daily average of 54 tons of C&D debris and 54 tons of greenwaste is expected. This amount of processed materials, in coordination with the rural location of the temporary site, indicates that odor complaints would not be likely to occur as a result of the temporary site usage.

Therefore, the project would not create objectionable odors that would affect a substantial number of people. Consequently, operations of the project would have a less than significant impact.

Mitigation Measures

Existing and Temporary Sites

MM AIR-1 All construction equipment (except for rubber tired dozers and scrapers) shall be ARB certified Tier 3 or higher. All rubber tired dozers and scrapers shall be ARB certified Tier 4 Final or higher. If engines that comply with Tier 4 Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier 4 Interim) available. For purposes of this mitigation measure, “commercially available” shall mean the availability of Tier 4 Final engines taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment.

Monitoring Requirement: The construction contractor shall maintain records concerning its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The contractor shall maintain records for equipment that is not commercially available by providing letters from at least two rental companies for each piece of off-road equipment where the Tier 4 Final engine is not available. The County building inspector shall periodically inspect the site to review the documentation and ensure compliance.

Monitoring Responsibility: El Dorado County Planning and Building Department.

[3] Based on email communications with Todd Lenkin of the El Dorado Air Quality Management District on October 16, 2017.

MM AIR-2 **Reduce Construction-related Emissions of Fugitive Dust.** The developer shall comply with all applicable provisions of EDCAQMD Rule 223-1 rules and regulations and shall require the contractor to submit a Fugitive Dust Plan that includes best management practices (BMPs) from Rule 223-1 Tables 1 through 4. The Dust Plan shall include the following key elements:

- Construction and earthmoving activities
- Bulk material handling
- Removal and prevention of trackout

Monitoring Requirement: The County building inspector shall periodically inspect the site to ensure compliance.

Monitoring Responsibility: El Dorado County Building Department.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4. Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Evaluation

The analysis provided below is based on a Biological Resources Assessment, which includes a comprehensive literature review, two site surveys, and the Oak Resources Technical Report, which are all included in Appendix B and summarized below.

Study Methods

Literature Review

An FCS biologist researched readily available information, including relevant literature, databases, agency websites, various previously completed reports and management plans, Geographic Information System (GIS) data, maps, aerial imagery from public domain sources, and in-house records to (1) assess habitats, special-status plant and wildlife species, jurisdictional waters, critical habitats, and wildlife corridors that may occur in and near the project site, and (2) identify local or regional plans, policies, and regulations that may apply to the project. Plant and wildlife species protected by federal agencies, state agencies, and nonprofit resource organizations, such as the California Native Plant Society (CNPS), are collectively referred to as "special-status species" in this report.[4] Some of these plant and wildlife species are afforded special legal or management protection because they are limited in population size, and typically have a limited geographic range and/or habitat. The following data sources were accessed during the literature review.

- United States Geological Survey (USGS) 7.5-Minute Topographic Map Placerville Quadrangle and current aerial imagery
- California Natural Diversity Database (CNDDB) provided by the California Department of Fish and Wildlife (CDFW) (CDFW 2016 and updated 2017c)
- Information, Planning and Conservation (IPaC) provided by the United States Fish and Wildlife Service (USFWS) (USFWS 2016 and updated 2017b)
- Inventory of Rare and Endangered Plants of California provided by the CNPS (CNPS 2016 and updated 2017)
- National Wetlands Inventory (NWI) and Wetlands Mapper provided by the USFWS (USFWS 2016 and updated 2017c)
- Biogeographic Information and Observation System (BIOS) provided by CDFW (CDFW 2016 and updated 2017a and 2017b)
- Critical Habitat Portal provided by the USFWS (USFWS 2016 and updated 2017a)
- El Dorado County General Plan (2004), General Plan EIR (2003), biological resources management plans, and other County documents
- El Dorado County Oak Resources Conservation Ordinance (No. 5061)
- FCS authored Oak Resources Technical Report (FCS 2018)
- April 2018 Arborist Report provided by Gordon Mann (Mann 2018)

Field Surveys

Existing Site

Following the literature review, FCS's biologists conducted biological surveys on the existing site on January 12 and 13, 2016. The surveys included the following:

[4] Avian species protected by the Migratory Bird Treaty Act (MBTA) are not considered "special-status species."

- Habitat assessment and plant community mapping
- General plant survey
- General wildlife survey
- Wildlife movement evaluation

The pedestrian surveys were conducted on foot during the daylight hours and covered all accessible areas of the project site. The biologists characterized the existing habitat and searched for the presence of sensitive plant communities, special-status plants and wildlife, jurisdictional areas, and potential wildlife corridors. The purpose of the surveys was not to extensively search for every species occurring within the project site, but to ascertain general site conditions and identify potentially suitable habitat areas for various special-status plant and wildlife species.

Additionally, Certified Arborist Gordon Mann surveyed the project site for impacts to oak woodlands on April 4 and 18, 2018. Study methods and results for the oak woodland survey can be found within the Oak Woodland Survey Report for the El Dorado Materials Recovery Facility Renovation Project (Appendix B).

Temporary Site

FCS biologists also conducted a field survey of the temporary site on February 22, 2018. Similar to the existing site, the field survey was conducted on foot during daylight hours and covered all accessible areas of the project site. The FCS biologists also identified the existing habitat and searched for the presence of sensitive plant communities, special-status plants and wildlife, potential jurisdictional areas, and wildlife corridors.

Existing Conditions

Existing Site

The existing MRF currently occupies approximately 8.0 acres of its 10.18-acre parcel. The MRF is entirely disturbed and currently supports industrial uses. The existing MRF consists of one main building with several small accessory structures and designated materials areas. Chain-link fencing encloses the facilities operations, including the on-site stormwater ponds, which are located in the northeast, northwest, and southwest corners of the project site. Areas outside the chain-link fencing consist primarily of dense vegetation on slopes.

The MRF is located in a Community Region of the County with a mixture of development and open space surrounding the site. Topography of the MRF is relatively level with approximate elevations of 1,830 to 1,857 feet above mean sea level.

Temporary Site

The temporary site is located within an industrial parcel within a rural area of western El Dorado County. The temporary site would be located on a portion of land that consists of previously disturbed ground that shows evidence of past fill and leveling efforts. There are no trees located within the temporary site and vegetation consists of mostly overgrown ruderal weedy species. Because of the current condition of the temporary site, there is low potential for the presence of special status plant and/or wildlife species and no potential for jurisdictional features.

Land Cover Types

Existing Site

Three land cover types were determined to be present within the existing site as determined by the literature review and field surveys:

- Developed lands
- Ruderal/disturbed habitat
- Woodlands (oak woodlands, riparian woodlands, and foothill pine woodlands)

Developed lands are non-vegetated features that describe areas occupied by man-made structures, paving, and other impermeable surfaces that cannot support vegetation. On-site developed lands consist of MRF buildings, paved streets, paved access roads, parking lots, driveways, sidewalks, and other permanent structures. Landscaping associated with the developed lands are also included within this category. The developed areas provide virtually no habitat for wildlife species. Developed lands are not considered a sensitive plant community.

Ruderal/disturbed habitats contain areas that are heavily to sparsely vegetated by non-native ruderal (weedy) species or lack vegetation completely and provide little to no habitat value for wildlife. Ruderal habitats are persistent in California where habitat has been affected by human activities, resulting in a dominance of weedy annual, non-native species.

Trees and mixed oak woodland are located within the existing site's parcel, but outside the MRF's active use area (Exhibit 10). Woodland canopy coverage is continuous from the northeastern corner continuing south and then west into a wooded drainage that continues north to Weber Creek approximately 0.73 mile from the project boundary. The oak woodlands consist of valley oak (*Quercus lobata*), blue oak (*Quercus douglasii*), California black oak (*Quercus kelloggii*), interior live oak (*Quercus wislizeni*); and foothill pine (*Pinus sabiniana*). Fremont's cottonwood (*Populus fremontii* ssp. *fremontii*); cottonwood, and various willows (*Salix* spp.) are also present within the vicinity of the existing site's parcel.

Temporary Site

The temporary site consists primarily of ruderal/disturbed habitat.

Tree Canopy

Existing Site

As noted above, the existing site is approximately 10.18 acres and contains areas of oak woodland and individual oak trees outside the active use area. The total area of oak woodlands is approximately 1.3 acres, resulting in 13 percent of the entire existing project site.

Temporary Site

There are no trees located within the temporary site.

Source: ESRI World Aerial Imagery.

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150 75 0 150 Feet

Exhibit 10
Vegetation Communities

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Special-status Species

Existing Site

No listed, sensitive, or rare plant or wildlife species were observed within the existing site during the field surveys. In addition, the literature review and field surveys concluded that a majority of the species in the plant and wildlife inventory do not have more than a low potential to exist within the existing site because of a lack of suitable biological and physical features needed to adequately support them; however, habitat conditions within the woodland habitats within and immediately adjacent to the project site create a moderate to high potential for sensitive wildlife species such as red-tailed hawk to occur for roosting, foraging, shelter, and/or breeding.

The existing site is within the Rare Plant Mitigation Area 2 according to the County Parcel Data Information (El Dorado County Planning Services 2018). The rare plant species that are included within the Rare Plant Mitigation Area (*Gabbrodiorite endemics*) are highly specialized on these derived soils and the MRF site does not support habitat for these species. Therefore, no mitigation would be required.

Temporary Site

No listed, sensitive, or rare plant or wildlife species were observed within the temporary site during the field survey. As noted above, the temporary site lacks suitable habitat features needed to support special-status plant and/or wildlife species.

Potential Sensitive Habitats

Existing Site

The existing site is located within the following watersheds (hydrologic unit code [HUC]):

- HUC 12 Indian Creek-Weber Creek Watershed
- HUC 10 Weber Creek Watershed
- HUC 8 South Fork American Watershed

The literature review determined that the existing site does not contain blue-lined streams, although an unidentified blue-lined stream is located immediately west of the existing site boundary. This drainage flows north into Weber Creek.

Temporary Site

The temporary site is also located within the South Fork American Watershed. As stated above, the temporary site is devoid of any potential sensitive habitats because of past disturbance. Vegetation on-site consists of ruderal non-native weeds; furthermore, the site lacks any streams, drainages, wetlands, or riparian habitat.

Wildlife Corridors

Existing Site

The literature review determined that the project site is not located within a CDFW-designated Essential Habitat Connectivity Area or a Natural Landscape Block. In addition, the project site is not located within areas designated by El Dorado County as Important Habitat for Migratory Deer Herds (Source Code 6) or Important Biological Corridors (Source Code 9).

The field surveys determined that the MRF site does not function as a wildlife movement corridor; however, the drainage located west of the MRF potentially functions as a small local corridor for common species.

Temporary Site

After conducting the field survey, it was determined that the temporary site does not function as a wildlife movement corridor.

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Existing Site

Less than significant impact with mitigation incorporated. No special-status plants or wildlife species were observed within the existing site during the field surveys. In addition, the literature review and field surveys concluded that a majority of the species in the plant and wildlife inventory do not have more than a low potential to exist within the existing site, due to a lack of suitable biological and physical features that are needed to support them adequately; however, habitat conditions within the woodland habitats within and immediately adjacent to the project site create a moderate to high potential for sensitive wildlife species, such as red-tailed hawk, to occur for roosting, foraging, shelter, and/or breeding. However, implementation of MM BIO-1 would reduce impacts to less than significant.

In addition, the woodland habitats within the existing site provides cover, foraging, and/or nesting habitat for resident and migratory birds protected by the Migratory Bird Treaty Act (MBTA) and/or the California Fish and Game Code (Sections 3503, 3503.5, 3513, and 3800), which render it unlawful to take native breeding birds, and their nests, eggs, and young. The project has the potential to result in direct impacts on breeding birds, if project activities occur during the breeding bird season and birds are nesting within the project site and/or immediate vicinity at that time. Temporary direct impacts on breeding birds could occur from increased noise, vibration, and dust during construction, which could adversely affect the breeding behavior of some birds, and lead to the loss (take) of eggs and chicks, or nest abandonment. Impacts on nesting birds would be considered significant; however, implementation of MM BIO-1 would reduce impacts to less than significant.

Temporary Site

No impact. No special-status plants or wildlife species are expected to occur on the temporary site because of the lack of suitable biological and physical features that are needed to support them. Furthermore, the temporary site is previously disturbed, shows evidence of fill, and is devoid of woodland habitat. The project design at the temporary site would not result in impacts to special-status species, and, therefore, no mitigation measures would be necessary.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

and

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?[5]

Existing Site

No impact: Jurisdictional areas are located adjacent to the existing site and are not expected to be filled or otherwise impacted by the project design, including riparian habitat or other sensitive natural communities. Therefore, no further studies or regulatory permitting would be required, as no impacts to any sensitive natural communities or federally protected wetland features are expected.

Temporary Site

No impact: The temporary project site lacks depression features and shows evidence of having been previously filled. The temporary site is located in an area that has been previously cleared and disturbed; furthermore, the site lacks hydrology and hydrophytic vegetation. Lastly, there are no streams or riparian features within the temporary site, and, therefore, no impacts related to wetlands or riparian would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Existing Site

Less than significant impact: A potential wildlife corridor is located west of the MRF site associated with an unnamed drainage. Given the proximity and nature of project activities, implementation of the project is not expected to result in impedance or blockage of wildlife movement through this area. As such, impacts would be less than significant.

[5] The analysis for Impact b and c have been combined.

Temporary Site

Less than significant impact: Off-site wildlife corridors potentially exist in the vicinity of the temporary site; however, the temporary site is not expected to support migrating wildlife, and, therefore, the project would not result in impedance or blockage of wildlife movement through this area. Given the disturbed nature of the temporary site, impacts would be considered less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Existing Site

Less than significant impact with mitigation incorporated. The proposed project would not remove any existing oak woodlands; however, two individual oak trees within the current project site would be removed as part of project design (Exhibit 11). The first tree, a Valley Oak Tree (#901), is in poor condition and pursuant to the County's Oak Resource Management Plan (ORMP) does not require mitigation.[6] The second tree, an Interior Live Oak (tree A), is scheduled to be removed and, as indicated in the Arborist Report, requires mitigation to comply with the County's ORMP (Appendix B). Neither tree to be removed is considered a heritage tree.

The ORMP requires mitigation for the following categories of oaks:

a) Total acreage of oak woodland impacted
b) Individual Oak Trees with a 6-inch diameter or greater growing outside the oak woodland.
c) Heritage trees 36-inch diameter and greater in the project area.

As noted above, one of the two oak trees to be removed qualifies for individual oak tree impact mitigation. The Interior Live Oak's (tree A) diameter was measured by the certified arborist for the project at 13 inches. Pursuant to the County's ORMP, the mitigation fee is $153 per diameter inch for a total mitigation fee of $1,989.00 ($153 x 13 inches). Therefore, with the implementation of MM BIO-2, which requires a tree removal permit and payment of fees in accordance with the County's ORMP, impacts would be less than significant.

Temporary Site

No impact. The project would not result in the removal or relocation of oak woodlands, removal of individual oak trees, County Heritage trees, or related habitat at the temporary site. As such, project construction at the temporary site would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts would occur.

[6] The arborist scored the tree "poor," which reflects a score between 21-40 on scale of 100. The arborist defines poor as, "found to have significant defects, decay, and lower vigor." Please refer to Appendix B.1—Oak Resources Technical Report for further information.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Existing Site

No Impact: the project site is not located within the boundary of and does not contain undeveloped natural lands subject to an adopted HCP, NCCP, or other approved local, regional, or state HCP; therefore, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP.

Temporary Site

No impact: Similarly, the temporary site is not located within the boundary of—and does not contain—undeveloped natural lands subject to an adopted HCP, NCCP, or other approved local, regional, or state HCP; therefore, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP.

Mitigation Measures

Existing Site

MM BIO-1 Pre-Construction Breeding Bird Surveys

To comply with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, and to avoid and reduce direct and indirect impacts on migratory, non-game breeding birds and their nests, young, and eggs to less than significant levels, the following measures would be implemented:

a. Project activities that would remove or disturb potential nest sites shall be scheduled outside the breeding bird season, if feasible. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions.
b. If project activities that would remove or disturb potential nest sites cannot be avoided during February 15 through September 15, a qualified biologist shall conduct a pre-construction clearance and nesting bird survey to search for all potential nesting areas, breeding birds, and active nests or nest sites within the limits of project disturbance up to 30 days prior to mobilization, staging, and other disturbances.
c. If no breeding birds or active nests are observed during the pre-construction survey(s), or if they are observed and would not be disturbed, then project activities may begin and no further mitigation would be required.
d. If a breeding bird territory or active bird nest is located during the pre-construction survey and potentially would be disturbed, a no-activity buffer zone shall be delineated on maps and marked (flagging or other means) up to 500 feet for special-status avian species and raptors, or 100 feet for non-special status avian species. The limits of the buffer shall be demarcated so as not to provide a

specific indicator of the location of the nest to predators or people. Materials used to demarcate the nests shall be removed as soon as work is complete or the fledglings have left the nest. The biologist shall determine the appropriate size of the buffer zone based on the type of activities planned near the nest and bird species because some bird species are more tolerant than others to noise and other disturbances. The nest and buffer zone shall be field-checked weekly by a qualified biologist. The nest and buffer zone shall not be disturbed until the biologist has determined that the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young would no longer be impacted by project activities.

MM BIO-2 Oak Woodland Removal Permit

In order to comply with the County's ORMP, prior to tree removal activities, the applicant shall obtain a tree removal permit following review and approval of the submitted Oak Resources Technical Report by the County. In addition, pursuant to the County's ORMP, the applicant shall pay the mitigation fee of $153 per diameter inch for a total mitigation fee of $1,989.00 ($153 x 13 inches).

Monitoring Requirement: The applicant shall provide evidence of implementation of mitigation through provision to the County evidence of the in-lieu fee payment, consistent with the ORMP.

Monitoring Responsibility: Planning Services.

