

# **Fair Deal Waste Recycling Facility/Large Volume Transfer Station**

## **Initial Study / Mitigated Negative Declaration**

PREPARED FOR THE



PREPARED BY RCH GROUP  
RANCHO CORDOVA, CALIFORNIA

October 2017

**MITIGATED NEGATIVE DECLARATION**

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Mitigated Negative Declaration for the following described project:

**FAIR DEAL WASTE RECYCLING FACILITY / LARGE VOLUME TRANSFER STATION [P16-022]**- The proposed project will establish a large volume recycling facility with a capacity of 450 tons per day (TPD) to be called the Fair Deal Waste Recycling and Transfer Station. The facility will receive both mixed and separated loads of construction and demolition (C&D) waste, inert debris, recyclable materials, non-curb-side collected green waste, wood waste and materials from curbside (bulky items) clean-ups.

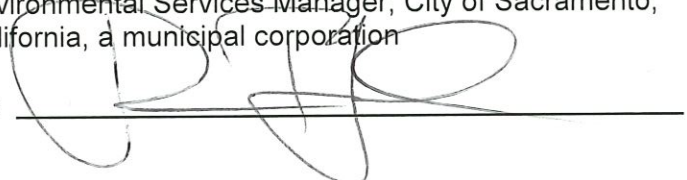
The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required.

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91-892), and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Community Development Department, 300 Richards Boulevard, 3<sup>rd</sup> Floor, Sacramento, CA 95811 from 9:00 a.m. to 4:00 p.m.

Environmental Services Manager, City of Sacramento,  
California, a municipal corporation

By: \_\_\_\_\_







**FAIR DEAL WASTE RECYCLING FACILITY / LARGE VOLUME TRANSFER STATION (P16-022)**  
**INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT  
PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR**

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

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**ORGANIZATION OF THE INITIAL STUDY**

This Initial Study is organized into the following sections:

**ERRATA**

**SECTION I - BACKGROUND:** Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

**SECTION II - PROJECT DESCRIPTION:** Includes a detailed description of the proposed project.

**SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION:** Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2035 General Plan.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Identifies which environmental factors were determined to have additional significant environmental effects.

**SECTION V - DETERMINATION:** States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

**REFERENCES CITED:** Identifies source materials that have been consulted in the preparation of the Initial Study.

**APPENDICES:** Technical reports or resources that have been prepared for and used in the Initial Study.

**RESPONSE TO COMMENTS**

**Fair Deal Waste Recycling/ Large Volume Transfer Station  
(P16-022)  
Initial Study/ Mitigated Negative Declaration**

**Errata Sheet  
November 9, 2017**

**INTRODUCTION**

This errata sheet presents, in ~~strike-through~~ and double-underline format, the revisions to the Initial Study/ Mitigated Negative Declaration (IS/MND) for the Fair Deal Waste Recycling/ Large Volume Transfer Station Project (proposed project). The revisions to the IS/MND reflected in this errata sheet do not affect the adequacy of the previous environmental analysis contained in IS/MND. Because the changes presented below would not result in any new significant impacts or an increase in impact significance from what was identified in the IS/MND, recirculation of the IS/MND is not required.

**CHANGES TO THE IS/MND**

Page 11:

**Access Roads and Dust Control**

All traffic areas are will be paved prior to any operation approved through the conditional use permit or covered with hard-packed gravel. Accordingly, tracking of mud and generation of dust from site traffic is not anticipated, and tracking of waste material onto adjacent public roads is not anticipated. The Dust Control Plan (see Attachment A) contains traffic dust control measures that would minimize dust generation from trucks traveling within the project site and any track out to Elder Creek Road. Phase 1 will require a deviation for vehicle movement on unpaved surfaces.

Page 13:

**Table  
Permits and Approvals**

**3**

Permit Description	Permit Agency
Conditional Use Permit	City of Sacramento
Site Plan and Design Review	
<del>Deviation for vehicle movement on unpaved surfaces (Phase 1)</del>	

Page 14:

**Proposed Project Phasing**



As discussed above, the proposed project would be phased. The first phase (Phase 1) would begin when the City of Sacramento issues the CUP and the applicant/operator would begin processing wood wastes at the facility. The facility would be limited to no more than 200 TPD. The project description in this IS/MND examines the proposed project at full capacity of 450 TPD. During Phase 1 ~~there would be minimal site improvements and the applicant/operator would only do what is required to safely and responsibly begin operating a chip and grind facility for processing wood and green wastes at the facility. The proposed project would adhere to all on-site management plans during Phase 1 (see Attachment A). Figure 4 is the proposed circulation and operations plan for the Enforcement Agency Notification to operate a chip and grind green waste facility which would be limited to no more than 200 TPD. The northern one-third portion of the site would have limited operation, generally just low-speed vehicle access to the unloading area for self-haul and commercial vehicles and access to the processed materials for the transfer trucks loading materials (wood chips) to go to markets. The unloading pads, grinding areas and load-out areas for finished product (wood chips) would all be on the existing paved area of the site. When on-site vehicle traffic is minimal the transfer trucks could stay on the existing pavement to access and load the processed materials rather than travelling around the northern third of the site.~~ Phase 2 of the proposed project would be the full build out of the proposed project where the applicant/operator would ramp up to maximum permitted capacity of 450 TPD. Phase 2 would begin when the TPR for the proposed project is accepted by the LEA and the facility receives the Solid Waste Facility Permit. In order to operate at full build out (Phase 2), ~~the site improvements discussed in this IS/MND would need to be completed such as grading, paving and drainage improvements at the northern unpaved area of the project site.~~

Page 19:

~~There are no sensitive visual receptors nearby (i.e., single-family residences).~~

Page 26: Air Quality impact table

<p>A) <del>Result in PM<sub>10</sub> concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard? <u>Result in PM<sub>10</sub> and PM<sub>2.5</sub> concentrations that exceed SAMQMD requirements?</u></del></p>		X	
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Page 27: Standards of Significance

- ~~PM<sub>10</sub> concentrations equal to or greater than 80 lbs/day and 14.6 tons/year, if all feasible BACT/BMPs are applied; Any increase in PM10 concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;~~

Page 30:

~~For purposes of assessing the impacts to air quality from vehicle emissions, the proposed project is expected to result in relocated activities. That is, the truck trips associated with recyclable and wood waste materials that would be coming to and leaving the project site are currently occurring within the Air Basin (and to a large extent in the vicinity of the project site). Thus, no new emissions would be created by truck trips as a result of the proposed project.~~

Page 32:

Per SMAQMD's guidance, operational vehicle travel-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> could have the potential to exceed their respective standards if a project would generate a high volume of vehicle trips on unpaved roadways. In Phase 1, most of the activity would be on the approximately two thirds of the site that is already paved, the remainder of the area has a hard gravel surface. In Phase 2, the remainder of the site would be surfaced with either asphalt or road base to accommodate the traffic circulation and processing areas.

Mitigation Measure 2-5 is hereby added on page 36 of the IS/MND as follows:

"2-5 Implement the applicant prepared Odor Control Plan contained in Attachment A of the IS/MND. This Odor Control Plan addresses actions for odor control at the site. Accepted materials are generally not the source of foul odors and should not result in odor problems, regardless best management practices would be employed.

Odor Prevention Protocol: Materials will be handled on a first-in, first-out basis such that compostable materials will remain on site no longer than 48 hours after its arrival.

The site will be cleaned daily. Site personnel will patrol the general site area, including the access driveways and surrounding areas to control debris accumulation.