Temporary Site

No mitigation is necessary.

Source: CTA Engineering & Surveying, 04/19/2018.

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Exhibit 11
Impacts to Oak Woodlands

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Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
5. Cultural Resources and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
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:				
e) 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	☐	☐	☒	☐
f) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Environmental Setting

This section describes the existing cultural resources setting and potential effects from project implementation on the MRF site, the temporary site, and their surrounding areas. A Phase I Cultural Resource Assessment (PI CRA) of the MRF site and surrounding areas was completed by Michael Brandman and Associates (MBA) in 2009, and an update letter report was completed by FirstCarbon Solutions (FCS) in 2016. The reports, which include all record search results, archival research, NAHC correspondence, historic and paleontological assessments, and pedestrian survey photographs, are provided in Appendix C. Descriptions and analysis are based on information provided by the

California Native American Heritage Commission (NAHC), North Central Information Center (NCIC), National Register of Historic Places (NR), California Register of Historic Resources (CR), California Historical Landmarks list, California Points of Historical Interest list, the UC Museum of Paleontology Database (UCMP), and a pedestrian survey of the site conducted by FCS.

For the temporary site, a records search for cultural resource sites was conducted by Clayton Coles of Lawrence and Associates. The records search included contact with the NCIC.

Records Search/Literature Review

Historic aerial photographs of the project sites were reviewed to determine if previous structures or potentially significant historic resources may be present at the project location. Topographic and geologic maps were also reviewed to understand the existing terrain and natural resources within the area.

A record search and literature review was conducted for the existing site and a 0.50-mile radius surrounding it on April 14, 2016 at the NCIC, located at CSU Sacramento. The purpose of this review was to access existing cultural resource survey reports, archaeological site records, and historic maps, and to evaluate whether any previously documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or other resources exist within or near the project area.

The records search revealed a total of 25 cultural resources that have been recorded within 0.50 mile of the project site, two of which (P-09-001900, a historic lime kiln, and P-09-001914, mining tailing piles) are located within the project site boundaries. In addition, 11 previous cultural resource inventories or other archaeological investigations have been conducted within 0.50 mile of the site, one of which addressed the project site itself.

The records search for the temporary site, conducted on March 25, 2017, indicated five cultural resource sites within 0.25 mile of the temporary site, one of which (P-09-4754, the Placerville and Sacramento Valley Railroad) is located directly west of the temporary site but not within the temporary site's disturbance area.

NAHC Sacred Lands Record Search and Native American Outreach

On November 5, 2007, Michael Brandman and Associates sent a letter to the NAHC in Sacramento in an effort to determine whether any sacred sites listed on its Sacred Lands File are included in the existing project site. The response from the NAHC was received on November 20, 2007, stating that a search of its Sacred Land File failed to indicate the presence of Native American cultural resources in the immediate project area of potential effect (APE). Included with the response was a list of 13 Native American representatives who may have further knowledge of the project APE. To ensure that all Native American concerns are adequately addressed, letters to each of the 13 listed tribal contacts were sent on December 12, 2007, requesting any input about the project from these individuals. Because no responses were received by MBA, a second set of letters was sent to the 13 representatives via email or the U.S. Postal Service on January 29, 2008, requesting any additional information or comments. As of this date, no responses to either of the letter requests have been received.

On April 1, 2016, FCS sent an updated letter to the NAHC in Sacramento in an effort to determine whether any sacred sites listed on its Sacred Lands File are included in the existing project site. The response from the NAHC was received on April 11, 2016, stating that the search failed to indicate the presence of Native American cultural resources in the immediate project area. Included with the response was a list of four Native American representatives who may have further information about potential Tribal Cultural Resources in the project vicinity. This list was provided to the County of El Dorado, which serves as the lead CEQA agency for this project and is responsible for consulting with California Native American Tribes pursuant to Public Resources Code Sections 21080.3.1 and 21080.3.2 (AB 52).

The records search for the temporary site included a search for prehistoric-period sites within a 0.25-mile radius of the site. No resources were identified within that radius by the NCIC.

On February 28, 2018, FCS sent a letter to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File within the vicinity of the temporary project site. A response from the NAHC was received on March 8, 2018 indicating that the Sacred Lands File search failed to indicate the presence of known Tribal Cultural Resources in the immediate project area. The NAHC included a list of nine local tribal representatives available for consultation. To ensure that all Native American knowledge and potential prehistoric concerns about the project are addressed, a letter containing project information and requesting any additional information was sent to each tribal representative on March 14, 2018. No responses have been received to date.

Pedestrian Cultural Resources Survey

On April 14, 2016, FCS Senior Archaeologist Dana DePietro, PhD conducted a reconnaissance-level pedestrian survey of the existing project site using 15-meter transects to ensure proper coverage, when possible. The terrain varied from open areas used to collect refuse to paved, built environments containing structures associated with the El Dorado MRF. It should be noted that the entire area has undergone massive development and grading, and the nature of work carried out at the MRF has left the entire project area highly disturbed. Soils were visible across approximately 35 percent of the site, and consisted of yellow-orange gravelly soil interspersed with small basalt, schist, and quartz stones ranging from 5 to 10 centimeters in size.

Particular attention was paid attempting to locate the two previously recorded resources (P-09-001900 and P-09-001914) identified as possibly being present on the project site. In the case of P-09-001900, the survey confirmed that all buildings and features associated with the historic lime kiln no longer exist and are not present on the project site. Similarly, the tailing piles associated with P-09-001914 appear to no longer be present at the site and were not noted in either of the previous surveys conducted by Michael Brandman and Associates. Initially, an earthen hill located in the center of the project area was thought to be a tailing pile; however, historic aerial photography revealed that the pile is a modern feature consisting of recently placed fill soil. It appears that the resource either was mapped incorrectly and is not located within the site, or that it has been paved over, graded, and disturbed to the extent that it is no longer present. No additional prehistoric or historic cultural resources were found during the course of the pedestrian survey.

The temporary site is highly disturbed by past uses, including grading, soil stockpiling and previous on-site industrial activities dating back to the late 1960s. Therefore, the presence of cultural resources is unlikely and no pedestrian survey was performed.

UMPC Paleontological Record Search

On December 14, 2007, MBA requested a paleontological record search of the UCMP to determine if paleontological resources were present within the existing site. On December 17, 2007, a response was received from Dr. Kenneth Finger, PhD stating that, because of the unlikelihood of the presence of significant paleontological resources within the project APE, no paleontological surveys or construction monitoring were required.

On March 15, 2018, FCS requested a paleontological record search of the UCMP to determine if paleontological resources were present within the temporary site. On March 21, 2018, a response was received from Dr. Kenneth Finger, PhD stating that, because the geologic units in the site area are nonfossiliferous, no paleontological surveys or construction monitoring are required.

Environmental Evaluation

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Existing Site

Less than significant impact. Results from the NCIC revealed a total of 25 cultural resources that have been recorded within 0.50 mile of the existing project site, two of which (P-09-001900 and P-09-001914) are located within the project site boundaries. The pedestrian survey attempted to identify potential impacts to these the two resources. In the case of P-09-001900, the survey confirmed that all buildings and features associated with the historic lime kiln no longer exist and are not present within the project area. Similarly, the tailing piles associated with P-09-001914 appear no longer to be present at the site or were misidentified, and were not noted in either of the previous surveys conducted by Michael Brandman and Associates.

While the existing structures at the site should not be considered historic resources, subsurface construction activities always have the potential to damage or destroy previously undiscovered historic resources. Historic resources can include wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse. Accordingly, implementation of Standard Condition of Approval CUL-1,described below, would be required to reduce potential impacts to historic resources that may be discovered during project construction. Therefore, impacts associated with historic resources would be less than significant.

Standard Condition of Approval CUL-1

In the event a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease, the County shall

be notified of the find, and workers shall avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the situation. The applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. The archaeologist, in consultation with the appropriate Tribe, shall make recommendations concerning appropriate measures that would be implemented to protect the resource, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and would be submitted to El Dorado County, the NCIC, and the State Historic Preservation Office, if required.

Temporary Site

Less than significant impact. Results of the NCIC search for the temporary site indicated five cultural resource sites within 0.25 mile of the temporary site, one of which (P-09-4754, the Placerville and Sacramento Valley Railroad) is located directly west of the temporary site, but not within the temporary site's disturbance area. Within the search area, the 1856 GLO plat of T9N, R8E shows no evidence of nineteenth-century historical activity. The 1954 Folsom SE 7.5' USGS topographical map shows evidence of a 20th-century railroad (the Placerville and Sacramento Valley Railroad). As indicated by the NCIC, given the extent of known cultural resources and patterns of local history, there is low potential for locating historic-period cultural resources in the immediate vicinity of the temporary site.

While there are no historic resources within the disturbance area of the temporary site, subsurface construction activities always have the potential to damage or destroy previously undiscovered historic resources. Accordingly, implementation of Standard Condition of Approval CUL-1, described above, would be required to reduce potential impacts to historic resources that may be discovered during project construction. Therefore, impacts associated with historic resources would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Existing Site

Less than significant impact. Records search results from the NCIC did not reveal any recorded prehistoric archaeological sites within 0.5 mile of the project site, and no Tribal Cultural Resources were identified as part of the NAHC Sacred Lands File search or through subsequent outreach and correspondence with Native American representatives. Pedestrian surveys of the site also failed to identify previously recorded historic resources P-09-001900 and P-09-001914 or any additional archaeological resources within the project site.

While the pedestrian surveys did not record any evidence of prehistoric archaeological resources, the presence of historic mining activities in the area increases the probability that subsurface

excavation may encounter previously undiscovered archaeological resources. Such resources could consist of, but are not limited to, privies, artifacts, or features such as hearths and structural elements. Discovery of such resources would constitute a significant impact. Accordingly, implementation of Standard Condition of Approval CUL-1, described above, is recommended to reduce impacts on resources that are encountered. Therefore, impacts associated with archaeological resources would be less than significant.

Temporary Site

Less than significant impact. Records search results from the NCIC did not reveal any recorded prehistoric archaeological sites within 0.25 mile of the temporary site. As indicated by the NCIC, given the extent of known cultural resources and the environmental setting, there is low potential for locating prehistoric-period cultural resources in the immediate vicinity of the temporary site.

While the occurrence of prehistoric archaeological resources is considered unlikely, subsurface excavation may encounter previously undiscovered archaeological resources. Such resources could consist of, but are not limited to, privies, artifacts, or features such as hearths and structural elements. Discovery of such resources would constitute a significant impact. Accordingly, implementation of Standard Condition of Approval CUL-1, described above, is recommended to reduce impacts on resources that are encountered. Therefore, impacts associated with archaeological resources would be less than significant.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Existing Site

Less than significant impact. Dr. Finger's report concluded that the presence of significant paleontological resources within the project area was highly unlikely. Although not anticipated, subsurface construction activities associated with the project, such as grading and trenching, could result in a significant impact to paleontological resources, if encountered. Paleontological resources may include, but are not limited to, fossils from mammoths, saber-toothed cats, rodents, reptiles, and birds. Accordingly, implementation of Standard Condition of Approval CUL-2, described below, is recommended to reduce potential impacts to paleontological resources that may be discovered during project construction. Therefore, impacts associated with paleontological resources would be less than significant.

Standard Condition of Approval CUL-2

In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 100-foot radius of the find shall be temporarily halted or diverted. The project contractor shall notify a qualified paleontologist to examine the discovery. The applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at

the location of the find. If the applicant determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the County for review and approval prior to implementation, and the applicant shall adhere to the recommendations in the plan.

Temporary Site

Less than significant impact. As discussed previously, FCS requested a paleontological record search of the UCMP to determine if paleontological resources were present within the temporary site. Dr. Kenneth Finger, PhD stated that, because the geologic units in the site area are nonfossiliferous, no paleontological surveys or construction monitoring are required. Although it is not anticipated that such resources would be encountered, subsurface construction activities could result in a significant impact to previously undiscovered paleontological resources. Accordingly, implementation of Standard Condition of Approval CUL-2, described above, is recommended to reduce potential impacts to paleontological resources that may be discovered during project construction. Therefore, impacts associated with paleontological resources would be less than significant.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Existing Site

Less than significant impact. No human remains or cemeteries are known to exist within or near the project site. Given past disturbance of the site, the possibility of encountering human remains is unlikely. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Discovery would constitute a significant impact. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. In addition, implementation of Standard Condition of Approval CUL-3, described below, would reduce this potential impact to a less than significant level. Therefore, impacts associated with human remains would be less than significant.

Standard Condition of Approval CUL-3

In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or

disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.

2. Where any of the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American remains:

When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the NAHC.

Temporary Site

Less than significant impact. No human remains or cemeteries are known to exist within or near the temporary site. Given past disturbance of the site, the possibility of encountering human remains is unlikely. However, there is always the possibility that subsurface construction activities could potentially damage or destroy previously undiscovered human remains. Discovery would constitute a significant impact. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. In addition, implementation of Standard Condition of Approval CUL-3, described above, would reduce this potential impact to a less than significant level. Therefore, impacts associated with human remains would be less than significant.

e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource 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)?

Existing Site

Less than significant impact. The United Auburn Indian Community of the Auburn Rancheria (UAIC), the Wilton Rancheria, the Washoe Tribe of Nevada and California, the Ione Band of Miwok Indians, the Nashville-El Dorado Miwok, the T'si Akim Maidu, and the Shingle Springs Band of Miwok Indians were notified of the proposed project and given access to all project documents. No other tribe had requested to be notified of the proposed projects for consultation in the project area at the time. In response to requests from the UAIC and the Shingle Springs Band of Miwok Indians, the Cultural Resources Search for the consultation was received for this project. A review of the CR, local registers of historic resources, NCIC records, the NAHC sacred lands file, and tribal outreach efforts failed to identify any listed Tribal Cultural Resources that may be adversely affected by the project. As such, no recorded Tribal Cultural Resources would be adversely affected by the project; therefore, associated impacts would be less than significant.

Temporary Site

Less than significant impact. As noted above, the United Auburn Indian Community of the Auburn Rancheria (UAIC), the Wilton Rancheria, the Washoe Tribe of Nevada and California, the Ione Band of Miwok Indians, the Nashville-El Dorado Miwok, the T'si Akim Maidu, and the Shingle Springs Band of Miwok Indians were notified of the proposed project and given access to all project documents. No other tribe had requested to be notified of the proposed projects for consultation in the project area at the time. In response to requests from the UAIC and the Shingle Springs Band of Miwok Indians, the Cultural Resources Search for the consultation was received for this project. A review of the CR, local registers of historic resources, NCIC records, the NAHC sacred lands file, and tribal outreach efforts failed to identify any listed Tribal Cultural Resources that may be adversely affected by the project. As such, no recorded Tribal Cultural Resources would be adversely affected by the project; therefore, associated impacts would be less than significant.

f) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c of Public Resources Code Section 5024.1.?

Existing Site

Less than significant. No tribal cultural resources were identified as part of the NAHC sacred lands file search or through subsequent outreach and correspondence with Native American representatives. While the project site is situated within a region historically occupied by the Southern Maidu Native American people, no evidence of archeological or Tribal Cultural Resources was identified during the pedestrian surveys, and the occurrence of associated artifacts of these people is unlikely. Potential impacts to inadvertently discovered Tribal Cultural Resources would be minimized with the implementation of Standard Conditions of Approval CUL-1 and CUL-3, described

above, that require proscriptive treatment procedures in the unlikely circumstance that sensitive artifacts or human remains are found. Therefore, associated impacts would be less than significant.

Temporary Site

Less than significant impact with mitigation incorporated. In the region, archaeologists have located prehistoric-period habitation sites along streams or on ridges or knolls, especially those with southern exposure. This region is known as the ethnographic-period territory of the Southern Maidu. The Southern Maidu maintained permanent settlements along major rivers in the Sacramento Valley and foothills; they also periodically traveled to higher elevations. The temporary site is located approximately one mile southwest of Latrobe Creek. As indicated by the NCIC, given the extent of known cultural resources and the environmental setting, there is low potential for locating prehistoric-period cultural resources in the immediate vicinity of the proposed project area. Additionally, the NAHC sacred lands file, and tribal outreach efforts failed to identify any Tribal Cultural Resources that may be adversely affected by the project.

The County has not indicated the presence of Tribal Cultural Resources on or near the temporary site. Potential impacts to inadvertently discovered Tribal Cultural Resources would be minimized with the implementation of Standard Conditions of Approval CUL-1 and CUL-3, which require proscriptive treatment procedures in the unlikely circumstance that sensitive artifacts or human remains are found. Therefore, associated impacts would be less than significant.

Mitigation Measures

Existing and Temporary Sites

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
6. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Environmental Evaluation

This analysis is based, in part, on the Geotechnical Engineering Study (GES) prepared for the Diamond Dorado Commercial Center (DDRC GES), prepared by Youngdahl, Inc., dated June 2008; the Geotechnical Document Review (GDR), prepared by Youngdahl, Inc. dated February 2016; and the GES prepared for the Western El Dorado County Materials Recovery Facility (MRF GES), prepared by Youngdahl, Inc., dated October 2017. These supporting documents are provided in Appendix D. The MRF parcel was included in the DDRC GES report as a result of a previous proposal to relocate the MRF and redevelop the existing MRF parcel as part of the Diamond Dorado Commercial Center. As

such, the DDRC GES includes the exploration and evaluation of the surface and subsurface soil conditions within the project site. Because conditions and operations of the MRF have not substantially changed since 2008, the information and conclusions of the DDRC GES are still applicable and useful to the analysis of the project's potential impacts related to geology, soils, and seismicity. Updated information and conclusions of the MRF GES are incorporated in the analysis as appropriate to specifically address the proposed project in relation to on-site geological conditions.

Information for the temporary site is provided by a Joint Technical Document prepared by Lawrence and Associates in June 2017, prepared as part of the permitting process for the temporary facility. This document provides information on geologic and seismic conditions and on soils.

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Existing Site

No impact. As noted in the DDRC GES and MRF GES, there are no known active or potentially active faults or fault traces crossing the site. The nearest potentially active fault is to the site is the Melones—East fault, located approximately 1.2 miles to the east. Therefore, the project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. No impacts would occur.

Temporary Site

No impact. The Joint Technical Document notes that no faults traverse the temporary site. The nearest potentially active faults to the site are sections of the Foothills Fault System, approximately 10 miles to the north, and the Waters Peak Fault, approximately 15 miles to the south. Since no on-site faults have been identified, there are no Alquist-Priolo Earthquake Fault Zones on the temporary site. No impacts would occur.

ii) Strong seismic ground shaking?

Existing Site

Less than significant impact. As with most areas of California, the project site is subject to ground motion resulting from earthquakes on nearby faults. Based on historical seismic activity and fault and seismic hazards mapping, El Dorado County is considered to have relatively low potential for seismic activity, and is located beyond the highly active fault zones of the coastal areas of California (El Dorado County 2003). The potential intensity of seismic events varies across El Dorado County, generally increasing from west to east, with the highest potential ground shaking intensity located in the Lake Tahoe Basin.

Based on a literature review of shear-wave velocity characteristics and subsurface interpretations conducted as part of the DDRC GES and MRF GES, it was determined that the required compliance with the California Building Code (CBC) would ensure that impacts associated with strong seismic ground shaking would be less than significant. Because the project would be required to be designed in accordance with CBC requirements, impacts related to seismic ground shaking would be less than significant.

Temporary Site

Less than significant impact. As noted above, the project site is subject to ground motion resulting from earthquakes on nearby faults. Based on historical seismic activity and fault and seismic hazards mapping, El Dorado County is considered to have relatively low potential for seismic activity, and is located beyond the highly active fault zones of the coastal areas of California (El Dorado County 2003). According to the Joint Technical Document, the peak ground acceleration from an earthquake with a 10 percent chance of occurring within 50 years (similar to a Maximum Probable Earthquake) is estimated to be 0.134g at the site. Because bedrock is exposed at the surface, no seismic acceleration magnification factors for soft sediment are required for this site.

The project would be required to be designed in accordance with CBC requirements related to seismic safety. Compliance with these requirements would reduce impacts related to seismic ground shaking to a less than significant level.

iii) Seismic-related ground failure, including liquefaction?

Existing Site

Less than significant impact. Liquefaction is the sudden loss of soil shear strength and sudden increase in pore water pressure caused by shear strains, as could result from an earthquake. Research has shown that saturated, loose to medium-dense sands with a silt content less than about 25 percent located within the top 40 feet are most susceptible to liquefaction and surface rupture/ lateral spreading. Slope instability can occur as a result of seismic ground motions and/or in combination with weak soils and saturated conditions.

As indicated in the DDRC GES and MRF GES, because of the absence of a permanent elevated groundwater table, the relatively shallow depth to bedrock, and the relatively low seismicity of the area, the potential for damage due to site liquefaction, slope instability, and surface rupture at the existing site are considered negligible. As such, impacts would be less than significant.

Temporary Site

No impact. According to the Joint Technical Document, the proposed temporary facility would be located on relatively flat ground with exposed bedrock. Bedrock of this age and type is not subject to subsidence, landsliding, or other rapid geologic change. Because the facility would be located on relatively flat-lying bedrock, it is not subject to liquefaction or seismically induced collapse. No impacts would occur.

iv) Landslides?

Existing Site

Less than significant impact. The project site occurs on land that contains gentle slopes. Small but steep hillsides are located along the project's eastern, southern, and western boundaries. These hillsides are stable and covered in dense vegetation which, along with the relatively small change in elevations, indicate that the potential for landsliding to affect the project site is minimal. As indicated in the MRF GES, no other indications of slope instability such as seeps or springs were observed. Furthermore, surrounding areas of relatively significant elevation change would not be altered as part of the project. Soils at the existing site would require remediation consisting of over excavation and backfill. Slopes would be temporarily created during soil remediation, but would be temporary and designed to ensure landslides would not occur. Upon the completion of soil remediation, the project site would be graded to create a generally level site. Since the project would not include steep slopes or other features that may result in landslides and all slopes would be engineered, impacts would be less than significant.

Temporary Site

No impact. According to the Joint Technical Document, the temporary site is located on relatively flat ground and is more than 500 feet from the toe of the slope of the adjacent hill. Therefore, it is not anticipated to be subject to landsliding, toppling, or mudflows from the hill, if present. On-site grading activities would minimize existing on-site elevation variations. Slopes created as part of the stormwater basin would be designed to ensure landsliding would not occur. As such, no impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Existing Site

Less than significant impact. During project construction activities at the existing site, soil would be exposed, and there would be an increased potential for wind and water erosion of soils compared with existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased water erosion potential could result in short-term water quality impacts as identified in Section 9, Hydrology and Water Quality. These water-related impacts would be reduced to a level considered less than significant through implementation of MM HYD-1 identified in Section 9, Hydrology and Water Quality, along with the BMPs outlined in the Phase II ESA (Appendix E) and the Remedial Alternative Evaluation Report (Appendix D). Furthermore, the project applicant is required to adhere to the requirements of the General Construction Permit and utilize typical BMPs specifically identified in the Stormwater Pollution Prevention Plan (SWPPP) for the project in order to prevent construction pollutants from contacting stormwater and to keep all products of erosion from moving off-site into receiving waters.

Wind erosion would also have the increased potential to occur during project construction at the existing site. The Natural Resource Conservation Service categorizes soils into wind erodibility groups (WEGs) 1 through 8. Group 1 soils are the most susceptible to wind erosion, while Group 8

soils are least susceptible to wind erosion. Soils within the project site are categorized as WEG 5 (Dfb and DfC), and 8 (PrD). The majority of earth disturbance would take place within the PrD soils, which have a WEG of 8 and are least susceptible to wind erosion. Therefore, the project would result in a less than significant impact to soil erosion and the loss of topsoil.

Temporary Site

No impact. According to the Joint Technical Document, within the temporary site, the topsoil is no longer present and weathered bedrock is exposed on much of the surface. Where bedrock is not exposed, it is covered by a thin veneer of gravel, apparently from previous stockpiles. Because of the lack of soil, the temporary site is not subject to the potential for rapid erosion. No impacts would occur.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Existing Site

Less than significant impact with mitigation incorporated.

Non-engineered Fills

The existing project site contains non-engineered fills and lime sludge materials that are relatively loose and are not considered suitable for support of the project in their current condition. As such, potentially significant impacts could occur associated with geological instability that may result in settlement of structures constructed on the site.

The potential impacts would be reduced through the proposed soil remediation for accumulated lime as described in the MRF GES, which would include over excavation, replacement, and the blending of lime material with clean soil at a one-to-one ratio and placement as engineered fill. The MRF GES and Residual Lime Material Remedial Alternative Evaluation Report (Appendix D), contain specific construction recommendations to reduce project impacts associated with non-engineered and lime sludge materials to a less than significant level. Therefore, implementation of MM GEO-1 would reduce project impacts related to geologic instability to less than significant.

Corrosive Soils

Corrosive soils contain constituents or physical characteristics that damage concrete (water-soluble sulfates) and/or ferrous metals (chlorides, ammonia, nitrates, low pH levels, and low electrical resistivity) over long periods of time. Corrosive soils could potentially create a significant hazard to the project by weakening the structural integrity of the concrete and metal used to construct the building and associated utilities and could potentially lead to structural instability. Structural damage and foundation instability caused by corrosive soils is a potentially significant impact.

According to the DDRC GES and MRF GES, laboratory testing indicates that the on-site, lime-enriched soils have a moderate potential for sulfide attack of concrete, which is regarded as corrosive and therefore would result in a potentially significant impact. MM GEO-1, which requires

implementation of the MRF GES recommendation regarding concrete design, would reduce the project impacts related to corrosive soils. Furthermore, the proposed on-site soil remediation would reduce the amount of lime with which structures would come into contact. As such, impacts would be less than significant.

Temporary Site

No impact. As described in checklist question 6a.iii) above, the Joint Technical Document notes that the proposed temporary facility would be located on relatively flat ground with exposed bedrock. Bedrock of this age and type is considered stable and would not be subject to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. No impacts would occur.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Existing Site

Less than significant impact. Expansive soils contain types of clay minerals that occupy considerably more volume when they are wet or hydrated than when they are dry or dehydrated. Volume changes associated with changes in the moisture content of near-surface expansive soils can cause uplift or heave of the ground when they become wet or, less commonly, cause settlement when they dry out. The materials that were encountered on the project site during subsurface explorations are non-plastic materials, which are considered relatively non-expansive in nature. Furthermore, the soil remediation proposed as part of the project would result in suitable engineered soils that would not be considered expansive soils. Therefore, impacts would be less than significant.

Temporary Site

No impact. According to the Joint Technical Document, the temporary site does not contain soils that would have the potential to be expansive. No impacts would occur.

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?

Existing Site

Less than significant impact. The MRF currently utilizes an on-site septic tank for the disposal of wastewater. The septic tank is pumped on a regular basis to ensure operability. As a part of the project, the existing sewer line in Throwita Way would be extended and connected to the project site. However, the existing sewer line does not currently provide sewer service and, as such, the MRF would continue to utilize the existing septic tank. Because the existing septic tank currently operates appropriately and would continue to be pumped on a regular basis; the project would not significantly change needed septic capacity. As noted in the Project Description, it is expected that the MRF would be able to connect to the EID wastewater system sometime between 2020 and 2025. Because the project would allow for eventual municipal sewer service to the project site, impacts related to the soils ability to support the existing septic tank would be less than significant.

Temporary Site

No impact. The temporary site proposes the use of portable toilets that would be removed once the site is no longer in use. No septic tanks or alternative wastewater disposal systems would be installed. No impacts would occur.

Mitigation Measures

Existing Site

MM GEO-1 The project's grading plans shall reflect conformance, as appropriate, with the recommendations included in the MRF GES for the project site prepared by Youngdahl Consulting Group, Inc., as well as the alternative approved by the CVRWQCB for the proposed soil remediation for accumulated lime. Design, grading, and construction shall be performed in accordance with the requirements of the CBC applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project's geotechnical consultant.

Monitoring Requirement: The applicant shall provide evidence of implementation of mitigation through verification of export of soils to an appropriate landfill or mine and on-site inspection by the project's geotechnical consultant and El Dorado County Department of Environmental Management.

Monitoring Responsibility: El Dorado County Department of Environmental Management.

Temporary Site

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Existing and Temporary Sites

Less than significant impact. Greenhouse gas (GHG) impacts are considered inherently cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The proposed project's construction-related (temporary, short-term) and long-term operational emissions of GHGs and whether they would result in a cumulatively considerable contribution to global climate change are described below.

Construction- and operational-related GHG emissions and energy use were estimated using the CalEEMod version 2016.3.2. CalEEMod has separate databases for specific counties and air districts. The El Dorado Mountain County database was used for the proposed project. The model calculates carbon dioxide (CO_2), methane (CH_4) and nitrous oxide (N_2O), which are used to determine the annual carbon dioxide equivalent (CO_2e) emissions. In addition, the model calculates the annual energy usage (i.e., natural gas and electricity) during operational-related activities. Appendix A of this Draft IS/MND provides detailed emission calculations used in this analysis.

Thresholds of Significance

The EDCAQMD has not adopted a significance threshold for GHG emissions during either construction or operations. However, the EDCAQMD recommends use of the Sacramento Metropolitan Air Quality Management District (SMAQMD) GHG thresholds and the recently adopted Placer County Air Pollution Control District (PCAPCD) GHG thresholds for impact significance determinations. The SMAQMD guidance includes a small project screening threshold of 1,100 metric tons (MT) CO_2e per year. The SMAQMD screening thresholds were developed to ensure at

least 90 percent of new GHG emissions would be reviewed and assessed for mitigation, thereby contributing to GHG emissions reduction goals of AB 32, the Scoping Plan, and Executive Orders.

The SMAQMD-recommended screening thresholds of significance for construction and operational emissions from land use projects are as follows:

- Construction phase of projects—1,100 MT CO_2e per year.
- Operational phase of a land development project—1,100 MT CO_2e per year.

The mass emission thresholds suggested by the PCAPCD for project-level operational GHG generation are as follows:

- 1,100 MT CO_2e/year, or
- 26.5 MT CO_2e/1,000sf for a non-residential, urban development project.

Project Screening Analysis

The following analysis was prepared to determine if the project would qualify for use of the screening thresholds described above. This analysis quantifies emissions from project construction and operations.

Construction

During construction of the existing site and temporary site, GHG emissions would be generated by fuel consumed by off-road equipment, and vehicles used for haul trips and construction worker trips. Please refer to Appendix A for modeling assumptions and output files.

As previously noted in the project description, the temporary off-site location operations would occur concurrent to the existing site construction activity. As such, the temporary site operational GHG emissions are accounted for in the construction GHG emissions analysis.

The maximum annual combined GHG emissions (Existing Site construction and Temporary Site operations) would be approximately 995 MT CO_2e per year. As shown in Table 9, the project would not exceed the 1,100 MT CO_2e screening level for construction activities.

Table 9: Construction Greenhouse Gas Emissions

Construction Activity	MT CO_2e
Existing Site—Phase 1	
Lime Remediation—2018	647
Maximum annual Existing Site—Phase 1 Emissions (2018)	647
Existing Site—Phase 2	
Lime Remediation—2019	680
Building Construction—2019	143

Table 9 (cont.): Construction Greenhouse Gas Emissions

Construction Activity	MT CO_2e
Building Construction—2020	72
Architectural Coating—2020	3
Maximum annual Existing Site—Phase 2 Emissions (2019)	823
Existing Site—Phase 3	
Demolition-2019	43
Lime Remediation—2020	228
Building Construction—2020	221
Building Construction—2021	64
Architectural Coating—2021	3
Paving—2021	21
Maximum annual Existing Site—Phase 3 Emissions (2020)	449
Temporary Site	
Site Preparation—2018	9
Grading—2018	12
Building Construction—2018	9
Paving—2018	9
Maximum annual Temporary Site Emissions (2018)	40
Temporary Site Operations	
Total Temporary Site Operational Emissions	172
***Maximum Total Annual Emissions*[1]**	***995***
SMAQMD Annual GHG Threshold	**1,100**
Exceeds Threshold?	**No**

Note:
[1] Maximum total emissions (2019) consists of Existing Site—Phase 2 construction and Temporary Site operations.
Source: CalEEMod Output (see Appendix A)

Operations

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, stationary sources, and area sources, such as landscaping activities. The main sources of GHG emissions at the existing site are the energy usage from the net increase in building square footage and the use of the grinding machine and single stream equipment. The main sources of GHG emissions at the temporary site are the motor vehicles accessing the site and emergency generator that may be used to operate the sorting line operations.

Table 10 contains the estimated operational greenhouse gas emissions for the project.

Table 10: Operational Greenhouse Gases at Project Buildout-SMAQMD

Emissions Source	Emissions (MT CO_2e)
Existing Site—Phase 1[1]	
Existing Site—Phase 2	
Area	0
Energy	148
Waste	63
Water	69
Total Existing Site—Phase 2 emissions	**279**
Existing Site—Phase 3	
Area	0
Energy	159
On-site Equipment[2]	547
Waste	68
Water	74
Total Existing Site—Phase 3 emissions	**848**
Temporary Site	
Area	0
Mobile	68
On-site Equipment[3]	95
Total Temporary Site Emission	**163**
Amortized Construction[4]	**78**
Total Project Emissions[5]	*1,090*
SMAQMD Threshold	**1,100**
Significant?	**No**

Notes:
$MTCO_2e$ = metric tons of carbon dioxide equivalent
[1] No new operational emissions associated with the Existing Site—Phase 1 activity.
[2] On-site equipment to consist of the grinding machine and single stream equipment.
[3] On-site equipment to consist of the generator.
[4] Based on SMAQMD's recommended 25-year construction amortization.
[5] Project buildout would generally consist of Total Existing Site—Phase 3 emissions + Amortized Construction, which would amount to 926 MT CO_2e. That is because the Temporary Site would cease operations once the Existing Site—Phase 3 construction is complete. However, as a conservative measure, we assumed a worst case scenario that the maximum capacity at Existing Site—Phase 3 would operate concurrently with the maximum capacity at the Temporary site.
Source of emissions: CalEEMod Output (see Appendix A).
Source of thresholds: SMAQMD 2017.

As shown in Table 10, the project's estimated operational GHG emissions would not exceed the SMAQMD and the PCAPCD operational screening threshold of 1,100 $MTCO_2e$ per year.

As such, project construction and operational GHG emissions would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Existing and Temporary Sites

Less than significant impact. To evaluate checklist question 7b), project emissions should be analyzed with respect to consistency with the applicable plans and policies that have been adopted to reduce GHG emissions. For El Dorado County, the applicable plan is the AB 32 ARB Scoping Plan. The El Dorado County General Plan is not a plan adopted for the purpose of reducing greenhouse gas emissions. Therefore, no consistency analysis of the General Plan is required or provided in this Draft IS/MND.

Scoping Plan Consistency

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO_2, CH_4, NO_X, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, the ARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan calls for an "ambitious but achievable" reduction in California's GHG emissions, cutting approximately 30 percent from business as usual (BAU) emission levels projected for 2020, or about 10 percent from 2008 levels. On a per-capita basis, that means reducing annual emissions of 14 tons of CO_2 for every man, woman, and child in California down to about 10 tons per person by 2020. As stated earlier, the ARB has updated its emission inventory forecasts and now estimates a reduction of 21.7 percent is required from BAU in 2020 to achieve AB 32 targets.

The ARB Scoping Plan is California's comprehensive plan to achieve the emission reductions required by AB 32. The Scoping Plan does not contain any measures that require a specific action by local government agencies. However, the Scoping Plan does include a full range of measures that when implemented with regulations, affect local government operations and development projects. Implementation of the Scoping Plan measures has resulted in reductions that put the State on track to achieving AB 32 2020 targets. In addition, Scoping Plan measures that apply to motor vehicles, energy production, and conservation provide sufficient reductions to exceed the quantitative thresholds for GHG emissions as described under checklist question 7a).