Odor Response Protocol: If the operator detects objectionable on-site odor they will follow this protocol:

1. Investigate and determine the likely source of the odor.
2. Determine if onsite management actions could remedy the problem and take steps to remedy the situation.
3. Log the odor source/cause and any corrective actions taken in the Site Operations Log.
4. Make changes in site operations as necessary to reduce objectionable odors. Odor may be reduced by limiting certain types of incoming feedstocks, disposal of the odiferous materials, or other activities."

The above revision is intended to ensure implementation of the applicant prepared Odor Control Plan. The change does not alter the analysis or conclusions of the IS/MND.

Mitigation Measure 2-6 is hereby added on page 36 and 36B of the IS/MND as follows:

"2-6 Implement the applicant prepared Dust Control Plan contained in Attachment A of the IS/MND. The Dust Control Plan addresses actions for dust control at the site. The potential lies largely in the unloading and handling of materials and the wood grinding operations.

Traffic Dust Control Measures: Incoming and outgoing traffic could potentially generate dust. The following measures will minimize dust generation from traffic:

- Traffic speeds shall be limited to 5 miles per hour.
- The facility shall employ the frequent use of a regenerative street sweeper or water truck to remove fugitive dust sources from paved operational areas.
- The facility shall employ the frequent use of a regenerative street sweeper or water truck for dust control in traffic areas, and for off-site track off on Elder Creek Road.

Processing and Handling Dust Control Measures: Processing and handling of materials could potentially generate dust. The following measures will minimize dust generation from processing and handling of materials:



- The site supervisor will regularly monitor dust conditions when wind speeds are 15 mph or greater. As necessary, dust control watering will be increased for the grinder, material piles and unloading operations to eliminate fugitive dust emissions crossing the property boundaries. If fugitive dust is leaving the property boundaries the supervisor will shut down dust causing operations until effective controls are in place.
- Grinding equipment shall be equipped with water spray nozzles to reduce dust generation when in operation.
- Watering of C&D, wood, or yard waste shall be performed to control dust as the material is being unloaded or prior to processing, when necessary. The watering may be done using water trucks or handheld hoses. Employees may water the materials as it is unloaded from delivery vehicles and/or loaded into transfer trailers. The materials are not sprayed so much as to generate runoff.
- Transfer and processing operations for C&D or organic materials may be suspended during periods of high winds where conventional methods (described herein) are unsuccessful at preventing dust migration.
- Regular watering of the debris stockpiles shall be conducted to control dust. The material will absorb much of the water, and will not be watered to a level that will produce run-off.
- The facility shall comply with the requirements of the Sacramento Metropolitan Air Quality Management District (specifically District Rule 403 for Fugitive Dust).
- The facility shall investigate and respond to all concerns regarding dust."

The above revision is intended to ensure implementation of the applicant prepared Dust Control Plan. The change does not alter the analysis or conclusions of the IS/MND.

Page 73:

The facility would seek coverage under the NPDES Industrial General Permit from the State Water Resources Control Board. Surface water runoff from the northern third of the site, including all process water, would be directed to an onsite retention basin in the northern third of the site (as shown in Figure 3), by use of grading design, drain pipes, and/or drainage ditches, where it will be properly treated, if necessary, to eliminate potential environmental impacts. Water would be pumped from the retention basin for facility use in operations, including fire and dust control. A water tank could be used to store water from the retention basin. ~~The northern third would have hard packed gravel during Phase 1 and be paved during Phase 2.~~

For the southern third of the site, stormwater would be directed to a stormwater collection and treatment system by use of grading design, drain pipes, and/or drainage ditches, where it will be properly treated, if necessary, to eliminate potential environmental impacts. ~~The southern two-thirds currently has aging pavement that would be improved for Phase 2.~~

The Mandatory Findings of Significance table on page 74, is hereby revised as follows:

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>13. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></p> <p>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?</p>		<u>X</u>	X
<p>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.)</p>		<u>X</u>	X
<p>C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>		<u>X</u>	X

The above revision is intended to provide clarification that environmental effects can be mitigated to less than significant. The change does not alter the analysis or conclusions of the IS/MND.

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**SECTION I - BACKGROUND**

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Project Name and File Number: Fair Deal Waste Recycling Facility / Large Volume Transfer Station  
[Application Number P16-022]

Project Location: 8191 Elder Creek Road, Sacramento, CA 95824  
APNs 038-0290-004 (rectangle) & 038-0290-016 (triangle)

Project Applicant: Fair Deal Waste Recycling, LLC  
12701 Rising Road  
Wilton, CA 95693

Project Planner: Michael Hanebutt, Assistant Planner

Environmental Planner: Dana Mahaffey, Associate Planner

Date Initial Study Completed: July 2017

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 1500 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2035 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The documents are at:

<http://www.cityofsacramento.org/Community-Development/Planning/Long-Range/General-Plan>



This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, and on the City's web site at:

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent no later than the 30-day review period ending August 17, 2017.

Please send written responses to:

Dana Mahaffey, Associate Planner  
Community Development Department  
City of Sacramento  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
Direct Line: (916) 808-2762  
Dmahaffey@cityofsacramento.org



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## SECTION II - PROJECT DESCRIPTION

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### INTRODUCTION

The proposed project is the development of a new facility to receive and process or transfer recyclable waste materials at 8191 Elder Creek Road. The Fair Deal Waste Recycling Facility & Transfer Station would receive recyclable waste materials from commercial businesses (such as construction sites and landscape companies) and the general public. The activity at the site would be chipping/grinding green waste, but the project would also include construction and demolition debris (C&D) sorting and material processing. Each incoming load would be removed from the truck and sorted by material type (green waste, wood products, yard waste, rock, dirt, asphalt, appliances, metals, E-Waste, cardboard, plastic, aluminum, cans, clean wood, and other recyclable materials). Incoming loads of wood waste and green waste would be directed to the chipping/grinding area. The processed wood chips would be transported to biomass plants where they would be used as fuel to generate biomass electric power, or other regional markets. Other sorted material would be placed in individual bins/bunkers and hauled away to other locations for further processing. The proposed permitted capacity is 450 tons per day (TPD).

### PROJECT LOCATION

The proposed project would be located at a previously developed but currently unused 3.66-acre site at 8191 Elder Creek Road, in the City of Sacramento. **Figure 1** shows the regional location of the facility relative to nearby rail lines, streets, and freeways. Access to the project site is off of Elder Creek Road.

The project site is in the Heavy Industrial (M-2(S)) zone and is surrounded by industrial land uses. **Figure 2** is an aerial photo of the project vicinity. **Figure 5** is a zoning map for the project vicinity.