The 2008 Scoping Plan included 18 measures to reduce emissions from the various sectors. The measures often overlap and have interdependent relationships with other measures as described earlier. The measures are implemented with regulations and programs applicable to specific sources of emissions. More detailed descriptions of the measures are provided in Scoping Plan Appendix C, Sector Overview and Emission Reduction Strategies. The State has been very aggressive in adopting

regulations to implement the Scoping Plan and as a result, the State is on track to achieve the 2020 target as discussed above.

The 2014 First Update to the Climate Change Scoping Plan contains no new measures beyond those contained in the Scoping Plan adopted in 2008. In November 2017, the 2017 Scoping Plan Update was released, which identifies how California can reach its 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels in order to advance towards its 2050 climate target to reduce GHG emissions by 80 percent below 1990 levels. Similar to the First Update, the 2017 Scoping Plan builds upon the existing successful framework of the Initial Scoping Plan and Scoping Plan Update, while identifying new, technologically feasible and cost-effective strategies to ensure California meets its GHG reduction targets.

Table 11 provides an analysis of the project's consistency with the Scoping Plan measures. The project is consistent with all applicable measures and would not result in a conflict with the Scoping Plan.

Table 11: Consistency with Scoping Plan Reduction Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	**California Cap-and-Trade Program Linked to Western Climate Initiative**	Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Not Applicable.** Cap and Trade does not apply directly to projects, but the motor vehicle fuels used by project customers and electricity used by project buildings are subject to Cap and Trade.
	California Light-Duty Vehicle Greenhouse Gas Standards.	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles 2012 LEV III Amendments to the California Greenhouse Gas and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Not Applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the project sites.
	Low Carbon Fuel Standard.	2009 readopted in 2015. Regulations to Achieve Greenhouse Gas Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The project would not conflict with implementation of this measure. All motor vehicles associated with construction and operation of the project would be required to comply with requirements of this regulation to utilize low carbon transportation fuels.
	Regional Transportation-Related Greenhouse Gas Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent.** The project would provide materials recovery services to support growth in the region that are consistent with the 2016 Regional Transportation Plan/Sustainable Communities Strategy (SCS). The project is not within a SCS priority area and therefore is not subject to requirements applicable to those areas.
	Vehicle Efficiency Measures	2009 ARB Regulation for under Inflated Vehicle Tires	**Consistent.** The standards would be applicable to the light-duty vehicles that would access the project sites.
	Goods Movement	Goods Movement Action Plan January 2007.	**Not applicable.** The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.

Table 11 (cont.): Consistency with Scoping Plan Reduction Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	Medium/Heavy-Duty Vehicles	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas Regulation	**Consistent.** This measure applies to medium and heavy-duty vehicles that operate in the State. The project would not conflict with implementation of this measure. Medium- and heavy-duty vehicles associated with construction and operation of the project would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded under SB 862	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency.
Electricity and Natural Gas	**Energy Efficiency**	CEC Title 20 Appliance Efficiency Regulation	**Consistent.** The project would not conflict with implementation of this measure. The project would comply with the latest energy efficiency standards.
		Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building	
		Title 24 Part 11 California Green Building Code Standards (CALGreen Code)	
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent.** Pacific Gas and Electric (PG&E) would be required to obtain 33 percent of its power supply from renewable sources by 2020. The project would not conflict with implementation of this measure. Electricity purchased for the project would be purchased through PG&E, which is required to comply with the appropriate renewable energy content.
		SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	
	Million Solar Roofs Program.	Tax incentive program	**Consistent.** The aim of this measure is to increase solar throughout California, which is performed by various electricity providers and existing solar programs. The project would not conflict with implementation of this measure. The project would meet the “solar ready” requirements of the CALGreen Code Standards.

Table 11 (cont.): Consistency with Scoping Plan Reduction Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Water	**Water**	Title 24 Part 11 CALGreen Code Standards	**Consistent.** The project would comply with CALGreen Code regulations, as applicable, and would implement required water conservation features.
		SBX 7-7—The Water Conservation Act of 2009	
		Model Water Efficient Landscape Ordinance (MWELO)	
Green Building	**Green Building Strategy**	Title 24 Part 11 CALGreen Code Standards	**Consistent.** Under this strategy, the State would increase the use of green building practices. The project would implement required green building strategies, as applicable through compliance with the CALGreen code.
Industry	**Industrial Emissions**	2010 ARB Mandatory Reporting Regulation	**Not Applicable.** The majority of the regulations pertain to oil and gas facilities, and materials extraction, which is not applicable to the project. The project is not considered a large emitter of GHGs (more than 0.5 MMT CO_2e).
Recycling and Waste Management	**Recycling and Waste**	Title 24 Part 11 CALGreen Code Standards	**Consistent.** The project would be consistent with implementation of these measures. As a materials recovery facility, the project would divert C&D materials, greenwaste, and recycling materials from landfills, for a total maximum of up to 700 tpd. The project would help achieve the recycling and waste management goals of the CALGreen code.
		CalRecycle Mandatory Commercial Recycling	
		Mandatory Commercial Organics Recycling	
		AB 341 Statewide 75 Percent Goal	
Forests	**Sustainable Forests**	Cap and Trade Offset Projects	**Not applicable.** The project site is in an area designated for urban uses and would not be a candidate for a Cap and Trade Forestry Offset project.
High Global Warming Potential	**High Global Warming Potential Gases**	ARB Refrigerant Management Program CCR 95380	**Not applicable.** The Refrigerant Management Program applies to refrigeration systems with 50 pounds or more of refrigerants. The project would not include use of such refrigeration systems.

Table 11 (cont.): Consistency with Scoping Plan Reduction Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Agriculture	**Agriculture**	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable.** The existing and temporary sites are within an industrial area. No grazing, feedlot, or other agricultural activities that generate manure currently exist on either site are proposed.
Source of ARB Scoping Plan Reduction Measure: California Air Resources Board 2008. Source of Project Consistency or Applicability: FirstCarbon Solutions.			

In summary, the project is consistent with project-level strategies identified by the ARB's Scoping Plan and the SMAQMD GHG emission guidelines. Furthermore, the project is a materials recovery and recycling facility, which would promote the recycling and waste management goals of the Scoping Plan. Therefore, the project does not conflict with any plans to reduce GHG emissions. Impacts would be less than significant.

Mitigation Measures

Existing and Temporary Sites

None.

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

Environmental Evaluation

This analysis is based, in part, on the Phase I and Phase II Environmental Site Assessments (ESAs), dated December 2007 and May 2017, respectively, and included in Appendix E. The analysis is also based on the Remedial Alternative Evaluation Report, dated September 2017 (Appendix D). The Phase I and II ESAs and the Remedial Alternative Evaluation Report were prepared by Youngdahl Consulting Group, Inc. An updated search of the State Water Resource Control Board's GeoTracker® and the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List) was conducted to update information on potentially hazardous surrounding sites as indicated in the Phase I ESA. No sites within El Dorado County were identified in the Cortese List. GeoTracker® identified two additional records not listed in the Phase I ESA.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Existing Site

Less than significant impact. Construction of the project would involve the transport and handling of hazardous substances such as diesel fuels, lubricants, solvents, asphalt, and waste. Handling and transport of these materials could result in the exposure of workers to hazardous materials. However, the project would not create a significant hazard to the public or the environment, because project construction would comply with applicable federal, state, and local laws pertaining to the safe handling and transport of hazardous materials.

The MRF is a permitted solid waste facility (#09-AA-0004). Under its Solid Waste Facilities Permit, the MRF is permitted to accept household hazard waste. Household hazardous waste typically includes paint, solvents, cleaners, insecticides, herbicides, rodenticides, propane tanks, fluorescent bulbs and tubes and small batteries. The MRF also accepts hazardous waste from CESQGs. The Solid Waste Facilities Permit specifically prohibits the acceptance of any other hazardous, radioactive, medical, liquid, designated, or other wastes requiring special treatment or handling. The permit also prohibits open burning. The MRF handles permitted hazardous waste in abidance with the Resource Conservation and Recovery Act of 1976 (RCRA), Hazardous Materials Transportation Act, and the California Health and Safety Code (HSC).

Consistent with existing uses, the MRF would continue to receive, store, and transfer HHW consistent with applicable regulations. The project would provide renovated and relocated on-site collection and storage areas, but would not change the type of hazardous wastes accepted or permitted volume. Operational procedures would continue to use small quantities of common cleaners, lubricants, and similar products. The proposed updated facilities would better serve the acceptance and storage of allowable hazardous waste. As such, the proposed renovation would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Temporary Site

Less than significant impact. As with the proposed MRF, construction on the temporary site would involve the transport and handling of hazardous substances such as diesel fuels, lubricants, solvents, asphalt, and waste. The project would not create a significant hazard to the public or the environment, because project construction would comply with applicable federal, state, and local laws pertaining to the safe handling and transport of hazardous materials. Project operations would occur under a separate solid waste facility permit for the acceptance of greenwaste and C&D debris, which are not typically hazardous. No other materials, including other hazardous materials, would be accepted. All materials accepted would be handled in accordance with the facility permit and in abidance with the RCRA, Hazardous Materials Transportation Act (HMTA), and the HSC, as applicable. Therefore, impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Existing Site

Less than significant impact. Construction of the project would involve the transport and handling of hazardous substances such as diesel fuels, lubricants, solvents, asphalt, and waste. However, the project would comply with applicable federal, state, and local laws pertaining to the safe handling and transport of hazardous materials during construction.

As previously indicated, the MRF handles permitted hazardous waste in abidance with applicable regulations including the RCRA, HMTA, and the HSC. Existing HHW acceptance, storage, and transfer would not change as a result of this project. Compliance with applicable rules and regulations would ensure impacts related to accidental release of hazardous materials into the environment would be less than significant.

Temporary Site

Less than significant impact. Construction of the project would involve the transport and handling of hazardous substances such as diesel fuels, lubricants, solvents, asphalt, and waste. The project would comply with applicable federal, state, and local laws pertaining to the safe handling and transport of hazardous materials during construction. As noted in checklist question 8a), project operations would accept only greenwaste and C&D debris that are not typically hazardous. Project impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Existing Site

No impact. There are no schools located within a 0.25-mile radius of the project site. The nearest school to the project site is Independence High School, located approximately 0.38 mile southwest of the project site. This distance precludes the possibility of activities associated with the project

exposing schools within a 0.25-mile radius of the project site to hazardous materials. Furthermore, the project would not change the amount or types of hazardous waste accepted, stored, and transferred. No impacts would occur.

Temporary Site

No impact. There are no schools located within a 0.25-mile radius of the project site. The nearest school to the project site is Valley View Charter Montessori, located approximately 1.61 miles northeast of the project site. This distance precludes the possibility of activities associated with the project exposing schools within a 0.25-mile radius of the project site to hazardous materials. Furthermore, no hazardous materials would be accepted at the temporary site. No impacts would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Existing Site

Less than significant impact with mitigation incorporated. Based on observations made during a site visit, review of aerial photographs, interviews with knowledgeable persons, including Waste Connections personnel, and a search of hazardous material site databases, the Phase I ESA concluded that no evidence of recognized environmental conditions occurs on the project site.

As a part of the Phase I ESA, Youngdahl employed Environmental Data Resources, Inc. (EDR) to conduct a commercial database search of federal, Tribal, state and local regulatory lists to assess whether documented environmental conditions exist within the project site. The project site was identified in EDR's report as a solid waste transfer/processing facility handling construction/ demolition, inert, metals, and wood waste. This is consistent with existing and proposed continued MRF operations. The Phase I ESA identified the MRF as having a minor threat to water quality related to stormwater runoff. Stormwater runoff at the project site is closely monitored to ensure pollutants are minimized and stormwater runoff meets acceptable conditions. Implementation of the project would renovate the existing facility, placing all operations either within buildings or under canopy cover, with the direct result of reducing stormwater runoff contact with materials, thereby reducing potential for water quality impacts. As such, a function of the project is to further reduce the potential for hazardous impacts related to water quality.

Sites within the project vicinity that are included on regulatory lists are shown on Table 12.

Table 12: Sites on Regulatory Lists

Site	Location	Database
El Dorado Disposal Service, Inc.	3940 Highway 49	CERCLIS-NFFAP, SWRCY, HIST UST, SWEEPS UST
D.M. and Patricia Gustafson	3655 Chuckwagon	Cortese

Table 12 (cont.): Sites on Regulatory Lists

Site	Location	Database
Sierra Door	4415 Missouri Flat Road	Cortese, LUST
Former Service Station	493 Main Street	Cortese, LUST
Teters Auto Wreckers	4487 Missouri Flat Road	Envirostor
Source: Youngdahl, 2007		

The Phase I ESA concluded that none of the surrounding listed sites have the potential to impact the project site because of distance, elevation difference, and groundwater flow direction. No additional investigation was recommended for the project site; however, since portions of the project site were formerly part of a lime processing facility, the Phase I ESA recommended that during construction activities, the site be observed for the potential indication of hazardous materials release or disposal areas.

Because of the age of the Phase I ESA, GeoTracker® was searched for any updated site listings. As indicated by GeoTracker®, the Lindeman Property, located directly north of the project site, is listed as a Cleanup Program Site under an open site assessment status. In 2014, an El Dorado County Grand Jury Report was prepared addressing the spread of toxic pollution on the Lindeman Property because of illegal grading. Lime discharge from the Lindeman Property has been previously documented by CDFW. The Grand Jury Report found that unpermitted grading on the Lindeman Property spread toxic limestone waste over the site causing dangerously high levels of pH in surrounding tributaries leading to Webber Creek. Stormwater flows form the Lindeman Property flow to the north and northwest, and therefore do not impact the project site.

Similar to the Lindeman Property, and identified by the Phase I ESA, the MRF is located on a portion of the former lime processing facility. As indicated by GeoTracker®, the project site is listed as a Cleanup Program Site with an open status under site assessment. A Phase II ESA Work Plan and Phase II ESA Monitoring Well Installation and Sampling Report have been submitted to the CVRWQCB (Appendix E).

The Monitoring Well Installation and Sampling Report (Sampling Report) documents the installation and sampling of 12 groundwater monitoring wells at the site as identified in the Work Plan. Based on the Sampling Report and CVRWQCB's evaluation, the on-site west and south stormwater ponds are providing groundwater recharge in an area with elevated pH and therefore may affect groundwater pH levels. Monitoring reports have also indicated elevated pH levels. As such, CVRWQCB requested the preparation of a remediation alternatives analysis. The Remedial Alternative Evaluation Report indicated that partial source removal with excavation/treatment and source isolation of the lime deposits would reduce adverse impacts to groundwater resources. MM HYD-1 requires the implementation of the remediation, as approved by the CVRWQC, to reduce impacts to groundwater.

In addition, in accordance with the NPDES, the project applicant would be required to implement a SWPPP during construction activities to prevent contaminated runoff from leaving the project site, including stormwater that may have an elevated pH as a result of contact with lime deposits.

Furthermore, while the former lime processing plant is no longer located on the project site, soil disturbance at its former location may encounter previously unknown hazardous materials or disposal areas. Inadvertent exposure of hazardous materials, disposal areas, or contaminated soils may cause harmful effects to construction workers and others in the project vicinity. MM HAZ-1 would require monitoring to take place during any soil-disturbing activities. With the implementation of MM HAZ-1, the project would not create a significant hazard to the public or the environment.

Temporary Site

Less than significant impact with mitigation incorporated. A search of the GeoTracker® database indicated the presence of one hazardous material site—the former Wetsel-Oviatt Sawmill at 2000 Wetsel-Oviatt Road. The 255-acre site was formerly used for lumber operations. The site was undeveloped, vegetated land used for cattle grazing until 1955, when a veneer plant was constructed. The sawmill started operation at the site on June 20, 1973 and continued operations until the 1980s. Potential contaminants of concern include diesel, gasoline, other chlorinated hydrocarbons, other metal, other solvent or non-petroleum hydrocarbon, and polychlorinated biphenyls (PCBs). GeoTracker® indicates that the case for this site is open with assessment and interim remedial action taken in 2011. The temporary site would be located on a portion of the former sawmill site.

While the former sawmill is not present, soil disturbance at its former location may encounter previously unknown hazardous materials or disposal areas. Inadvertent exposure of hazardous materials, disposal areas, or contaminated soils may cause harmful effects to construction workers and others in the project vicinity. MM HAZ-1 would require monitoring to take place during any soil-disturbing activities. With the implementation of MM HAZ-1, implementation of the project would not create a significant hazard to the public or the environment.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Existing Site

No impact. The nearest public airport to the existing site is Placerville Airport, located approximately 3.0 miles northeast of the project site. This distance precludes the possibility of the project exposing persons working in the project vicinity to aviation hazards associated with public airports. No impacts would occur.

Temporary Site

No impact. The nearest public or public use airports to the temporary site are the Mather Airport and Cameron Park Airport, located approximately 12 miles southwest and 6.5 miles northeast of the

temporary site, respectively. These distances preclude the possibility of the project exposing persons working in the project vicinity to aviation hazards associated with public airports. No impacts would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Existing Site

No impact. Perryman Airport is the nearest private airstrip to the existing site, located 4.5 miles to the east. This distance precludes the possibility of the project exposing persons working in the project vicinity to aviation hazards associated with private airports. No impacts would occur.

Temporary Site

No impact. The temporary site is not in the vicinity of a private airstrip. Therefore, the project would not expose persons working in the project area to aviation hazards associated with private airstrips. No impacts would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Existing Site

No impact. The Public Health, Safety, and Noise Element of the El Dorado County General Plan recognizes and responds to public health, safety and noise risks that could cause exposure to residents of El Dorado County. Implementation of county and state emergency response and mutual aid plans enable the community to avert or minimize impacts to the extent practical and feasible and allow restoration of the County in a timely manner after an emergency. Specifically, the El Dorado County Multi-Jurisdiction Hazard Mitigation Plan (Hazard Mitigation Plan) is the applicable plan during an emergency.