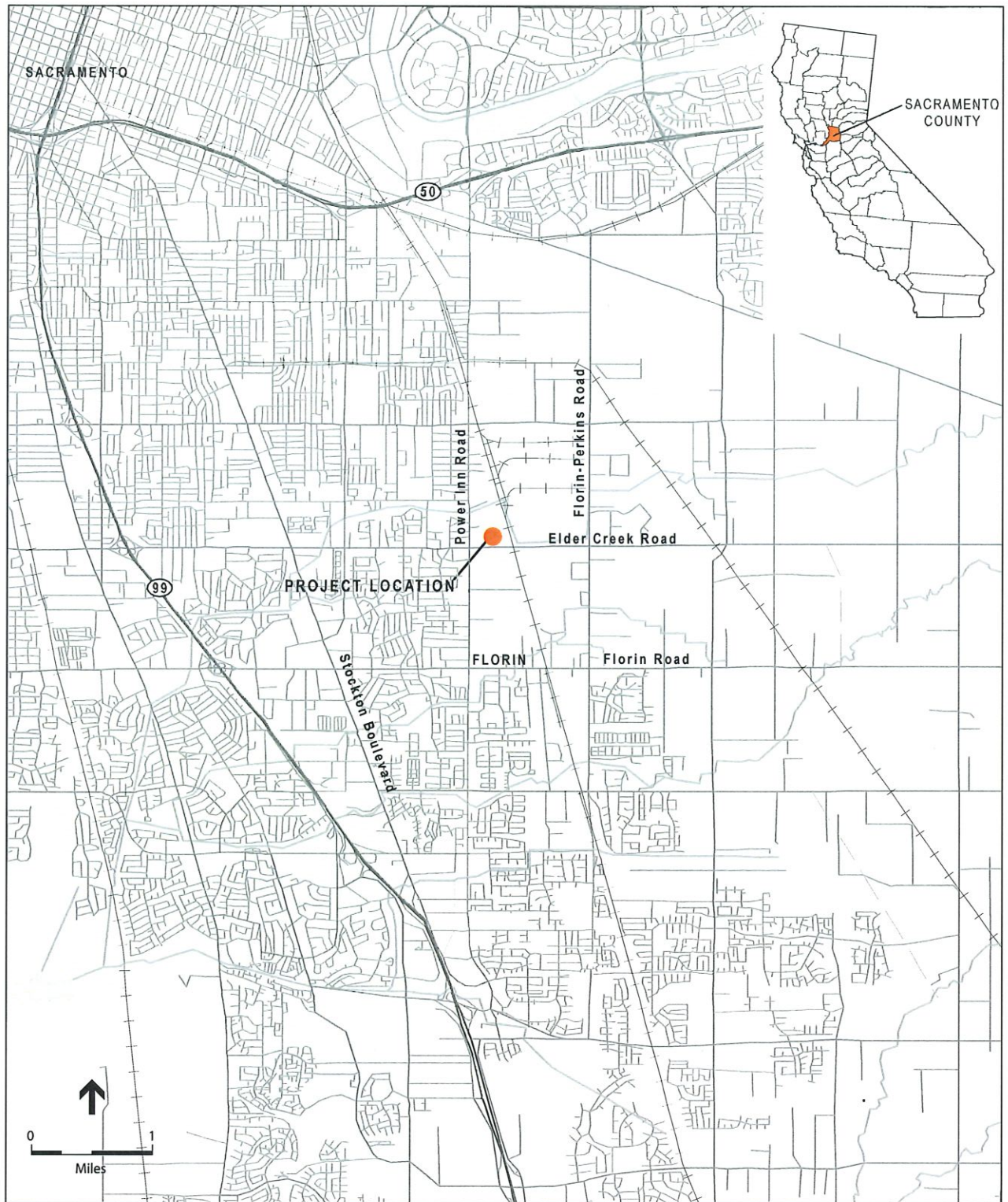
The project site is a large, flat parcel that has existing paving covering approximately the southern two thirds of the site, and pervious hard-packed gravel covers the northern one third of the site. The majority of the project site is open to accommodate the recycling operations and facilitate the maneuvering of the trucks. Structures on the property include a 4,857 square foot (sf) single-story wood framed building (Business Office), a 7,880 sf post & beam shade structure (location of C&D sorter and material processing), and a 3,084 sf shed (for material storage of processed recyclable C&D material). The remaining areas of the project site are open to allow for materials handling and truck movement. A six-foot high chain link and in most locations a solid concrete wall borders the site on the property lines. There are parking places near the southern property line. Photos of the project site are contained in the Aesthetics section.

The adjacent land uses are a vacant industrial warehouse to the north, Baketech and Bimbo Bakeries to the west, Northwood Commerce Center across Elder Creek Road to the south and Truck & Auto Centers of America to the east. The project site is within an industrial area and is separated from the nearest residential structures (to the southwest) by approximately 300 feet, the nearest residences west of the site (west of Power Inn Road) are 1,150 feet away, and the residences to the south are 5,500 feet away.

### PROJECT DESCRIPTION

The proposed project will establish a large volume recycling facility with a capacity of 450 tons per day (TPD) to be called the Fair Deal Waste Recycling and Transfer Station. The facility will receive both mixed and separated loads of construction and demolition (C&D) waste, inert debris, recyclable materials, non-curbside collected green waste, wood waste and materials from curbside (bulky items) clean-ups. The incoming waste will be sorted for recoverable materials. Typically wastes will be processed and transferred on a first-in, first-out basis (unless some incoming wastes require immediate attention). All material will be processed and solid waste will be removed from the site within 48 hours of arrival. Each incoming load would be removed from the truck and sorted by material type (green waste, wood products, yard waste,





SOURCE: DeLorme Street Atlas USA, 2000; ESA, 2011; and RCH Group 2016

Fair Deal Recycling and Transfer Station

Figure 1  
Regional Locator Map





SOURCE: Google Earth 2016, RCH Group 2017

Fair Deal Recycling and Transfer Station  
Figure 2  
Project Site



rock, dirt, asphalt, appliances, metals, E-Waste, cardboard, plastic, aluminum, cans, clean wood, and other recyclable materials). Residual wastes would normally be transferred to a permitted landfill for disposal. Additional processing of segregated recyclables would not occur on-site. The facility would be open to the public from six a.m. to six p.m. (twelve hours per day), seven days per week and 365 days per year, and operations would occur 24 hours per day. Chipping and grinding would occur from 7 a.m. to 7 p.m. Nighttime operations (7 p.m. to 6 a.m.) would include loading trucks (and related activities) and trucks entering and exiting the facility to take products to markets.

Several On-Site Management Plans would be designed to eliminate or reduce potentially significant environmental impacts and to ensure on-site operational safety. These management plans will be designed to comply with federal, state and/or local laws, regulations and ordinances and will be subject to review and approval by the City. The On-Site Management Plans are the following (Attachment A):

- Dust Control Plan
- Litter Prevention Program
- Pest Control Program
- Odor Control Plan
- Noise Control Program
- Hazardous Waste Program
- Fire Prevention Control and Mitigation Plan
- Emergency Action Plan

The restriction of hazardous and putrescible wastes<sup>a</sup> (wastes likely to decay) at the site would be enforced by clearly posted signage, as well as a Load Check Program that includes measures for identifying and handling such wastes. Measures include two daily load checks and training for personnel in identifying, monitoring, waste screening, and isolation procedures. A temporary hazardous waste storage area would be provided in Shed A for hazardous materials to be stored separately until removal within 90 days or upon reaching specific accumulation limits. Putrescible waste monitoring and rejection would occur at the site through the Load Check Program. The facility does not have a Solid Waste Facility Permit (SWFP) but will be pursuing a SWFP and that permit is expected to have a maximum limit of one percent (1%) by weight of putrescible waste that would be allowed at the facility. However, any incidental putrescible or odorous wastes would be removed from the incoming waste stream and transferred off-site with the next available transfer vehicle (typically within the same day) in order to avoid any nuisance issues.

Dust suppression measures would be implemented at the project site through the Dust Control Plan. The dust suppression measures include traffic dust control measures that would minimize dust generation from trucks traveling within the project site. Dust suppression measures also include processing and handling dust control measures such as water spray nozzles on grinding equipment, watering of materials when loading/unloading, and watering of debris stockpiles. Dust control equipment in the form of water trucks and a street sweeper would be employed at the project site at a frequency that precludes the accumulation of dust that could create a dust nuisance condition.

Primary routes of delivery to the facility include: 1) SR 50, thence south on Howe Avenue to Power Inn Road, thence east on Elder Creek Road to the facility entrance; and 2) SR 99, thence east on 47<sup>th</sup> Avenue to Elder Creek Road to the facility entrance.

**Table 1** lists operational information for the proposed project.

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<sup>a</sup> Putrescible wastes are wastes that are capable of being decomposed by microorganisms with sufficient rapidity as to cause nuisances because of odors, vectors, gases or other offensive conditions, and include materials such as, but not limited to food wastes, offal and dead animals.



**Table 1  
Operational Information**

Parameter	Proposed Project
Total Acres	3.66 acres
Maximum Tons Per Day of Mixed Solid Waste	450 tons per day
Maximum Vehicle Volume	323 vehicles per day
Operating Days	365 days per year
Operative Hours	24 hours per day
Nighttime Loading and Material Removal	7 p.m. to 6 a.m.
Chipping and Grinding Hours	7:00 a.m. to 7:00 p.m.
Hours Open to the Public	6:00 a.m. to 6:00 p.m.
Maximum Stockpile Height	25 feet

**Figure 3** shows the proposed Site Plan for full operations under the Solid Waste Facility Permit (450 TPD), including traffic circulation. It shows the locations of buildings, parking and other structures with the layout and general dimensions. The facility will need a permitted traffic volume for up to 323 vehicles per day (18 employees, 2 visitors, 70 roll-off trucks, 200 self-haul vehicles and 33 transfer vehicles).

**Table 2** lists the equipment (or similar equipment) at the facility that will assist in achieving the throughput capacity of 450 TPD. The type of equipment and number of units may change based on changes in the waste stream, new processing technology, and new regulatory and diversion requirements.

**Table 2  
Equipment List**

Equipment Type	Description
Loaders, Model 95 (2)	2 x 7 yds. bucket
Electric or Diesel Grinder, Model 7400	80 – 100 tons/hour
Water truck	2,000 -- 4,000 gallons
Commercial Weigh Scale (2)	80,000# to 100,000#
Sorting Line and Screen	35 <sup>+</sup> tons/hour
Trommel Screen	Silver Screen
Excavator	TBD – start with rental

### **Wood Grinding**

The proposed project would include wood grinding from 7:00 a.m. to 7:00 p.m., Monday through Sunday. Wood grinding would involve the grinding of large woody material such as lumber, branches, logs, stumps and other incoming wood products. Such wood products are classified per the City's Zoning and Development Code as green waste, the processing of which would require a CUP. The proposed project would grind wood on-site with a portable electric or diesel grinder and then temporarily stockpile the grinded wood while waiting to be loaded into transfer trucks and delivered to biomass plants. Green waste would be removed within 48 hours. Putrescible wastes and curbside green waste would not be accepted at the site.

Wood processing would be on a first in first out basis. Stockpiles for green waste would be separated, with individual stockpiles separated by 20-foot access areas for fire protection. Temperatures of unprocessed

green waste and processed green/wood waste would be monitored (with handheld temperature probes) twice a day and controlled to ensure temperatures remain below compostable temperatures (122° F). If piles approach a temperature of 122°F then the piles would need to be broken down. If the facility is unable to process the material within 48 hours or at the alternate frequency approved by the LEA, green waste would be moved off-site to a permitted landfill.

An electric or diesel powered horizontal portable grinder would be required to grind wood into chips. However, a diesel grinder was assumed for worst-case analysis purposes throughout this Initial Study/Mitigated Negative Declaration (IS/MND). The grinder is capable of processing approximately 80 to 100 tons of material per hour. An excavator or equivalent would be utilized to feed the raw wood products into the grinder. The grinder and excavator are anticipated to operate daily as needed to keep up with the processing of incoming wood products. A loader would be utilized to manage the on-site stockpiles, as well as to load chips onto haul trucks.

### **Construction and Demolition (C&D) Debris Recycling Sort Line**

The proposed project would have a conveyor recycling sorting line under the Post & Beam Shade Structure directly behind the business office (see Figure 3). Using handpicking, the sort line could then recover various materials such as lumber, drywall, metals, brick, concrete, carpet, plastic, pipe, rocks, paper, cardboard and other recoverable and recyclable materials.

Construction and demolition debris is defined by CalRecycle in Title 14 California Code of Regulations, Section 17381 as follows:

(e) "Construction and Demolition Debris", or "C&D Debris" is solid waste that is a portion of the waste stream defined as "construction and demolition wastes," as defined in Section 17225.15 of Article 4 of this Chapter, and means source separated or separated for reuse solid waste and recyclable materials, including commingled and separated materials, that result from construction work, that are not hazardous, as defined in CCR, Title 22, section 66261.3 et seq., and that contain no more than 1% putrescible wastes by volume calculated on a monthly basis and the putrescible wastes do not constitute a nuisance, as determined by the EA.

(1) C&D debris includes only the following items which meet the above criteria:

(A) components of the building or structure that is the subject of the construction work including, but not limited to, lumber and wood, gypsum wallboard, glass, metal, roofing material, tile, carpeting and floor coverings, window coverings, plastic pipe, concrete, fully cured asphalt, heating, ventilating, and air conditioning systems and their components, lighting fixtures, appliances, equipment, furnishings, and fixtures;

(B) tools and building materials consumed or partially consumed in the course of the construction work including material generated at construction trailers, such as blueprints, plans, and other similar wastes;

(C) cardboard and other packaging materials derived from materials installed in or applied to the building or structure or from tools and equipment used in the course of the construction work; and

(D) plant materials resulting from construction work when commingled with dirt, rock, inert debris or C&D debris.

(2) C&D debris expressly excludes, commingled office recyclables and, except as provided in subdivision 17381(e) above, commingled commercial solid waste and commingled industrial solid waste as they are defined in Title 27, CCR section 20164.

(3) Notwithstanding anything to the contrary in this Article, C&D debris includes material, whether or not from construction work, that is generally similar to C&D debris and that is separated for reuse, that is not hazardous, that contains no putrescible wastes and that can be processed without



generating any residual, provided that the material is generated by an activity that is similar to, or is directly or indirectly related to, construction work, including without limitation: manufacturing materials for use in construction work, such as wood products, clay or ceramic products, plumbing systems, electrical equipment, metal work and HVAC systems.

### **Scale House and Scales**

Two scale houses and two commercial weigh scales are proposed, as shown in **Figure 3**. One scale will weigh and record vehicles entering the facility and one will weight and record vehicles exiting the facility, or alternatively, self-haul vehicles may be assigned weight/volumes based upon vehicle type. Upon entry, trucks pass through the scale house and the scale house operator is alerted if daily vehicle and/or tonnage limits are approached.

### **Employment**

The estimated number of facility personnel would be approximately 18 at a maximum throughput of 450 tons per day:

- 1 General Manager;
- 2 Administration;
- 8 Transfer Floor Operators;
- 1 Traffic Control/Spotter (more spotters will be used if needed);
- 2 Loader Operators;
- 1 Sweeper/Scrubber Operator;
- 1 Water Truck Operator;
- 1 Landscape/Litter Control; and
- 1 Equipment Maintenance.

### **Security and Screening**

The site is secured and screened by a combination of existing 6-foot high chain link fence and solid walls, as a means of providing security and prohibiting unmonitored dumping of loads. Access is controlled through the gated entrance and exit. During hours when waste is not received the gate will be closed to the public. The east and west boundaries have chain link fence and a precast concrete block wall; the southern boundary has a chain link fence with opaque fabric and the northern boundary has a precast concrete block wall. To adequately secure the facility from theft and arson, overnight on-site personnel, night lighting and locked gates would be incorporated.