Construction of the project and continued operation of the MRF would adhere to the Hazard Mitigation Plan and would not affect the provision of emergency services or area evacuation in the event of a major emergency. No impacts would occur.

Temporary Site

No impact. The temporary site is located in a remote and relatively unpopulated portion of the County. Construction and operation of the temporary facility would not affect the provision of emergency services or area evacuation in the event of a major emergency. No impacts would occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Existing Site

Less than significant impact. The project site is surrounded by industrial, rural residences, and undeveloped land. According to the El Dorado County General Plan, the project site is located in a moderate fire hazard area.

The project site, both currently and after project construction, consists primarily of concrete structures and paving materials, which are not associated with the generation or spread of wildland fire. The project would include the installation of fire suppression systems (e.g., fire hydrants, fire sprinklers, smoke detectors). These systems would be designed in accordance with the latest requirements of the California Fire Code and would provide fire suppression to the project site.

Project design would include emergency fire access routes and on-site hydrants. The proposed structures would be reviewed by the Diamond Springs-El Dorado Fire Protection District (District) to ensure that the design meets the District's standards, including those for building materials, sprinklers, internal firewalls and access for emergency vehicles. For these reasons, implementation of the project would not expose persons or structures to wildland fire risks. Impacts would be less than significant.

Temporary Site

Less than significant impact. The temporary site has limited development and is surrounded industrial uses and undeveloped land. According to the El Dorado County General Plan, the temporary site is located in a moderate fire hazard area, and the proposed facility would accept green/wood waste, which is potentially flammable.

The temporary site has access to an existing fire hydrant that can be used for fire suppression. Fire extinguishers would be placed throughout the facility, and all rolling equipment would have fire extinguishers. The project applicant has prepared a Fire Prevention, Control, and Mitigation Plan that provides general guidelines to be followed to prevent, resolve, or mitigate unusual but foreseeable fire-related situations at the site. The plan includes compliance with the El Dorado County Fire Safe Regulations, Title 14, and with California Code of Regulations, Title 14, Section 18223 that regulates medium-volume C&D wood debris chipping and grinding facilities. Compliance with the Fire Prevention, Control, and Mitigation Plan, along with availability of a hydrant and extinguishers, would ensure that impacts associated with wildfires would be less than significant.

Mitigation Measures

Existing and Temporary Sites

MM HAZ-1 A qualified environmental professional shall provide on-site monitoring of soil disturbance activities to observe for the potential indication of hazardous materials releases, disposal areas or contaminated soils. If the environmental professional

identifies environmental conditions that require remediation or require further investigation, construction activities shall cease to allow the project applicant to prepare and submit a site remediation permit application and draft work plan to the El Dorado County Department of Environmental Management.

Monitoring Requirement: To document the implementation of the prescribed mitigation measure, the contracted environmental professional must provide a memorandum of observations to the El Dorado County Department of Environmental Management.

Monitoring Responsibility: El Dorado County Department of Environmental Management.

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

Environmental Evaluation

This analysis is based on the Preliminary Drainage Report, dated October 18, 2017, prepared by CTA, Inc. (Appendix F). This analysis is also based, in part, on the Phase I and Phase II Environmental Site Assessments (ESAs), dated December 2007 and May 2017, respectively, and included in Appendix E. The analysis is also based on the Remedial Alternative Evaluation Report, dated September 2017 (Appendix D). The Phase I and II ESAs and the Remedial Alternative Evaluation Report were prepared by Youngdahl Consulting Group, Inc.

Regulatory Setting

Federal Laws, Regulations, and Policies

Clean Water Act

The Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The key sections pertaining to water quality regulation for the proposed project are CWA Section 303 and Section 402.

Section 303(d)—Listing of Impaired Water Bodies

Under CWA Section 303(d), states are required to identify "impaired water bodies" (those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for the development of control plans to improve water quality. The EPA then approves the State's recommended list of impaired waters or adds and/or removes waterbodies.

Section 402—National Pollutant Discharge Elimination System Permits for Stormwater Discharge

CWA Section 402 regulates construction-related stormwater discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES), which is officially administered by EPA. In California, EPA has delegated its authority to the SWRCB, which in turn delegates implementation responsibility to the nine RWQCBs, as discussed below in reference to the Porter-Cologne Water Quality Control Act.

The NPDES program provides for both general (those that cover a number of similar or related activities) and individual (activity- or project-specific) permits.

General Permit for Construction Activities

Most construction projects that disturb 1.0 or more acre of land are required to obtain coverage under SWRCB's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). The General Permit requires that the applicant file a public notice of intent to discharge stormwater and prepare and implement a SWPPP. A SWPPP must include a site map and a description of the proposed construction activities, demonstrate compliance with relevant local ordinances and regulations, and present a list of BMPs that would be implemented to prevent soil erosion and protect against discharge of sediment and other construction-related pollutants to surface waters. Permittees are further required to monitor construction activities and report

compliance to ensure that BMPs are correctly implemented and are effective in controlling the discharge of construction-related pollutants.

Industrial Stormwater Permitting Program

The Federal Clean Water Act (CWA)[7] prohibits discharges from point sources to waters of the United States, unless the discharges comply with an NPDES permit (CWA section 301[a]). Industrial stormwater discharges are regulated pursuant to CWA section 402(p)(3)(A). This provision requires NPDES permits for industrial stormwater discharges to implement CWA section 301, which includes requirements for dischargers to comply with technology-based effluent limitations and any more stringent water quality-based limitations necessary to meet water quality standards. Technology-based effluent limitations applicable to industrial activities are based on best conventional pollutant control technology for conventional pollutants, and best available technology economically achievable for toxic and non-conventional pollutants (CWA section 301[b][1][A] and [2][A]). To ensure compliance with water quality standards, NPDES permits may also require a discharger to implement BMPs. 40 Code of Federal Regulations section 122.44(k)(4) requires the use of BMPs to control or abate the discharge of pollutants when numeric effluent limitations (NELs) are infeasible (SWRCB 2015).

This General Permit requires dischargers to:

- Eliminate unauthorized non-stormwater discharges (NSWDs);
- Develop and implement Storm Water Pollution Prevention Plans (SWPPPs) that include BMPs;
- Implement minimum BMPs, and advanced BMPs as necessary, to achieve compliance with the effluent and receiving water limitations of this General Permit;
- Conduct monitoring, including visual observations and analytical stormwater monitoring for indicator parameters;
- Compare monitoring results for monitored parameters to applicable numeric action levels (NALs) derived from the U.S. EPA 2008 Multi-Sector General Permit for Storm Water Discharges Associated with Industrial Activity (2008 MSGP) and other industrial stormwater discharge monitoring data collected in California;
- Perform the appropriate Exceedance Response Actions (ERAs) when there are exceedances of the NALs; and,
- Certify and submit all permit-related compliance documents via the Storm Water Multiple Application and Report Tracking System (SMARTS). Dischargers shall certify and submit these documents which include, but are not limited to, Permit Registration Documents (PRDs) including Notices of Intent (NOIs), No Exposure Certifications (NECs), and SWPPPs, as well as Annual Reports, Notices of Termination (NOTs), Level 1 ERA Reports, and Level 2 ERA Technical Reports.

[7] Federal Water Pollution Control Act of 1970 (also referred to as the Clean Water Act or CWA), 33 U.S.C § 1201, et seq. All further statutory references herein are to the CWA unless otherwise indicated.

Municipal Stormwater Permitting Program

The SWRCB regulates stormwater discharges from municipal separate storm sewer systems (MS4s) through its Municipal Storm Water Permitting Program (SWRCB 2013). Permits are issued under two phases depending on the size of the urbanized area/municipality. Phase I MS4 permits are issued for medium municipalities (population between 100,000 and 250,000 people) and large municipalities (population of 250,000 or more people), and are often issued to a group of co-permittees within a metropolitan area. Phase I permits have been issued since 1990. Beginning in 2003, the SWRCB began issuing Phase II MS4 permits for smaller municipalities (population less than 100,000).

El Dorado County is covered under two SWRCB Regional Boards. The West Slope Phase II Municipal Separate Storm Sewer Systems (MS4) NPDES Permit is administered by the Central Valley RWQCB (Region Five). The Lake Tahoe Phase I MS4 NPDES Permit is administered by the Lahontan RWQCB (Region Six). The current West Slope MS4 NPDES Permit was adopted by the SWRCB on February 5, 2013. The Permit became effective on July 1, 2013 for a term of 5 years and focuses on the enhancement of surface water quality within high priority urbanized areas. The current Lake Tahoe MS4 NPDES Permit was adopted and took effect on December 6, 2011 for a term of 5 years. The Permit incorporated the Lake Tahoe Total Maximum Daily Load (TMDL) and the Lake Clarity Crediting Program (LCCP) to account for the reduction of fine sediment particles and nutrients discharged to Lake Tahoe.

On May 19, 2015, the El Dorado County Board of Supervisors formally adopted revisions to the Storm Water Quality Ordinance (Ordinance 4992). Previously applicable only to the Lake Tahoe Basin, the ordinance establishes legal authority for the entire unincorporated portion of the County. The purpose of the ordinance is to (1) protect health, safety, and general welfare, (2) enhance and protect the quality of Waters of the State by reducing pollutants in stormwater discharges to the maximum extent practicable and controlling non-stormwater discharges to the storm drain system, and (3) cause the use of BMPs to reduce the adverse effects of polluted runoff discharges on Waters of the State (El Dorado County 2018).

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities complying with FEMA regulations that limit development in floodplains. The NFIP regulations permit development within special flood hazard zones provided that residential structures are raised above the base flood elevation of a 100-year flood event. Non-residential structures are required either to provide flood proofing construction techniques for that portion of structures below the 100-year flood elevation or to elevate above the 100-year flood elevation. The regulations also apply to substantial improvements of existing structures.

State Laws, Regulations, and Policies

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (known as the Porter-Cologne Act), passed in 1969, dovetails with the CWA (see discussion of the CWA above). It established the SWRCB and divided the State into nine regions, each overseen by an RWQCB. SWRCB is the primary state agency

responsible for protecting the quality of the State's surface water and groundwater supplies; however, much of the SWRCB's daily implementation authority is delegated to the nine RWQCBs, which are responsible for implementing CWA Sections 401, 402, and 303[d]. In general, SWRCB manages water rights and regulates statewide water quality, whereas RWQCBs focus on water quality within their respective regions.

The Porter-Cologne Act requires RWQCBs to develop water quality control plans (also known as basin plans) that designate beneficial uses of California's major surface-water bodies and groundwater basins and establish specific narrative and numerical water quality objectives for those waters. Beneficial uses represent the services and qualities of a waterbody (i.e., the reasons that the waterbody is considered valuable). Water quality objectives reflect the standards necessary to protect and support those beneficial uses. Basin plan standards are primarily implemented by regulating waste discharges so that water quality objectives are met. Under the Porter-Cologne Act, basin plans must be updated every 3 years.

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Existing Site

Less than significant impact with mitigation incorporated. The existing site operates under an existing SWPPP and would continue to do so during and after project implementation. The SWPPP is consistent with the requirements of the NPDES General Permit for Stormwater Discharges Associated with Industrial Discharges (General Permit) NPDES No. CAS000001.

The project's grading, encroachment, and improvement plans would be prepared and designed to meet the County of El Dorado Grading, Erosion, and Sediment Control Ordinance (No. 4949). These standards require that erosion and sediment control be incorporated into the design of the project. Project-related construction activities would also be required to adhere to the El Dorado County Grading, Erosion Control and Sediment Ordinance, which would require the implementation and execution of BMPs to minimize degradation of water quality during construction.

According to the CVRWQCB letter, a Remedial Alternative Evaluation was conducted for the site. The Remedial Alternative Evaluation Report found that the preferred alternative of partial source removal with excavation/treatment and source isolation of the lime deposits would reduce adverse impacts to groundwater resources, as it would reduce pH in local groundwater to levels consistent with CVRWQCB water quality goals. In addition, the Phase II ESA and the Remedial Alternative Evaluation Report outline BMPs for the project to reduce future impacts to groundwater. As such, with the implementation of MM HYD-1, the project would have a less than significant impact.

Temporary Site

Less than significant impact. The temporary facility would be located on a previously disturbed area with slopes generally flatter than 5 percent and draining to the southwest. Ditches and berms exist on-site that direct some run-on stormwater around the site and into an existing stormwater basin.

Minor grading and culvert installation would occur to create drainage swales to route all stormwater run-on around the facility. Stormwater runoff would be directed into a proposed stormwater basin. Implementation of this stormwater infrastructure would reduce any potential impacts to water quality. In addition, and similar to the existing site, the temporary site would be subject to the County of El Dorado Grading, Erosion, and Sediment Control Ordinance and would be required to implement a SWPPP in accordance with the NPDES. As such, impacts would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?

Existing Site

Less than significant impact. Potable water in the project area is provided by the EID via 10-inch and 6-inch waterlines entering the project site at the northeast corner (to the southeast of the gate house) and the southwest corner (adjacent to the southwest stormwater pond) EID. As a local water provider, the EID does not utilize groundwater supplies, thereby precluding impacts from the use of groundwater.

On-site soil remediation efforts may include capping of the soils that would impede groundwater percolation. However, the project site is not a significant groundwater recharge area and capping of the remediated soils would reduce high groundwater pH level. As such, impacts would be less than significant.

Temporary Site

No impact. The temporary site proposes to provide bottled water to employees and use reclaimed water for dust control and firefighting. No wells would be drilled and no groundwater would be used on-site. As such, no impacts would occur.

c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Existing Site

Less than significant impact. The project would increase the impervious area of the site by approximately 1.85 acres. However, as discussed in the Preliminary Drainage Report (Appendix F) no adverse increase in the overall runoff and flows are expected. The project would not alter the course of a stream or river and therefore would not result in substantial erosion or siltation on- or off-site. The project would be designed to meet the requirements of both El Dorado County and the State of California's MS4 permit as well as California's Industrial Discharges (General Permit) NPDES No. CAS000001. As such, impacts would be less than significant.

Temporary Site

Less than significant impact. As noted in Impact 9a) above, the temporary facility would be located on a previously disturbed area with slopes generally flatter than 5 percent with drainage to the southwest. Ditches and berms exist on-site that direct some run-on stormwater around the site and into an existing stormwater basin. Minor grading and culvert installation would occur to create drainage swales to route all stormwater run-on around the facility. Stormwater runoff would be directed into a proposed stormwater basin as shown in Exhibit 7. While the on-site drainage pattern would be altered, it would not be done in such a manner that substantial erosion or siltation would occur. As such, project impacts would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Existing Site

Less than significant impact. The project would increase the impervious area of the site by approximately 1.85 acres. However, as discussed above in checklist question 9c), no adverse increase in the overall runoff and flows are expected. The project would be designed to meet the requirements of both El Dorado County and the State of California's MS4 permit as well as the State's Industrial Discharges (General Permit) NPDES No. CAS000001. El Dorado County's drainage manual dictates that the post-development flow does not adversely impact downstream properties. The project would adhere to the drainage manual ensuring the project's post-development flow rate would match the pre-development flow rate. As such, impacts would be less than significant.

Temporary Site

Less than significant impact. The temporary facility would involve some paving, along with the installation of concrete pads, a temporary office, and other features that would nominally add to the impervious surface within the temporary site. Ditches and berms exist on-site that direct some run-on stormwater around the site and into an existing stormwater basin. Minor grading and culvert installation would occur to create drainage swales to route all stormwater run-on around the facility and stormwater runoff into a proposed stormwater basin. This would prevent on-site flooding and would confine runoff to the temporary site, thus avoiding off-site flooding. Project impacts would be less than significant.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Existing Site

Less than significant impact with mitigation incorporated. The project would increase the impervious area of the site by approximately 1.85 acres. However, as discussed above in checklist questions 9c) and 9d), no adverse increase in the overall runoff and flows are expected. Additionally, as discussed in checklist question 9a), implementation of MM HYD-1 would control potential sources of polluted runoff related to elevated pH levels in groundwater. As such, impacts would be less than significant.

Temporary Site

Less than significant impact. Construction on the temporary site would nominally increase the impervious area of the site. However, as discussed above in checklist question 9c) and 9d), no adverse increase in the overall runoff and flows are expected. The proposed stormwater basin would be properly sized to handle on-site flows and allow for sedimentation. As such, project impacts would be less than significant.

f) Otherwise substantially degrade water quality?

Existing Site

Less than significant impact with mitigation incorporated. As previously discussed under checklist questions 9a–e), impacts would be less than significant with the implementation of MM HYD-1.

Temporary Site

Less than significant impact. As previously discussed under checklist questions 9a–e), impacts would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Existing Site

No impact. Flood hazard areas identified on the FEMA Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). An SFHA is defined as the area that would be inundated by the flood event having a one (1) percent chance of being equaled or exceeded in any given year. The 1 percent annual chance flood is also referred to as the base flood or 100-year flood.

The existing site is in Zone X, pursuant to FEMA FIRM No. 06017C0775E. Zone X is an area with 0.2-percent-annual-chance (or 500-year) flood. No housing or permanent structures are proposed at the existing site. This precludes the possibility of housing being placed within a 100-year flood hazard area. No impacts would occur.

Temporary Site

No impact. The temporary site is in Zone X, pursuant FEMA FIRM No. 06017C0950E. No housing or permanent structures are proposed at the temporary site. This precludes the possibility of housing being placed within a 100-year flood hazard area. No impacts would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Existing Site

No impact. As previously addressed in checklist question 9g), the existing site is not located within the 100-year floodplain. Therefore, no impacts associated with placing structures within a 100-year flood hazard area would occur.