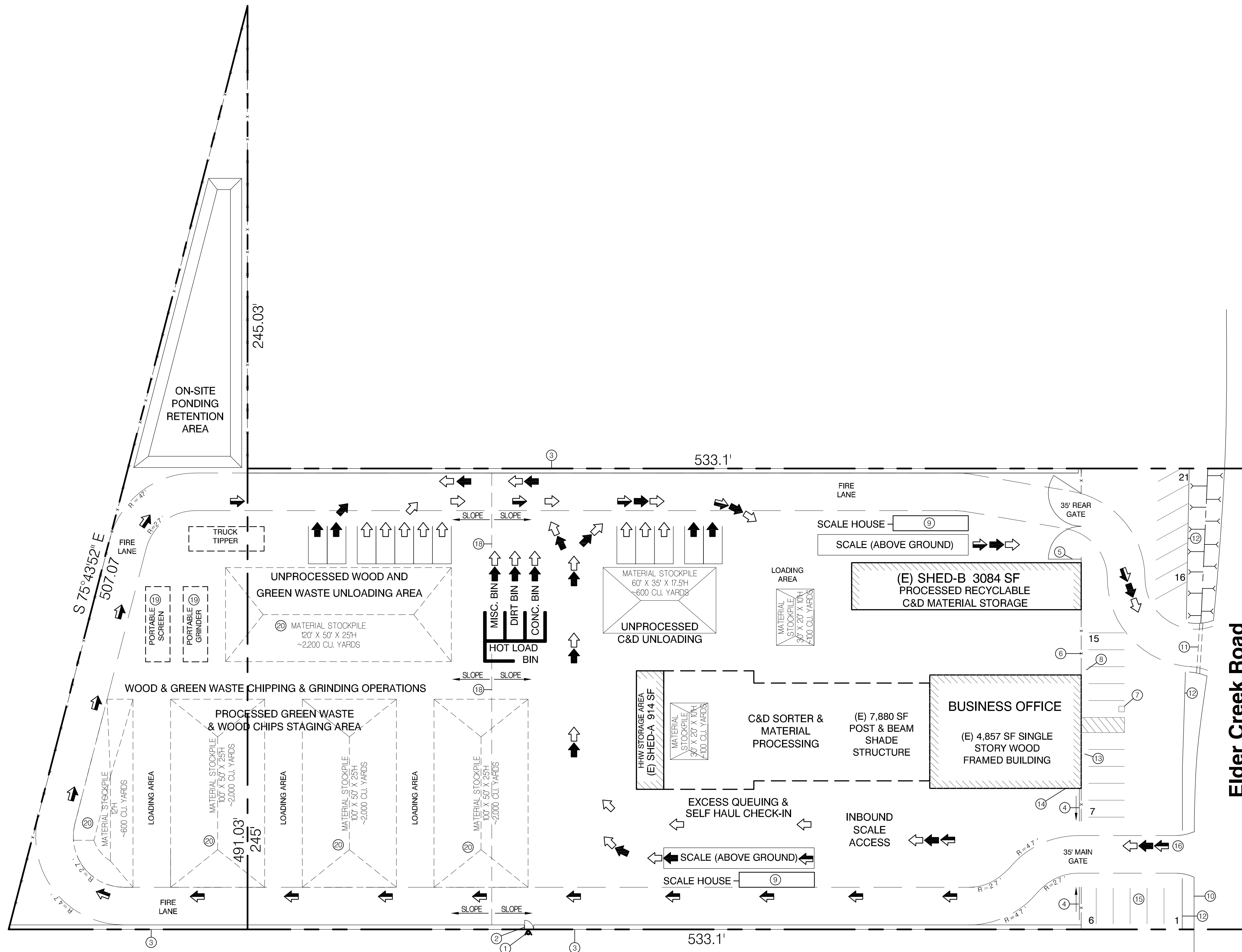
### **Access Roads and Dust Control**

All traffic areas are will be paved prior to any operation approved through the conditional use permit or covered with hard-packed gravel. Accordingly, tracking of mud and generation of dust from site traffic is not anticipated, and tracking of waste material onto adjacent public roads is not anticipated. The Dust Control Plan (see Attachment A) contains traffic dust control measures that would minimize dust generation from trucks traveling within the project site and any track out to Elder Creek Road. Phase 1 will require a deviation for vehicle movement on unpaved surfaces.

### **Drainage and Water Supply**

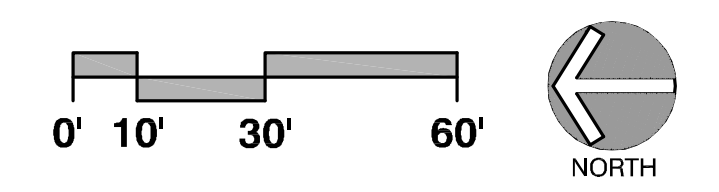
The City of Sacramento provides the potable water supply (there is no groundwater being used at the site). The City water would provide adequate quench and process water. There would be minimal process water accumulation as most of the water used on-site for dust control would evaporate or be absorbed.

The volume of process water from the facility would be the amount of liquids that may make contact with the compostable materials, or C&D debris during storage, processing, or transfer. The amount of free liquids that may be generated from this material would be minimized through the use of best management practices; all process water would be retained onsite.



- ### Key Notes
- ① (E) FIRE HYDRANT ON ADJACENT LOT
  - ② 36" W. C.L. GATE WITH FIRE DEPT. ACCESS LOCK
  - ③ 8' HIGH PRECAST CONC. BLOCK WALL.  
(2) COURSES 28" W. x 60" L. x 30" H. UNITS.  
(1) COURSE 28" W. x 60" L. x 12" H. WALL CAP
  - ④ (2) 17' WIDE SECTIONS OF 6' HIGH ROLLING C.L. GATE WITH SLATS
  - ⑤ REAR EXIT GATE:  
(2) 17.5' WIDE C.L. SWING GATE PANELS WITH SLATS AND FIRE DEPT. ACCESS LOCK
  - ⑥ 6' HIGH ROLLING C.L. FENCE WITH SLATS
  - ⑦ (E) 9' x 18' ACCESSIBLE PARKING STALL WITH STRIPPED 8' WIDE VAN LOADING AISLE, ACCESSIBILITY SYMBOL & REQUIRED SIGNAGE, SEE PHOTO VIEW #18
  - ⑧ (E) BACK-FLOW PREVENTION VALVE
  - ⑨ 12' WIDE x 40' LONG "SCALE HOUSE" (TRAILER)
  - ⑩ THIS PORTION OF ELDER CREEK ROAD DOES NOT HAVE A SIDEWALK
  - ⑪ (E) CORRUGATED DRAINAGE PIPE FOR (E) DRAINAGE SWALE
  - ⑫ (E) 4' WOOD FENCE
  - ⑬ (E) GAS METER LOCATION
  - ⑭ (E) ELECTRICAL METER LOCATION
  - ⑮ 9' x 18' TYPICAL PARKING STALL
  - ⑯ ENTRANCE
  - ⑰ -
  - ⑱ (E) EDGE OF PAVEMENT
  - ⑲ PORTABLE EQUIPMENT MOVES TO LOCATION OF MATERIAL BEING PROCESSED AS NEEDED
  - ⑳ PILES CHANGE FROM UNPROCESSED TO PROCESSED AS EQUIPMENT CIRCULATES THROUGH AREA

- ### Symbols Legend
- (E) SWALE
  - PARKING STALL NUMBER 15
  - DRAINAGE SLOPE
  - TRAFFIC ARROWS
  - SELF HAUL
  - COLLECTION VEHICLES
  - TRANSFER VEHICLES



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**Schematic Site Circulation & Ops. Plan - Phase-2**

REVISIONS

Date: June 20, 2017  
 Scale: As Noted  
 Reviewed By: PM  
 Drawn By: KG  
 Job No. 160219  
 Sheet

**Figure 3**

**Schematic Site Circulation & Operations Plan ~ Phase 2**  
 Source: KGCD; RCH Group 2017

Fair Deal Recycling & Transfer Station ~ 450 TPD Capacity



Dust control measures would involve spraying of water from hand held hoses onto excessively dust-producing materials during transfer operations. The amount of liquids added for dust suppression would be minimal and would not be enough to generate any ponding or standing water.

The facility would seek coverage under the NPDES Industrial General Permit from the State Water Resources Control Board. Surface water runoff from the northern third of the site, including all process water, would be directed to an onsite retention basin in the northeastern part of the site (as shown in Figure 3), by use of grading design, drain pipes, and/or drainage ditches, where it will be properly treated, if necessary, prior to any off-site discharge. Water would be pumped from the retention basin for facility use in operations, including fire and dust control. A water tank could be used to store water from the retention basin. ~~The northern one third would have hard packed gravel during Phase 1 and be paved prior to the start of Phase 2.~~

For the northern third of the site, stormwater would be directed to a stormwater collection and treatment system by use of grading design, drain pipes, and/or drainage ditches, where it will be properly treated, if necessary, to eliminate potential environmental impacts. The southern two-thirds currently has aging pavement that would be improved for Phase 2.

The retention basin would be designed to retain surface water runoff resulting from a 25-year, 24-hour storm event. Existing stormwater from the site currently flows to the street side stormwater ditch and into Morrison Creek east of the site. Site personnel would regularly inspect and maintain the storm drains, drainage ditches and basin.

### **Wastewater**

The project site is currently connected to a septic tank below the parking lot to the south of the main office building. Restrooms are currently provided on-site. If needed the site will be able to connect to the Sacramento Area Sewer District system. There is a sewer connection available for the project site, under Elder Creek Road, with capacity available (Moore, 2017).

### **Electrical**

Electricity is supplied to the site from the Sacramento Municipal Utility District (SMUD) overhead power line. Sufficient energy is available from SMUD to serve the proposed project with no detriment to other users. During brief power outages, waste unloading and manual sorting operations would be able to continue with no interruption of service. If electrical power to the site is lost for an extended period of time, the site could be closed, and vehicles attempting to use the site would be directed to other facilities.

### **Project Approvals**

The proposed facility requires a Conditional Use Permit (CUP) from the City in order to receive and process the proposed materials, and also requires Site Plan and Design Review for site design, screening, circulation, and other similar issues. The facility is estimated to have 18 employees during maximum operations.

**Table 3** contains a list of the permits and approvals that may be required for the facility:

**Table 3  
Permits and Approvals**

Permit Description	Permit Agency
Conditional Use Permit Site Plan and Design Review <del>Deviation for vehicle movement on unpaved surfaces (Phase 1)</del>	City of Sacramento
Solid Waste Facility Permit (Transfer Processing Facility (MRF)) Maximum of 450 tons of total materials per day.	County of Sacramento Environmental Management Dept. Solid Waste Local Enforcement Agency (LEA)
Authority to Construct / Permit to Operate	Sacramento Metropolitan Air Quality Management District (SMAQMD)
General Industrial Stormwater Permit	Sacramento Regional Water Quality Control Board
Hazardous Materials Business Plan	Sacramento County Environmental Management Department (Certified Unified Program Agency [CUPA])

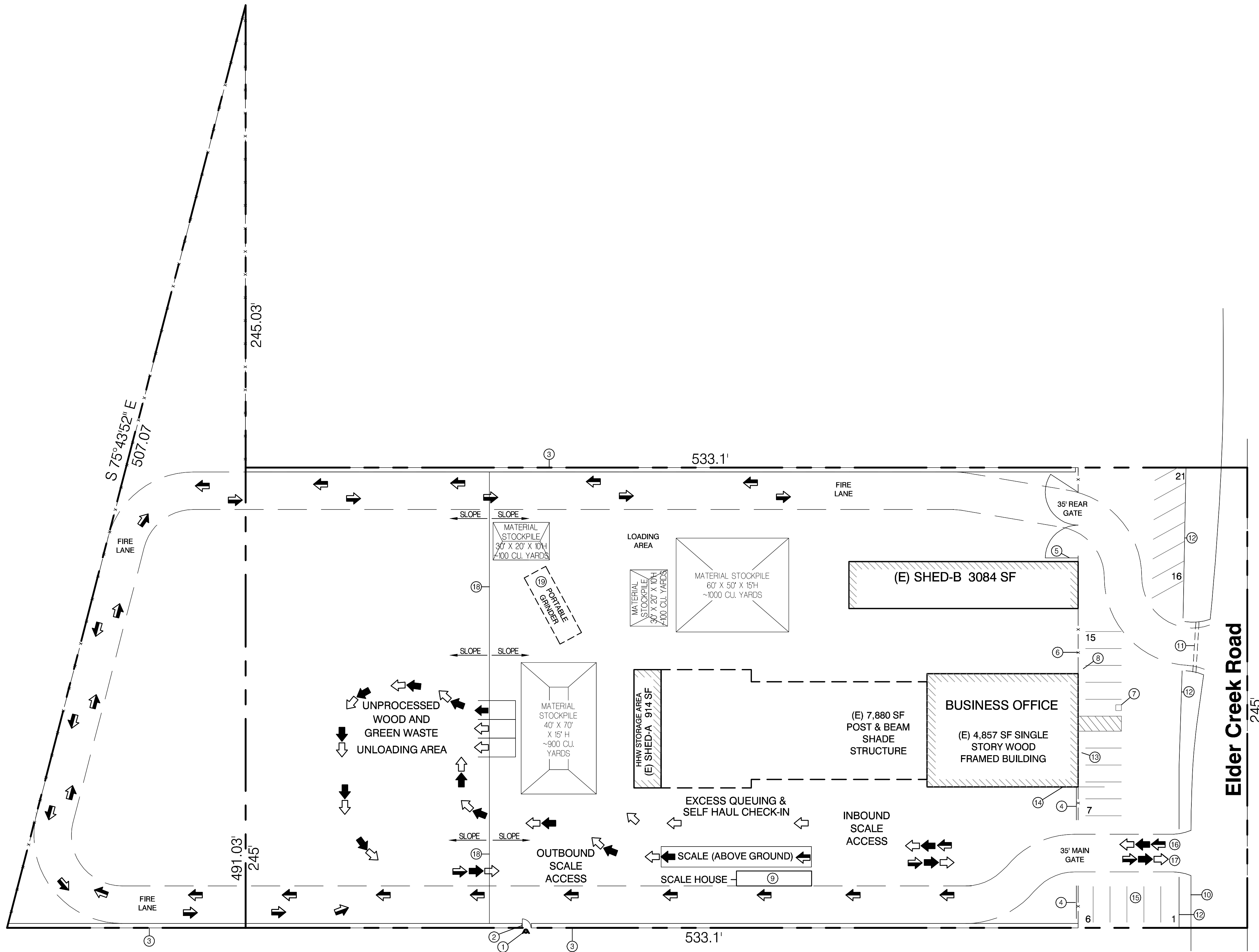
Although the City has jurisdiction in determining whether the facility is consistent with land use and zoning designations and issues permits associated with such, the responsibility for permitting a Material Recovery Facility/Large Volume Transfer Station (MRF/LVTS) lies with the Local Enforcement Agency (LEA), a local agency responsible for enforcing state solid waste laws and standards. In Sacramento County, the Sacramento County Environmental Management Department (SCEMD) serves as the LEA. Before SWFPs are issued, the California Department of Resources Recycling and Recovery (CalRecycle), must review and concur with the findings made by the LEA in a public meeting. CEQA review must be conducted for solid waste permit issuance and revisions. As proposed, the project would require a Full Tier Permit from the LEA for a Large Volume Transfer/Processing Facility. When the City issues the CUP, the applicant/operator has indicated that they will want to begin processing wood wastes as soon as possible to generate income for the facility. Prior to receiving the Full Tier Permit for a Large Volume Transfer/Processing Facility, the applicant/operator would submit an Enforcement Agency Notification to LEA to operate a chip and grind facility which would be limited to no more than 200 TPD. Operation under the Enforcement Agency Notification would be an interim step until the site has the Transfer Processing Report (TPR) accepted by the LEA and receives a Solid Waste Facility Permit, which will be concurred by CalRecycle. Attachment E is the current Draft Transfer/Processing Report (TPR) for the proposed project. This Initial Study analyzes the potential environmental impacts from the proposed project (at full capacity of 450 TPD) with consideration of the controls and systems expected in the final TPR for the MRF/LVTS.