Temporary Site

No impact. As previously addressed in checklist question 9g), the temporary site is not located within the 100-year floodplain. No impacts would occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Existing Site

No impact. Per the El Dorado County General Plan, Appendix A—Dam Failure Inundation Zone Maps, the existing site is not located near a levee or dam inundation zone. As such, there would be no impact.

Temporary Site

No impact. Per the El Dorado County General Plan, Appendix A—Dam Failure Inundation Zone Maps, the temporary site is not located near a levee or dam inundation zone. As such, there would be no impact.

j) Inundation by seiche, tsunami, or mudflow?

Existing Site

No impact. A seiche is an earthquake or slide-induced wave that can be generated in an enclosed body of water. There is no enclosed body of water in the project vicinity capable of producing a significant seiche.

Tsunamis generally affect coastal communities and low-lying (low-elevation) river valleys in the vicinity of the coast. According to the California Geological Survey Tsunami Inundation Maps, the project site is not located within a tsunami inundation area.

Potential risk from mudflow (mudslide, debris flow) does not exist within the project area, as steep slopes are not located on or in proximity to the project site. Moderate slopes are located in the project vicinity, but are not large enough to produce a significant mudflow.

Therefore, project implementation would not expose people or structures to potential hazards from inundation by seiche, tsunami, or mudflow. No impacts would occur.

Temporary Site

No impact. The temporary site is not near a water body and thus cannot be threatened by seiches or tsunamis. As noted under checklist question 6a.iv), the facility is located more than 500 feet from the toe of the slope of the adjacent hill and is not anticipated to be subject to landsliding, toppling, or mudflows from the hill. No impacts would occur.

Mitigation Measures

Existing Site

MM HYD-1 The project applicant shall incorporate into project plans and implement the remedial actions for the removal, excavation, treatment, and/or source isolation of lime deposits beneath disturbed portions of the project site consistent with the final remedial action plan approved by the CVRWQCB.

Temporary Site

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
10. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Physically divide an established community?

Existing Site

No impact. The existing site is a renovation of an existing MRF, with surrounding industrial uses to the east, undeveloped land to the north, commercial uses to the west, and residential uses to the south. The project would not divide an established community. No impacts would occur.

Temporary Site

No impact. The temporary site is situated within an industrial area located in a remote area of western El Dorado County consisting mainly of undeveloped area with few residences. The project would not divide an established community. No impacts would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Existing Site

Less than significant impact. The existing site is designated as Industrial (I) by the County of El Dorado's General Plan and is zoned "IL—Light Industrial" by the County of El Dorado Zoning Ordinance. The existing site consists of an existing MRF, which is an allowed land use within an industrially zoned parcel, subject to a Conditional Use Permit and a franchise agreement with the

County of El Dorado. The existing facility operates under Special Use Permit No. S94-0008 and SWFP No. 09-AA-0004. As part of the project, a revised Conditional Use Permit would be completed; however, no change to the overall daily permitted volume of waste material processed would occur. Because the project would not significantly change on-site operations (other than reconfiguration) and would submit an updated Conditional Use Permit, the project would continue to be consistent with the Industrial land use and zoning designations. As such, the project would not conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

Temporary Site

Less than significant impact. The temporary site is zoned "IL—Light Industrial" by the County of El Dorado Zoning Ordinance. The proposed temporary facility is an allowed land use within an industrially zoned parcel, subject to a Conditional Use Permit. As a temporary use, the facility is not expected to have a permanent impact on the local environment. As such, the project would not conflict with any plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

Existing Site

No impact. The existing site is not located within an existing habitat conservation plan or natural communities conservation plan. This condition precludes the possibility of the project conflicting with the provisions of such a plan. No impact would occur.

Temporary Site

No impact. The temporary site is not located within an existing habitat conservation plan or natural communities conservation plan. This condition precludes the possibility of the project conflicting with the provisions of such a plan. No impact would occur.

Mitigation Measures

Existing and Temporary Sites

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
11. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Existing Site

No impact. Figure CO-1 of the El Dorado County General Plan indicates the existing site is not located within an important Mineral Resource Area. The existing site does not contain any existing mineral extraction activities, but it was formerly used as a lime processing plant. Lime materials were transported to the site for processing and were not mined on-site. No impacts would occur.

Temporary Site

No impact. Figure CO-1 of the El Dorado County General Plan indicates the temporary site is not located within an important Mineral Resource Area. The site does not contain any existing mineral extraction activities. No impacts would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Existing Site

No impact. The existing site contains an existing MRF and lies outside the Important Mineral Resource Areas as delineated in the County of El Dorado's General Plan. No impacts would occur.

Temporary Site

No impact. The temporary site lies outside the Important Mineral Resource Areas as delineated in the County of El Dorado's General Plan. No impacts would occur.

Mitigation Measures

Existing and Temporary Sites

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
12. Noise *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Evaluation

Characteristics of Noise and Vibration

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the dB. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments. While a change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to the sensitivity of humans, it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for a number of various sound level metrics, including the day/night sound level (L_{dn}) and the Community Noise Equivalent Level (CNEL), both of which represent how humans are more sensitive to sound at night. In addition, the equivalent continuous sound level (L_{eq}) is the average sound energy of time-varying noise over a sample period and the L_{max} is the maximum instantaneous noise level occurring over a sample period.

Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings. When assessing annoyance from groundborne noise, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 micro-inch per second. To distinguish vibration levels from noise levels, the unit is written as "VdB." Human perception to vibration starts at levels as low as 67 VdB and sometimes lower. Annoyance due to vibration in residential settings starts at approximately 70 VdB. Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). Typical vibration source levels from construction equipment are shown in Table 13.

Table 13: Vibration Levels of Construction Equipment

Construction Equipment	PPV at 25 Feet (inches/second)	RMS Velocity in Decibels (VdB) at 25 Feet
Water Trucks	0.001	57
Scraper	0.002	58
Bulldozer—small	0.003	58
Jackhammer	0.035	79
Concrete Mixer	0.046	81
Concrete Pump	0.046	81
Paver	0.046	81
Pickup Truck	0.046	81
Auger Drill Rig	0.051	82
Backhoe	0.051	82
Crane (Mobile)	0.051	82
Excavator	0.051	82
Grader	0.051	82
Loader	0.051	82
Loaded Trucks	0.076	86

Table 13 (cont.): Vibration Levels of Construction Equipment

Construction Equipment	PPV at 25 Feet (inches/second)	RMS Velocity in Decibels (VdB) at 25 Feet
Bulldozer—Large	0.089	87
Caisson drilling	0.089	87
Vibratory Roller (small)	0.101	88
Compactor	0.138	90
Clam shovel drop	0.202	94
Vibratory Roller (large)	0.210	94
Pile Driver (impact-typical)	0.644	104
Pile Driver (impact-upper range)	1.518	112
Source: Compilation of scientific and academic literature, generated by Federal Transit Administration (FTA) and Federal Highway Administration.		

Propagation of vibration through soil can be calculated using the vibration reference equation of:

$$PPV = PPV_{ref} * (25/D)^n \text{ (in/sec)}$$

Where:

PPV_{ref} = reference measurement at 25 feet from vibration source
D = distance from equipment to receptor
n = vibration attenuation rate through ground

According to Chapter 12 of the FTA Transit Noise and Vibration Impact Assessment manual (2006), an "n" value of 1.5 is recommended to calculate vibration propagation through typical soil conditions.

The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment document (FTA 2006). The FTA guidelines include thresholds for construction vibration impacts for various structural categories as shown in Table 14.

Table 14: Federal Transit Administration Construction Vibration Impact Criteria

Building Category	PPV (in/sec)	Approximate VdB
I. Reinforced—Concrete, Steel or Timber (no plaster)	0.5	102
II. Engineered Concrete and Masonry (no plaster)	0.3	98
III. Non Engineer Timber and Masonry Buildings	0.2	94
IV. Buildings Extremely Susceptible to Vibration Damage	0.12	90
Source: FTA 2006.		

Existing Noise Conditions—Existing Site

An ambient noise monitoring effort was conducted on January 14, 2016 from 12:13 p.m. to 12:28 p.m. This noise measurement was taken during daytime peak noise hours. The noise measurement data sheet is provided in Appendix G of this document. The noise measurement was taken near the southern boundary of the project site near the closest off-site residential land uses. The noise monitoring location was selected in order to document existing daytime ambient noise levels on the project site.

The average hourly ambient noise levels were measured to be 65.3 dBA L_{eq}, with a maximum reading of 65.6 dBA L_{max} and a minimum reading of 65.1 dBA L_{min}. At the start of the noise monitoring, winds were calm with speeds averaging 0.9 miles per hour (mph). The temperature during the noise measurements was 51.8 degrees Fahrenheit. The primary noise sources were front-end loaders, truck movements, forklifts, and moving containers on the site.

Existing Noise Conditions—Temporary Site

The temporary site is located within an existing industrial area and consists primarily of disturbed ground that has been cleared by previous on-site activities. The temporary site is accessed via an existing paved road extending from the terminus of Wetsel-Oviatt Road by way of Latrobe Road. The nearest residence is an isolated farmhouse approximately 0.85 mile to the northwest on Payen Road. The nearest residential subdivision is 1.1 miles to the northeast in the vicinity of Royal Oaks Drive. The temporary site is obscured from the residential areas by a hill and is not generally visible from public roads.

The temporary site is currently vacant. Dominant noise sources in the vicinity is the operation of vehicles at the adjacent industrial area as well as noise from the adjacent railroad line located immediately west of the site.

Regulatory Framework

Local Regulations

Both project sites are located in unincorporated El Dorado County, California. The County addresses noise in the policies and regulations of the Public Health, Safety, and Noise Element of its General Plan (El Dorado County General Plan, Amended December 2015) and in the ordinances of the County's Code of Ordinances (El Dorado County Ordinance Code 2018). These policies and regulations are summarized below.

Table 15 summarizes the County's noise level performance standards for noise-sensitive land uses affected by non-transportation sources (other than construction noise). These non-transportation noise standards would apply to the project's day-to-day operations excluding project mobile noise sources. In community areas, the County's standard for non-transportation noise sources from 7:00 a.m. to 7:00 p.m. is 55 dBA hourly L_{eq} and a maximum level of 70 dBA. In the evening from 7:00 p.m. to 10:00 p.m. the hourly L_{eq} standard is 50 dBA and the maximum level standard is 60 dBA. At night from 10:00 p.m. to 7:00 a.m., the standard allows an hourly L_{eq} of 45 dBA with a maximum level of 55 dBA.

According to General Plan Policy 6.5.1.13, in areas where existing noise levels do not exceed the noise performance standards shown in Table 15, an increase in ambient noise levels from new non-transportation noise sources of greater than 5 dBA shall be considered significant. In areas where existing noise levels are not in accordance with the noise performance standards shown in Table 15, implementation of new development would result in a significant impact if it would result in an increase in ambient noise levels from new non-transportation noise sources of greater than 3 dBA.

Table 16 summarizes the County's noise level performance standards for construction noise affecting noise-sensitive land uses in community regions and adopted plan areas. However, General Plan Policy 6.5.1.11 details that the noise level performance standards shown in Table 16 shall not apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 5:00 p.m. on weekends and federally recognized holidays. However, if construction activities were to occur outside these listed hours, the project would have to comply with the noise performance standards shown in Table 16. Ordinance Code Sec. 130.37.060.C further specifies that exceptions to the evening and night time construction noise standards or other temporary exceedances of noise standards shall be permitted as approved by the Director, where necessary, to alleviate traffic congestion and safety hazards, or where authorized by an approved permit.

Table 15: Noise Level Performance Standards for Noise-sensitive Land Uses Affected by Non-Transportation Sources

Noise Level Descriptor	Daytime 7 a.m. to 7 p.m.	Evening 7 p.m. to 10 p.m.	Night 10 p.m. to 7 a.m.
Noise Level Descriptor	Community[1]	Community	Community
Hourly L_{eq}, dB	55	50	45
Maximum level, dB	70	60	55

Note:
[1] In Community areas the exterior noise level standard shall be applied to the property line of the receiving property.
Source: El Dorado County General Plan, 2015. Table 6-2.

Table 16: Maximum Allowable Noise Exposure for Construction Noise Sources in Community Regions and Adopted Plan Areas

Land Use Designation	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
Higher-Density Residential	7 a.m. to 7 p.m. 7 p.m. to 10 p.m. 10 p.m. to 7 a.m.	55 50 45	75 65 60
Commercial and Public Facilities	7 a.m. to 7 p.m. 7 p.m. to 7 a.m.	70 65	90 75
Industrial	Anytime	80	90

Source: El Dorado County General Plan, 2015, Table 6-3.

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Existing Site

Short-term Construction Noise Impacts

Less than significant impact with mitigation incorporated. A significant impact would occur if demolition, site preparation, and construction activities occurred outside the County's stated daytime hours and produced noise levels in excess of the noise performance standards established in the General Plan and County Ordinance Code.

As discussed in the project description, the project would include soil remediation, demolition of existing structures, site improvements, and renovations of existing buildings, and construction of new buildings.

Two types of short-term noise impacts would occur during the construction phase involving demolition of existing structures, site preparation, and project construction. The first type would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site.

The transport of workers and construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the site. Because workers and construction equipment would use existing routes, noise from passing trucks would be similar to existing vehicle-generated noise on these local roadways. For this reason, short-term intermittent noise from trucks would be minor when averaged over a longer time period and would not be expected to exceed existing peak noise levels in the project vicinity. Therefore, short-term construction-related noise associated with worker and equipment transport to the proposed project site would result in a less than significant impact on receptors along the access routes leading to site.

The second type of short-term noise impact is related to noise generated during site-preparation, grading, and construction on-site. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on-site. Therefore, the noise levels vary as construction progresses. Despite the variety in the types and sizes of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings.

A characteristic of noise is that each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst case combined noise level during the loudest phase of construction, the site preparation phase, would be 90 dBA L_{max}, with worst-case hourly average noise levels of up to 86 dBA L_{eq} at a distance of 50 feet from an active construction area.

The closest noise-sensitive receptor is a residential area located approximately 130 feet to the south of the project site. At this distance the residential homes may be exposed to noise levels ranging up to 81.6 dBA L_{max} intermittently, with worst-case hourly average noise levels up to 77.7 dBA L_{eq} when multiple pieces of heavy construction operate simultaneously at the portion of the project site nearest this home. However, average daily construction noise levels would be much lower, as equipment would not all operate simultaneously at full power and the noise levels would be reduced by distance attenuation as the equipment operates at locations further into the project site.

The effect of these single-event noise exposure levels on longer-term (daily or weekly) ambient noise levels would be small. In addition, compliance with the County's permissible hours of noise producing construction activities would further reduce the potential for sleep disturbance or annoyance at the nearest off-site sensitive receptors. Therefore, implementation of the best management noise reduction techniques and practices as well as required compliance with the stated permissible hours of noise producing construction activities included in MM NOI-1 would reduce any potential construction-related noise impacts to less than significant.

Temporary Site

Short-term Construction Noise Impacts

Less than significant impact. Minor construction at the temporary site would consist of minor grading to construct a level pad and drainage swales, excavating a stormwater detention basin, construction of a temporary concrete pad, installation of temporary trailer/office, portable toilets, and temporary power, and paving portions of the site.

Similar to construction noise impacts analyzed for the project site, worst-case hourly average noise levels of up to 86 dBA L_{eq}, at a distance of 50 feet from active construction areas at the temporary site. The closest off-site receptor to the temporary site is an isolated farmhouse located approximately 0.85 mile to the northwest on Payen Road. The nearest residential subdivision is 1.1 miles to the northeast in the vicinity of Royal Oaks Drive. The temporary site is obscured from the residential areas by a hill and is not generally visible from public roads. With the noise shielding from intervening terrain, worst-case hourly average construction noise levels would attenuate to below 36 dBA L_{eq} at the nearest off-site receptor. This would not exceed any of the County's construction noise performance standards and the impact would be less than significant.

Existing Site

Long-term Operational Noise Impacts

Less than significant impact. The project would result in a significant impact if it created noise levels exceeding 55 dBA L_{eq} from 7:00 a.m. to 7:00 p.m., 50 dBA L_{eq} from 7:00 p.m. to 10:00 p.m., and 45

dBA L_{eq} from 10:00 p.m. to 7:00 a.m. daily as measured at a receiving noise-sensitive land use. An impact would also occur if the project created noise levels exceeding 75 dBA L_{max} from 7:00 a.m. to 7:00 p.m., 65 dBA L_{max} from 7:00 p.m. to 10:00 p.m., or 65 dBA L_{max} from 10:00 p.m. to 7:00 a.m. daily as measured at a receiving property within a Community Region.

Overall on-site operations would remain the same with implementation of the project and the project would continue to operate from 6:00 a.m. to 6:00 p.m., 7 days a week, consistent with the existing permit. However, the project would include the following new stationary noise sources: single-stream processing equipment and mechanical ventilation fans. Impacts from these new stationary noise sources are discussed separately below.

The proposed air ventilation fans would generate approximately 80 dBA L_{eq} at the outlet of the fan. At the time of this analysis, the exact location of these proposed fans has not been determined. However, the closest receptor would be located over 130 feet from the nearest building façade where these fans could be installed. At a distance of 130 feet, the noise level would attenuate to be below 48 dBA L_{eq}. Therefore, the closest residential receptor, located south of the project site, could experience new noise levels from facility operation ranging as high as 48 dBA L_{eq}. These noise levels are below the County's daytime and evening noise performance standard of 55 dBA L_{eq} from 7:00 a.m. to 7:00 p.m. and 50 dBA L_{eq} from 7:00 p.m. to 10:00 p.m. It is expected that operation of the ventilation fan would not occur before 7:00 a.m. or after 10:00 p.m. Therefore, noise impacts from operation of the new proposed ventilation fans would be less than significant.