## Proposed Project Phasing

As discussed above, the proposed project would be phased. The first phase (Phase 1) would begin when the City of Sacramento issues the CUP and the applicant/operator would begin processing wood wastes at the facility. The facility would be limited to no more than 200 TPD. The project description in this IS/MND examines the proposed project at full capacity of 450 TPD. During Phase 1 ~~there would be minimal site improvements and~~ the applicant/operator would only do what is required to safely and responsibly begin operating a chip and grind facility for processing wood and green wastes at the facility. The proposed project would adhere to all on-site management plans during Phase 1 (see Attachment A). **Figure 4** is the proposed circulation and operations plan for the Enforcement Agency Notification to operate a chip and grind green waste facility which would be limited to no more than 200 TPD. ~~The northern one-third portion of the site would have limited operation, generally just low-speed vehicle access to the unloading area for self-haul and commercial vehicles and access to the processed materials for the transfer trucks loading materials (wood chips) to go to markets. The unloading pads, grinding areas and load-out areas for finished product (wood chips) would all be on the existing paved area of the site. When on-site vehicle traffic is minimal the transfer trucks could stay on the existing pavement to access and load the processed materials rather than travelling around the northern third of the site.~~ Phase 2 of the proposed project would be the full build out of the proposed project where the applicant/operator would ramp up to maximum permitted capacity of 450 TPD. Phase 2 would begin when the TPR for the proposed project is accepted by the LEA and the facility receives the Solid Waste Facility Permit. In order to operate at full build out (Phase 2), ~~the site improvements discussed in this IS/MND would need to be completed such as grading, paving and drainage improvements at the northern unpaved area of the project site.~~



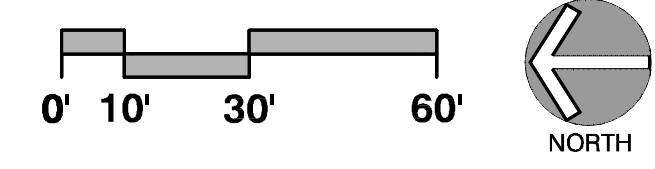


**Key Notes**

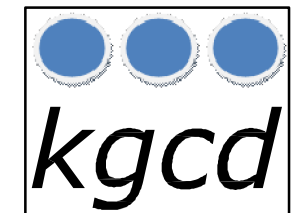
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**Symbols Legend**

- PARKING STALL NUMBER 15
- DRAINAGE SLOPE
- TRAFFIC ARROWS  
 SELF HAUL   
 COLLECTION VEHICLES   
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**Schematic Site Circulation & Ops. Plan - Phase-1**

REVISIONS

Date: June 20, 2017  
 Scale: As Noted  
 Reviewed By: PM  
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 Sheet

**Figure 4**

**Schematic Site Circulation & Operations Plan ~ Phase 1**  
 Source: KGCD; RCH Group 2017

Fair Deal Recycling & Transfer Station ~ 200 TPD Capacity

## LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES AND ENERGY

### Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the initial study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and the effect of the project on these resources.

### Discussion

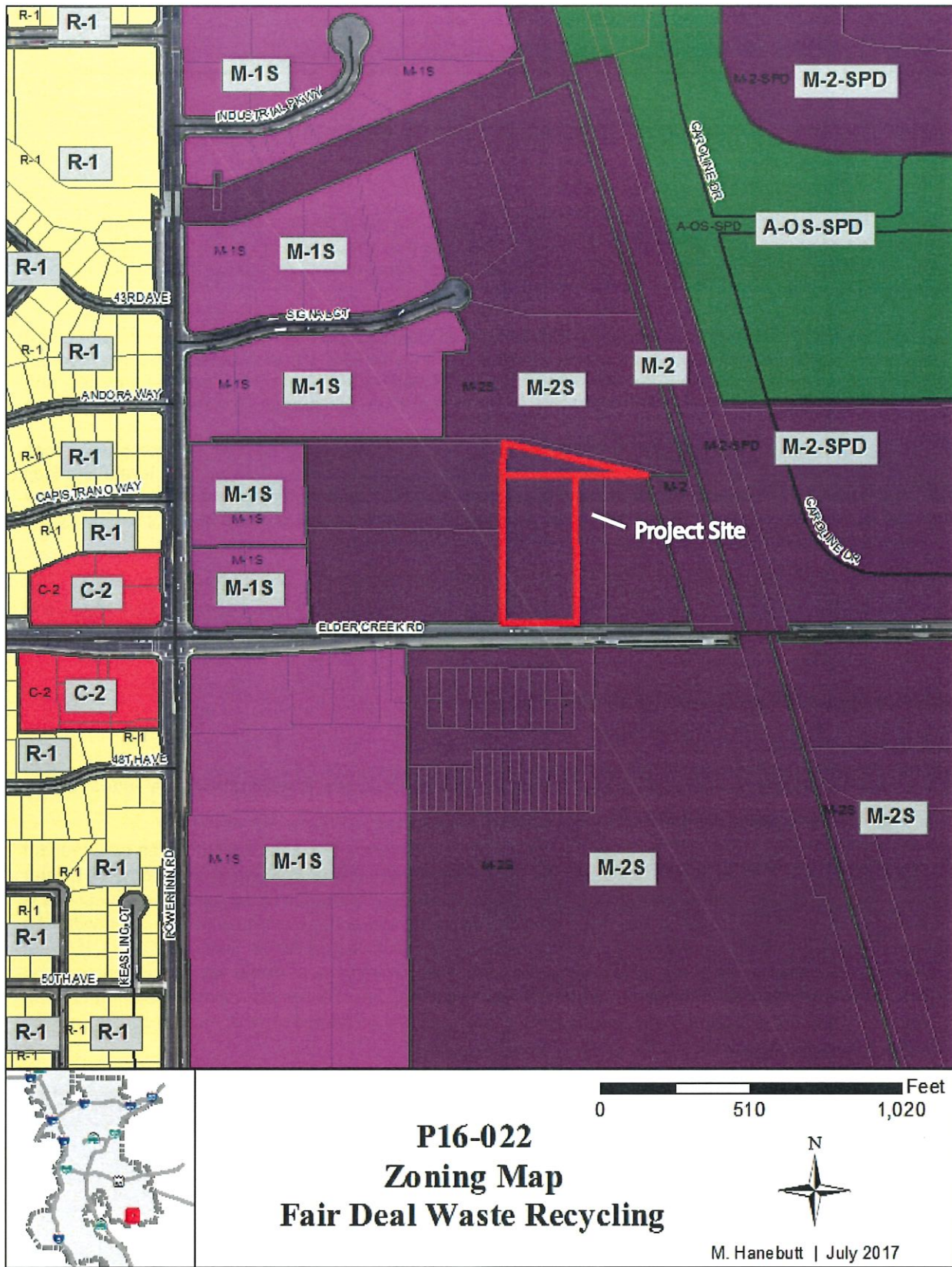
#### Land Use

The project site is designated Industrial in the 2035 General Plan, and is within the Heavy Industrial (M-2(S)) zone. **Figure 5** is a zoning map for the project vicinity.