The single-stream equipment would be located within the new Recycle Canopy structure and would be used to sort recyclables. A Terminator 6000s Low Speed Mobile Shredder CAT Tier 4 final diesel engine grinder would continue to be used on-site and located within the new Recycle Canopy structure. Though the grinding equipment is currently operating on-site, it has been included in this analysis because of the new operations proposed. This equipment produces similar noise levels to a Morbark Model 4600 XL Wood Hog 1050 HP Caterpillar C27 diesel engine grinder, which has documented noise levels that range from 60 dBA to 62 dBA at 300 feet when grinding a full load. Reference measured noise levels from operating the single-stream equipment (consisting of a ballistic separator and trammel screen) during material processing ranges up to approximately 56 dBA at 300 feet. The closest residential receptor to the proposed Recycle Canopy is located approximately 340 feet to the south. At this distance and assuming a direct line of sight (no shielding), noise levels from the combined operation of the grinder and the single-stream equipment is expected to range up to approximately 61 dBA. These noise levels would not exceed the County's maximum daytime noise level standard of 75 dBA L_{max}. It is assumed for purposes of this analysis that the grinder operations would occur only between the hours of 7:00 a.m. and 6:00 p.m. Therefore, if this machinery were operated for a cumulative of more than 60 minutes within any single 1-hour period, the resulting noise level would range up 59 dBA L_{eq}, which would exceed the County's daytime hourly average noise performance standard of 55 dBA L_{eq}. However, these noise levels would not exceed the existing average hourly ambient noise levels, which were documented to be 65.3 dBA L_{eq}. The resulting combined ambient noise level from project implementation would be 66.2 dBA L_{eq} (59 dBA + 65.3 dBA = 66.2 dBA). Thus, project implementation would result in only a

0.9 dBA increase in ambient noise levels as measured at the nearest off-site receptor compared with existing conditions without the project.

As stated in Policy 6.5.1.13 of the General Plan, in areas in which the existing ambient noise levels exceed the County's non-transportation noise performance standards, a significant impact would occur if the project would result in an increase in the ambient noise levels by 3 dBA or greater. Therefore, as implementation of the project would result in a less than 3 dBA increase in ambient noise levels as measured at the nearest receptor location, project operational noise impacts would be less than significant and no mitigation would be required.

Temporary Site

Long-term Operational Noise Impacts

Less than significant impact. Operation of the temporary site would include receiving and unloading loads of demolition debris, presorting the loads on a "tipping pad" to separate larger dimensional lumber and metals, loading the materials onto a conveyor and sorting the materials to separate dimensional lumber, metal, paper, cardboard, and other recyclables. Green and wood waste would be delivered, dumped on a pad, perhaps processed by grinding or chipping, and then loaded off-site either for re-use or composting.

The loudest new stationary operational noise source at the temporary site would be the operation of a grinder. As noted above, operational noise levels for the type of grinder that would be used range from 60 dBA to 62 dBA at 300 feet when grinding a full load.

The closest off-site receptor to the temporary site is an isolated farmhouse located approximately 0.85 mile to the northwest on Payen Road. The nearest residential subdivision is 1.1 miles to the northeast in the vicinity of Royal Oaks Drive. At the closest receptor, and with shielding provided by intervening terrain, noise levels from operation of the grinder would attenuate to below 29 dBA L_{max} and 23 dBA L_{eq}. These noise levels would not exceed the County's maximum and daytime hourly average noise performance standards of 75 dBA L_{max} and 55 dBA L_{eq}, respectively. Therefore, project operational noise impacts at the temporary site would be less than significant and no mitigation would be required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Existing Site

Short-term Construction Vibration Impacts

Less than significant impact. A significant impact would occur if the project would operate any device that creates vibration that is above the vibration perception threshold.

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of a construction

site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels.

Of the variety of equipment used during construction, the vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Impact equipment such as pile drivers are not expected to be used during construction of this project. Large vibratory rollers produce groundborne vibration levels ranging up to 0.210 inches per second (in/sec) peak particle velocity (PPV) at 25 feet from the operating equipment. The nearest off-site receptor is the residential land uses south of the project site located approximately 130 feet from the construction footprint where this heavy construction equipment would operate. At this distance, all groundborne vibration levels from operation of even the heaviest construction equipment on the existing site would attenuate to approximately 0.017 PPV, well below the FTA vibration damage impact criteria of 0.2 PPV for buildings of non-engineered timber or masonry construction.

Therefore, construction-related groundborne vibration impacts would be less than significant.

Temporary Site

Short-term Construction Vibration Impacts

Less than significant impact. The closest off-site receptor to the temporary site is an isolated farmhouse located approximately 0.85 mile to the northwest on Payen Road. At this distance, all groundborne vibration levels from operation of even the heaviest construction equipment on the temporary site would attenuate to below 0.00008 PPV, well below the FTA's most stringent vibration damage impact criteria of 0.12 PPV for buildings considered extremely susceptible to vibration damage. Therefore, construction-related groundborne vibration impacts would be less than significant with implementation of the project.

Existing Site

Operational Vibration Impacts

Less than significant impact. Implementation of the project would not include any permanent stationary sources that would expose persons in the project vicinity to groundborne vibration levels perceptible without instruments at any existing sensitive land uses in the project vicinity. Existing operations include large truck haul trips that access the project site. Vibration levels from a loaded truck can range up to 86 VdB at 25 feet when traveling at 40 mph. On-site truck circulation would have trucks pass as close approximately 85 feet from the nearest off-site receptor, but trucks would be traveling at speeds below 25 mph. In addition, the nearest receptor is uphill from the project site, which would result in further attenuation of these groundborne vibration levels. Given these parameters, groundborne vibration levels from loaded trucks operating on the project site would attenuate to below 67 VdB as measured at the nearest off-site receptor. This is below the vibration level threshold that is considered perceptible in residential settings. Therefore, operation-related groundborne vibration impacts on existing off-site land uses would be less than significant.

Temporary Site

Operational Vibration Impacts

Less than significant impact. The closest off-site receptor to the temporary site is an isolated farmhouse located approximately 0.85 mile to the northwest on Payen Road. This distance would preclude any project-related stationary or mobile source groundborne vibration impacts from occurring as measured at the nearest off-site receptor. Therefore, operation-related groundborne vibration impacts on existing off-site land uses in the vicinity of the temporary site would be considered less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Existing Site

Less than significant impact. A significant noise impact to off-site receptors would occur if the project would result in a substantial increase in ambient noise levels compared with noise levels existing without the project. According to General Plan Policy 6.5.1.13, in areas where existing noise levels do not exceed the noise performance standards shown in Table 15, an increase in ambient noise levels from new non-transportation noise sources of greater than 5 dBA shall be considered significant. In areas where existing noise levels do exceed the noise performance standards shown in Table 15, an increase in ambient noise levels from new non-transportation noise sources of greater than 3 dBA shall be considered significant. As noted in the characteristic of noise discussion, a doubling of sound sources with equal strength is necessary to increase the noise level by 3 dBA.

The project would include new stationary noise sources including new single-stream processing equipment and mechanical ventilation fans and new operations for the existing grinder. As shown in the impact discussion in checklist question 12a), the closest residential receptor, located south of the project site, could experience new noise levels from new mechanical fan operation of up to 48 dBA L_{eq}, which would not exceed the measured existing daytime ambient noise levels on the project's southern property line of 65.3 dBA L_{eq}. Furthermore, compliance with the project's permissible hours of operation would exclude the project from exceeding the existing ambient noise levels as measured at the nearest residential receptor.

As shown in the impact discussion in checklist question 12a), the combined operational noise level from the grinder and single-stream processing equipment would be 66.2 dBA L_{eq} (59 dBA + 65.3 dBA = 66.2 dBA) as measured at the nearest residential receptor. Thus, project implementation would result in a 0.9 dBA increase in ambient noise levels as measured at the nearest off-site receptor compared with existing conditions without the project. Therefore, as implementation of the project would result in a less than 3 dBA increase in ambient noise levels as measured at the nearest receptor location, project operational noise impacts would be less than significant and no mitigation would be required.

The project is not anticipated to result in increased vehicle trips over existing conditions. Further, due to efficiencies anticipated with implementation of the project, the project is expected to result

in fewer weekly haul trips and would also reduce waiting times of haul vehicles. Therefore, project-related traffic would not result in a significant increase in traffic noise levels along existing haul routes with implementation of the project. Impacts would be less than significant.

Temporary Site

Less than significant impact. During the demolition and construction phase of the project, a portion of project trips would be diverted to the temporary site. It is anticipated that the temporary site would incur an average of 55 daily two-way traffic trips. Of these, approximately 49 trips are diverted from the existing site to the temporary site. Of these diverted trips, approximately 29 would consist of greenwaste and C&D waste truck trips and the remaining 20 trips would consist of diverted employee and visitor trips. The six remaining two-way trips would be new and consist of maintenance and fueling truck trips and water truck trips.

Wetsel-Oviatt Road is essentially only an access road to this industrial site, with the nearest bypass traffic traveling on Latrobe Road. Based on the County's 2016 traffic counts, Latrobe Road experiences 6,538 average daily trips on the portion nearest the intersection with Wetsel-Oviatt Road. Therefore, the additional number of daily trips (55) that would access the temporary site would not double the existing daily traffic trips on access roadways to the temporary site. Therefore, since the project would not double traffic on any of the access roadways to this temporary site, the project would not result in a significant increase in traffic noise levels of 3 dBA or greater. Impacts would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Existing Site

Less than significant impact with mitigation incorporated. Construction noise impacts were analyzed in checklist question 12a). As discussed, the closest off-site residential structure is located south of the project site approximately 130 feet from proposed construction footprint. At this distance, construction noise levels at the exterior façade of this building would be expected to range up to 81.6 dBA L_{max} intermittently during site preparation when individual pieces of heavy construction equipment operate simultaneously.

Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance, the effect on longer-term (hourly or daily) ambient noise levels would be small. In addition, compliance with the County's permissible hours of noise producing construction activities would further reduce the potential for sleep disturbance or annoyance at the nearest off-site sensitive receptors. Therefore, implementation of the best management noise reduction techniques and practices, as well as compliance with the stated permissible hours of noise producing construction activities included in MM NOI-1 would reduce any potential construction-related noise impacts to less than significant.

Temporary Site

Less than significant impact. As shown in the construction noise impact discussion of checklist question 12a), worst-case hourly average construction noise levels associated with implementation of the project would attenuate to below 36 dBA L_{eq} at the nearest off-site receptor. Background ambient noise in rural areas of the County are documented to average 40 dBA or greater. Therefore, project construction noise levels would not exceed existing background ambient noise levels as measured at this receptor and the impact would be less than significant.

As shown in the operational noise impact discussion of checklist question 12a), the loudest stationary operational noise source at the temporary site would be the temporary operation of the proposed new grinder. As measured at the closest off-site receptor to the temporary site, an isolated farmhouse located approximately 0.85 mile to the northwest on Payen Road, noise levels from operation of the grinder would attenuate to below 29 dBA L_{max} and 23 dBA L_{eq}. These noise levels would not exceed the existing background ambient noise levels as measured at this receptor and the impact would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Existing Site

No impact. The nearest public airport to the existing site is Placerville Airport, located approximately 3.0 miles northeast of the project site. Because of the distance from and orientation of the airport runways, the project site is located well outside the 55 dBA CNEL airport noise contours. Therefore, impacts associated with public airport noise would be less than significant.

Temporary Site

No impact. The nearest public or public use airports to the temporary site are the Mather Airport and Cameron Park Airport, located approximately 12 miles west and 6.5 miles northeast of the temporary site, respectively. Because of the distance from and orientation of the airport runways, the project site is located well outside the 55 dBA CNEL airport noise contours. Therefore, impacts associated with public airport noise would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Existing Site

No impact. Perryman Airport is the nearest private airstrip and is located 4.5 miles to the east. Therefore, no impacts associated with private airstrip noise would occur.

Temporary Site

No impact. The temporary site does not occur near or in the vicinity of a private airstrip. Therefore, the project would not expose persons working in the project area to aviation hazards associated with private airstrips. No impacts would occur.

Mitigation Measures

Existing Site

MM NOI-1 Implementation of the following multi-part mitigation measure is required to reduce potential construction period noise impacts:

- The construction contractor shall ensure that all internal combustion-engine-driven equipment is equipped with mufflers that are in good operating condition and appropriate for the equipment.
- The construction contractor shall ensure that "quiet" models of air compressors and other stationary construction equipment are utilized where such technology exists.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall prohibit unnecessary idling of internal combustion engines (i.e., in excess of 5 minutes).
- All noise producing construction activities, including deliveries of materials and warmup of equipment shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and 8:00 a.m. to 5 p.m. on the weekends and federally recognized holidays.

Monitoring Requirement: The County inspector shall periodically inspect the site to ensure compliance.

Monitoring Responsibility: El Dorado County Planning and Building Department.

Temporary Site

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
13. Population and Housing *Would the project:*				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Existing Site

No impact. The existing site does not include new housing units and would not result in direct or indirect population growth because employment numbers and services provided are expected to remain unchanged. The project is located on the facility's existing site and would not be expected to extend roads or infrastructure beyond existing or planned service areas. No impacts would occur.

Temporary Site

No impact. The temporary site does not include new housing units. The temporary facility would not result in direct or indirect population growth, because employees and services provided would temporarily shift from the existing MRF. Once the MRF renovation is completed, the facility would no longer be used and employees would return to the MRF. No impacts would occur.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Existing Site

No impact. The existing site contains an MRF and would not displace any existing housing. No impacts would occur.

Temporary Site

No impact. The temporary site contains no housing, which would preclude the possibility of displacement of existing housing. No impacts would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Existing Site

No impact. The existing site contains an MRF and no people would be displaced. No impacts would occur.

Temporary Site

No impact. The temporary site contains no housing, which would preclude the possibility of displacement of people. No impacts would occur.

Mitigation Measures

Existing and Temporary Sites

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
14. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Fire protection?

Existing Site

Less than significant impact. The existing site is located within the Diamond Springs/El Dorado Fire Protection District (Fire District). The renovation project would not significantly increase demand for fire protection services because the project site would continue to be used for existing purposes. As required by the Uniform Fire Code and the El Dorado County General Plan Public Health, Safety and Noise Element, the project would be required to include specific design features such as appropriate emergency access and fire sprinkler system and would require structures to be built with approved building materials. Conformance with these codes would reduce the risks associated with fire hazards. Furthermore, the Fire District has reviewed the project in coordination with the EID for the provision of fire water flow. As such, the project would not substantially increase demand on the Fire District such that new or expanded fire facilities would be required. Therefore, impacts would be less than significant.

Temporary Site

Less than significant impact. The temporary site is within the boundaries of the El Dorado Hills Fire Department. The facility would be a new land use that would receive fire protection service. However, the facility would be a temporary use that would no longer be used after the MRF renovation is completed. Fire protection services would not be permanently needed, and there would be no requirement for new or expanded facilities. No open burning would occur on-site. The project would implement a Fire Prevention, Control, and Mitigation Plan, which has been submitted to the Fire Department for review and approval. As such, impacts would be less than significant.

b) Police protection?

Existing Site

Less than significant impact. The El Dorado County Sheriff's Office (EDSO) provides law enforcement services to the existing site. The renovation project would not significantly increase demand for law enforcement services because the project site would continue to be used for existing purposes. Furthermore, on-site personnel numbers or trips to the project site are not expected to change. As such, the project would not substantially increase demand on the EDSO such that new or expanded facilities would be required. Therefore, impacts would be less than significant.

Temporary Site

Less than significant impact. The EDSO provides law enforcement services to the temporary site. The facility would be a new land use that would receive law enforcement service. However, the facility would be a temporary use, which would no longer be used after MRF renovation is completed. Police protection services would not be permanently needed, and there would be no requirement for new or expanded facilities. Project impacts would be less than significant.

c) Schools?

Existing Site

No impact. The project does not include new housing units and would not result in direct or indirect population growth, because employment numbers and services provided are expected to remain unchanged. As such, the project would not result in an increased demand for school services such that new or expanded facilities would be required. No impacts would occur.

Temporary Site

No impact. The temporary site does not include new housing units and would not result in direct or indirect population growth, because the proposed land use is temporary and would no longer be used once MRF renovation is completed. As such, the project would not result in an increased demand for school services such that new or expanded facilities would be required. No impacts would occur.

d) Parks?

Existing Site

No impact. The project does not include new housing units and would not result in direct or indirect population growth because employment numbers and services provided are expected to remain unchanged. Therefore, the project would not substantially increase demand on park and park services such that new or expanded facilities would be required. As such, no impacts would occur.

Temporary Site

No impact. The temporary site does not include new housing units and would not result in direct or indirect population growth, because the proposed land use is temporary and would no longer be

used once MRF renovation is completed. As such, the project would not substantially increase demand on park and park services such that new or expanded facilities would be required. No impacts would occur.

e) Other public facilities?

Existing Site

No impact. The project does not include new housing units and would not result in direct or indirect population growth because employment numbers and services provided are expected to remain unchanged. Therefore, the project would not substantially increase demand on public facilities (such as libraries) such that new or expanded facilities would be required. No impacts would occur.

Temporary Site

No impact. The temporary site does not include new housing units and would not result in direct or indirect population growth, because the proposed land use is temporary and would no longer be used once MRF renovation is completed. Therefore, the project would not substantially increase demand on public facilities (such as libraries) such that new or expanded facilities would be required. No impacts would occur.

Mitigation Measures

Existing and Temporary Sites

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Evaluation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Existing Site

No impact. The project does not include new housing units and would not result in direct or indirect population growth because employment numbers and services provided are expected to remain unchanged. Therefore, the project would not substantially increase demand on parks or other recreational facilities such that substantial physical deterioration of existing parks or other recreational facilities would occur or be accelerated. No impacts would occur.

Temporary Site

No impact. The temporary site does not include new housing units and would not result in direct or indirect population growth because the proposed land use is temporary and would no longer be used once MRF renovation is completed. Therefore, the project would not substantially increase demand on parks or other recreational facilities such that substantial physical deterioration of existing parks or other recreational facilities would occur or be accelerated. No impacts would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Existing Site

No impact. The project does not include recreational facilities, nor does it require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. No impacts would occur.

Temporary Site

No impact. The temporary site does not include recreational facilities, nor does it require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. No impacts would occur.

Mitigation Measures

Existing and Temporary Sites

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
16. Transportation/Traffic *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Existing Site

Less than significant impact. The MRF would be renovated to provide better efficiencies for each of the waste and recyclable streams; however, this renovation would not increase the permitted amount of waste that can be handled daily, which would remain at 700 tpd. Based on discussions between KD Anderson and Associates and El Dorado County Long Range Planning staff, the project would create minimal new traffic to the site (such as site tours associated with the education center), and does not require a traffic impact study. However, consistent with County guidelines, an On-Site Transportation Review was prepared by KD Anderson and Associates (Appendix H).

As part of the On-Site Transportation Review, traffic volumes were collected and queues observed during the peak hours of the site. Information provided by Waste Connections indicated that the peak hours occur between 11:00 a.m. and 3:00 p.m. during the midweek, with the peak days being Monday through Wednesday and on Saturday, when the highest volume of vehicles occurs. Traffic counts were conducted at the Diamond Drive/Bradley Drive intersection and the entrance to the MRF during the midweek a.m. peak hour and during the mid-week mid-day peak hour, when most traffic is franchised haulers, and the Saturday peak hour when most traffic is self-haul vehicles. On the Saturday when traffic was observed, 170 vehicles entered or exited the site, of which 99 percent were light-duty vehicles (passenger cars and trucks). During the midweek, the highest volumes occur in the mid-day period. Ninety-six vehicles were observed on a Wednesday entering or exiting the site, of which 71 percent were light-duty vehicles, 24 percent were medium-duty vehicles (collection/franchise haul trucks, debris boxes, etc.), and 5 percent were high-duty vehicles (tractor-trailer trucks). Access to the MRF is along low-volume roads once vehicles turn off Diamond Drive (SR-49).

For the near term, access to the site would remain in its current approach, which is from Diamond Drive (SR-49) via Bradley Drive to Throwita Way. Truck Street provides a secondary access onto Throwita Way.

With the completion of the Diamond Springs Parkway, access to the MRF would change from the current route. The new roadway would include a signalized intersection at Throwita Way. Dedicated turn lanes along Diamond Springs Parkway would provide direct inbound access past a proposed retail center to the project site. Outbound traffic would commingle with retail traffic upon leaving the site.

The project access is at the southerly end of Throwita Way. The entrance to the site would include two inbound lanes and one outbound lane. The closest roadway to this entrance is an unpaved

roadway identified as Lime Plant Road. This roadway is about 130 feet from the commercial entrance and does not appear to be an active road. The closest paved roadway is expected to be the intersection providing access to the proposed retail center, about 300 feet north of the property. Based on observed queues, project traffic is not expected to impact this intersection.

The On-Site Transportation Review concluded that the project would not increase the processing of the permitted amount of 700 tpd of solid waste material. It is expected that few new trips would be generated by the MRF renovation. The new trips would likely be related by the education program that the MRF plans to institute for local schools and groups; however, the few additional trips would not affect roadway travel conditions. Based on this conclusion, the project is unlikely to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. Project impacts would be less than significant.

Temporary Site

Less than significant impact. Access to the temporary site would be by Wetsel-Oviatt Road off Latrobe Road. Both roads are expected to experience a slight increase in traffic. Wetsel-Oviatt Road is essentially only an access road to the temporary site and adjacent industrial area, with the nearest bypass traffic traveling on Latrobe Road. Based on the County's 2016 traffic counts, Latrobe Road experienced 6,538 average daily trips on the portion nearest the intersection with Wetsel-Oviatt Road. For the purposes of the air quality analysis conducted for the temporary site, it was assumed that an average of 55 trips per day would be generated by activities on the temporary site, mainly from trucks transporting C&D or green/wood waste and vehicles associated with employees and visitors. The addition of 55 trips per day would be minor compared with existing trips on Latrobe Road.

The temporary site is located on an industrial parcel with land uses that have generated traffic similar to that associated with the project. Latrobe Road and Wetsel-Oviatt Road can accommodate the traffic associated with the project. Moreover, the increase in traffic would be temporary, and traffic to the site would cease once the temporary facility is no longer in use. Based on this information, the project is unlikely to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. Project impacts would be less than significant.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Existing Site

Less than significant impact. The Sacramento Area Council of Governments (SACOG), of which El Dorado County is a member, has a Congestion Management Process (CMP). The CMP is a collaboratively developed set of objectives, performance metrics, and strategies the Sacramento region uses to monitor and manage traffic congestion on select roadways that comprise its CMP network.

SR-49 (Diamond Drive) near the existing site is part of the CMP network. However, as discussed under checklist question 16a), the project would have a minimal impact on traffic in the area. As

such, the project is not expected to create congestion on SR-49, and thus would not conflict with the objectives of the CMP. Project impacts would be less than significant.

Temporary Site

No impact. Neither Wetsel-Oviatt Road nor Latrobe Road is part of the CMP network as defined by SACOG. No impacts related to the CMP would occur.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Existing Site

No impact. The nearest public airport to the existing site is Placerville Airport, located approximately 3.0 miles northeast of the project site. The existing site is outside the airport's general take-off and landing routes. The project would not generate or impede any air traffic patterns. No impacts would occur.

Temporary Site

No impact. The nearest public or public use airports to the temporary site are the Mather Airport and Cameron Park Airport, located approximately 12 miles west and 6.5 miles northeast of the temporary site, respectively. The project would not generate or impede any air traffic patterns. No impacts would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Existing Site

No impact. A review of the current access route to the existing site, conducted as part of the On-Site Transportation Review, indicated that sight distance appears adequate at the intersections for vehicles turning at the Diamond Drive/Bradley Drive and Bradley Drive/Throwita Way intersections. County staff and Caltrans were contacted to obtain the accident history for these intersections and along the Bradley Drive and Throwita Way roadways. One accident was identified at the Diamond Drive/Bradley Drive intersection in the previous 3-year period ending December 2014. The accident occurred in the northbound direction 30 feet south of the Bradley Drive intersection and involved a vehicle making an improper turn, rear-ending the leading vehicle. No other accidents were identified, and the existing conditions review did not identify any traffic concerns.

A site visit was conducted to identify typical queuing conditions at the current entrance to the MRF. The queuing observations indicated that vehicles currently choose one of three lanes based upon the type of vehicle (collection truck/franchise hauler, self-hauler, etc.) and the type of material being unloaded (recyclables, tires, etc.). Current signage at the entry gate appeared to confuse customers, as nine vehicles were observed in a single lane during a site visit. MRF staff left the entry gate area and directed customers to the various lanes. With this observed queue, the vehicles queued a distance of about 230 feet. The proposed layout of the MRF entrance would allow various users to

use alternative routes to enter the site. Vehicles other than collection trucks that would be weighed would enter through the public scale entrance. A bypass lane would be available at the public scale for those vehicles not required to be weighed. The observed nine-vehicle queue should be reduced with the various entrance locations for different customers.

The project does not include any design features or uses that could result in increased hazards. The new on-site circulation design would reduce queuing at the scale house, thereby reducing the potential for queuing to spill back on to Throwita Way. The new on-site circulation design would also better separate public customers from franchise trucks, thereby reducing the potential for on-site traffic conflicts. As such, no impacts would occur.

Temporary Site

Less than significant impact. The proposed development at the temporary site does not include any design features or uses that could result in increased hazards. The amount of traffic on Wetsel-Oviatt Road is anticipated to increase by approximately 55 trips; however, this increase would be temporary and would cease once temporary site operations end. Moreover, the temporary site is zoned for industrial use, and large vehicles currently use Wetsel-Oviatt Road. Project impacts would be less than significant.

e) Result in inadequate emergency access?

Existing Site

No impact. Access to the existing site from Throwita Way would be maintained. The project site does not provide emergency access points to any adjacent parcels. No changes to existing emergency access would occur, and as such, no impacts to emergency access would occur.

Temporary Site

No impact. Existing access to the temporary site from Wetsel-Oviatt Road would be maintained. No changes to existing emergency access would occur, and the need for emergency access to the site would cease once the temporary facility is no longer in use. No impacts would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Existing Site

No impact. The El Dorado County Transit Authority provides general public transportation services within the greater Placerville area, inclusive of Diamond Springs and the existing site. However, the existing site is located in an industrial area that does not include public transit, bicycle, or pedestrian facilities. As such, the project would not conflict with such services or decrease their performance or safety. No impacts would occur.

Temporary Site

No impact. The temporary site is located on an industrial-zoned parcel in rural El Dorado County that is not served by public transit, bicycle, or pedestrian facilities. As such, the project would not conflict with such services or decrease their performance or safety. No impacts would occur.

Mitigation Measures

Existing and Temporary Sites

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
17. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Existing Site

Less than significant impact. The project would continue to be served by an on-site septic tank, which would continue to be pumped on a regular basis by a licensed and certified contractor who is subject to state and federal waste discharge and permitting requirements. The contractor's continued compliance with existing permitting requirements would ensure the project's effluent would not

exceed applicable RWQCB wastewater treatment requirements. Stormwater would be collected and treated on-site through active control measures consistent with both the El Dorado County and State's MS4 permit as well as the State's Industrial Discharges (General Permit) NPDES No. CAS000001 prior to off-site discharge (CTA 2016). As noted in the Project Description, it is expected that the MRF would be able to connect to the EID wastewater system sometime between 2020 and 2025. The provision of wastewater service via EID would be in compliance with RWQCB wastewater treatment requirements. As such, compliance with all local, state, and federal regulations regarding water quality standards and wastewater treatment requirements would ensure impacts would be less than significant.

Temporary Site

No impact. The temporary site would not be connected to a wastewater treatment plant, nor would it be served by an on-site septic tank or an alternative wastewater disposal system. Portable toilets would be installed on the site, to be emptied as needed by a licensed and certified contractor. Therefore, no impacts would occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Existing Site

Less than significant impact. As previously indicated, the existing site would continue to be served by an on-site septic tank. It is expected that the MRF would be able to connect to the EID wastewater system sometime between 2020 and 2025 and EID. Connection would be contingent upon confirmation from EID that the wastewater treatment facility would have capacity to serve the project site. Water would continue to be provided by the EID via 10-inch and 6-inch waterlines entering the project site at the northeast corner (to the southeast of the gate house) and the southwest corner (adjacent to the southwest stormwater pond). As such, the project would not result in the construction or expansion of water or wastewater treatment facilities that could cause significant environmental effects. Impacts would be less than significant.

Temporary Site

No impact. As previously indicated, bottled water would be provided to employees, and portable toilets would be provided. An existing fire hydrant would be used for dust control and firefighting needs. Since the proposed facility would be temporary, no water or wastewater facilities would need to be extended to the site. No impacts would occur.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Existing Site

Less than significant impact. Stormwater is currently directed to one of three on-site stormwater ponds. These ponds have overflow culverts that are utilized only during significant rainfall events. The overflow culverts discharge off-site to drainages that ultimately flow to Webber Creek. As a part

of the project, all on-site ponds would be removed. The discharge points and current flow rates would be maintained. Stormwater would be treated prior to discharge via active control measures, including underground vaults that would ensure stormwater would not be exposed to any remaining underground lime concentrations. The project's stormwater system and discharge would be consistent with both the El Dorado County and State's MS4 permit as well as the State's Industrial Discharges (General Permit) NPDES No. CAS000001. Renovation and construction of the stormwater system has been considered throughout this IS/MND and would be subject to applicable mitigation measures during construction. As such, impacts would be less than significant.

Temporary Site

Less than significant impact. As discussed in Section 2.9, Hydrology and Water Quality, ditches and berms exist on-site that direct some run-on stormwater around the site and into an existing stormwater basin. Minor grading and culvert installation would occur to create drainage swales to route all stormwater run-on around the facility and stormwater runoff into a proposed stormwater basin. Construction of these facilities have been considered throughout this IS/MND and would be subject to applicable mitigation measures during construction. As such, impacts would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Existing Site

Less than significant impact. Water service is currently provided and would continue to be provided to the project site by EID via a 10-inch and 6-inch waterlines entering the project site at the northeast corner (to the southeast of the gate house) and the southwest corner (adjacent to the southwest stormwater pond).

As part of the project's Conditional Use Permit revision application process, the applicant has requested and received a Facility Improvement Letter from the EID (Appendix F). The Facility Improvement Letter describes the existing potable water system and any improvements needed to provide sufficient service at the renovated project site.

According to the Facility Improvement Letter, the project would be expected to generate an average water demand of approximately 16 equivalent dwelling units (EDUs) per year. As of January 1, 2017, there were 12,630 EDUs of water supply available in the Western/Eastern Water Supply Region of the EID service area (El Dorado Irrigation District 2017). Accordingly, sufficient water is available to serve the project. Since the project's water demand is consistent with the EID's projections for water availability within its service area, the project would result in less than significant impacts.

Temporary Site

No impact. As previously indicated, bottled water would be provided to employees, and an existing fire hydrant would be used for dust control and firefighting needs. As site uses would be temporary, there would be no permanent demand on water supplies. No impact would occur.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Existing Site

Less than significant impact. The existing site would continue to be served by an on-site septic tank. As noted in Project Description, it is expected that the MRF would be able to connect to the EID wastewater system sometime between 2020 and 2025. Connection would be contingent upon confirmation from EID that the wastewater treatment facility would have capacity to serve the project site. A less than significant impact would occur.

Temporary Site

No impact. The temporary site would not be connected to a wastewater treatment plant, nor would it be served by an on-site septic tank or an alternative wastewater disposal system. Portable toilets would be installed on the site, to be emptied as needed by a by a licensed and certified contractor. Therefore, no impacts would occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Existing Site

Less than significant impact. Construction of the project would result in construction waste. C&D solid waste would be recycled and disposed of in compliance with the 2016 CALGreen Code Standards, which require a waste management plan and diversion of at least 50 percent of C&D debris. As such, the project would divert C&D debris from landfills such that it would not have a significant impact on landfill capacity and would comply with applicable solid waste regulations. Impacts would be less than significant.

Operational solid waste generated by the MRF, outside that received and transferred, is limited primarily to office and employee related waste, which would not be expected to substantially change as a result of the project because the number of on-site employees would not change. As a waste processing and transfer station, the MRF is inherently equipped to properly separate, recycle, and dispose of solid waste generated by both construction and operation of the project. Implementation of the project would not change the amount of solid waste accepted or permitted to be received and transferred by the MRF.

The MRF disposes of solid waste at the Potrero Hills Landfill in Fairfield and the Forward Landfill in Stockton. As shown in Table 17, these landfills have substantial remaining capacity and the MRF's total permitted throughput (700 tpd) represents only a small percentage (less than 6 percent) of their maximum permitted throughput.

Table 17: Landfill Capacity

Landfill	Maximum Permitted Throughput (tons per day)	Remaining Capacity (cubic yards)
Potrero Hills	4,330	13,872,000
Forward	8,668	22,100,000
Source: California Department of Resources Recycling and Recovery (CalRecycle), 2017.		

Temporary Site

Less than significant impact. C&D at the temporary site would result in solid waste. As noted above, adequate landfill capacity exists to accommodate the C&D related waste. In addition, solid waste would be recycled and disposed of in compliance with the 2016 CALGreen Code Standards.

Operational solid waste generated on the temporary site, outside that received and transferred, is limited primarily to office and employee related waste, which is expected to be minimal and no longer be generated once the temporary facility is removed. Impacts would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Existing Site

No impact. The MRF operates under SWFP No. 09-AA-0004 and would continue to do so through construction and operation of the project. In accordance with the SWFP, the project is required to comply with federal, state, and local statutes and regulations related to solid waste, including monthly inspections by the County of Placer Department of Environmental Health Services, which acts as the Local Enforcement Agency (LEA). LEAs, as designated by the CalRecycle, have the primary responsibility for ensuring the correct operation and closure of solid waste facilities in the State. They are also responsible for guaranteeing the proper storage and transportation of solid wastes. According to CalRecycle's Solid Waste Information System, no areas of concern or violations have been recorded at the MRF for multiple years. As such, the project complies with and would continue to comply with solid waste regulations. No impacts would occur.

Temporary Site

No impact. Activities on the temporary site would be subject to the conditions of the SWFP, which requires compliance with federal, state, and local statutes and regulations related to solid waste, as described above. No impacts would occur.

Mitigation Measures

Existing and Temporary Sites

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
18. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Evaluation

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Existing and Temporary Sites

Less than significant impact with mitigation incorporated. The proposed project may result in impacts associated with biological and cultural resources that would be significant if left unmitigated. Implementation of mitigation measures as outlined in the biological resource and cultural resource sections, Sections 4 and 5, respectively, of this IS/MND would fully mitigate all potential impacts on these resources to levels of less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Existing Site

Less than significant impact with mitigation incorporated. Implementation of mitigation as outlined in this IS/MND would reduce all potentially significant impacts to less than significant. Given the project's size and impacts with associated mitigation measures, the incremental effects of this project are not considerable relative to the effects of past, current, and probable future projects. Therefore, the proposed project would not result in cumulatively considerable impacts, and impacts would be less than significant.

Temporary Site

Less than significant impact with mitigation incorporated. Implementation of mitigation as outlined in this IS/MND would reduce all potentially significant impacts to less than significant. Given the project's size and impacts with associated mitigation measures and the temporary character of the proposed use, the incremental effects of this project are not considerable relative to the effects of past, current, and probable future projects. Therefore, the proposed project would not result in cumulatively considerable impacts, and impacts would be less than significant.

c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

Existing and Temporary Sites

Less than significant impact with mitigation incorporated. As described throughout the preceding environmental checklist, the project would not have any substantial environmental effects on human beings, either directly or indirectly. All impacts identified throughout this IS/MND either have been mitigated to less than significant levels or do not require mitigation. The proposed mitigation measures, once implemented, would ensure that no substantial adverse effects on human beings would result from the project. Therefore, impacts would be less than significant.

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