The project site is located in an urbanized portion of the community. The adjacent land uses are a vacant industrial warehouse to the north, Baketech and Bimbo Bakeries to the west, Northwood Commerce Center across Elder Creek Road to the south and Truck & Auto Centers of America to the east. The project site is within an industrial area and is separated from the nearest residential structures (to the southwest) by approximately 300 feet, the nearest residences west of the site (west of Power Inn Road) are 1,150 feet away, and the residences to the south are 5,500 feet away. Development of the site as proposed would alter the existing landscape, but the project site has been designated for urban development in the 2035 General Plan and the Planning and Development Code, and the proposed development is consistent with these planning designations.

As the project site is in the vicinity of other existing industrial uses, the proposed project would not be considered an inconsistent use with the surrounding industrial land uses.







## **Population and Housing**

The proposed project requires a CUP for green waste processing at the site, as well as Site Plan and Design Review. Approximately 18 new employees would be hired due to the proposed project. Housing would not be created or destroyed with implementation of the proposed project, and people or housing would not be displaced. Accordingly, construction or replacement of housing would not be required. Therefore, the proposed project would have no impact associated with population and housing.

## **Agricultural Resources**

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources. See Master EIR, Chapter 4.1. In addition to evaluating the effect of the general plan on sites within the City, the Master EIR noted that to the extent the 2035 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The Master EIR concluded that the impact of the 2035 General Plan on agricultural resources within the City was less than significant.

The project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance). (DOC DLRP 2016) The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the project site. Development of the site would result in no impacts on agricultural resources.

## **Energy**

Structures built would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant general plan policies in section 6.3 (page 6-3). The discussion concluded that with implementation of the general plan policies and energy regulation (e.g., Title 24) development allowed in the general plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

The Master EIR concluded that implementation of state regulation, coordination with energy providers and implementation of general plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

The proposed project would chip and grind wood and the wood chips would be transported to biomass plants where they would be used as fuel to generate biomass electric power.

**ENVIRONMENTAL CHECKLIST**

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AESTHETICS</u> Would the proposal:			
A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

**ENVIRONMENTAL SETTING**

The project site is a 3.66-acre flat parcel, the southern two thirds of the site is currently paved. The majority of the site is open to accommodate the recycling operations and facilitate the maneuvering of the trucks. Structures on the property include a 4,857 square foot (sf) single-story wood framed building (Business Office), a 7,880 sf post & beam shade structure (location of C&D sorter and material processing), and a 3,084 sf shed (for material storage of processed recyclable C&D material).

Existing views of the project site are presented in Photos #1-8. Views from the southern perimeter of the property looking north towards the site are presented in Photos #1-4. Photos #5-6 show views from within the project site, and Photos #7-8 show sidewalks adjacent to the site.

The project site does not contain scenic resources, is not located in an area designated as a scenic resource or vista, and is not visible from any state-designated scenic highways. The project site is surrounded by industrial warehouses and commercial truck services, and proposed operations would utilize the existing boundary. The proposed project shall be subject to entitlement review and shall be required to provide frontage improvements to the satisfaction of the City Department of Public Works.

~~There are no sensitive visual receptors nearby (i.e., single-family residences).~~ The project site is within a major industrial area and is separated from the nearest residential structures (to the southwest) by approximately 300 feet, the nearest residences west of the site (west of Power Inn Road) are 1,150 feet away, and the residences to the south are 5,500 feet away. Intervening buildings and existing vegetation in some cases also block views from the residences to the project site. Persons traveling along Elder Creek Road could be considered visually sensitive; however, the facility is currently screened from Elder Creek Road by a six-foot high chain link fence (with opaque fabric) and on the east, west and north borders of the property is screened by solid, precast, 5-foot high concrete block walls.





Photo #1) Southwest entrance to site. November 14, 2016.



Photo #2) Front of site from across Elder Creek Road. November 14, 2016.



Photo #3) Southwest corner of site, looking northeast from across Elder Creek Road. November 14, 2016.



Photo #4) Southeast corner of site, looking northwest from across Elder Creek Road. November 14, 2016.



Photo #5) View of existing buildings on the site, looking south from the north central portion of the site. November 14, 2016.

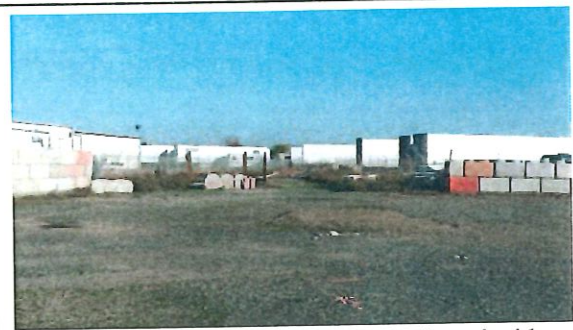


Photo #6) View of northeast corner from inside the site. November 14, 2016.



Photo #7) Sidewalk in front of site, looking east from the southwest entrance. November 14, 2016.



Photo #8) Sidewalk in front of site, looking west from the southwest entrance. November 14, 2016.



## STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or
- create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

## SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR described the existing visual conditions in the general plan City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See Master EIR, Chapter 4.13, Visual Resources.

The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant.

## ANSWERS TO CHECKLIST QUESTIONS

### Questions A and B

Operation of the transfer station would result in piles of wood being stored on the site, some of which could be as high as 25 feet. While the top of some wood piles could be visible from offsite locations (mainly within the M2 zone), activities on the site would be screened from public views.

Glare and lighting in the area would not be affected because the proposed project would be required to adhere to Policy LU 6.1.14 that requires lighting to be shielded and directed downward. Wood piles would not be lighted and would not cause any glare.

Overall the proposed project would not create a source of glare or light that would cause a public hazard, annoyance, or be cast onto oncoming traffic or residential uses. As such, the proposed project would result in a **less-than-significant** impact associated with light and glare.

### Question C

The proposed development would result in only minor changes in the appearance of the site as viewed from some adjacent areas, but generally would be consistent with the height, bulk, and character of industrial uses in the project vicinity. As mentioned above, operation of the transfer station would result in piles of wood being stored on the site, some of which could be as high as 25 feet. The top of the wood piles would possibly be visible from the road, but would be shielded by buildings and set back sufficiently far from the road as to not substantially degrade the existing visual character of the surrounding industrial areas.

Views of the site from residences to the west and southwest are shielded by buildings and trees (see Photos #9 and 10). Views of the site from Elder Creek Road are largely shielded by the project site business office and shed (see Photos #11 and 12). These structures would block views of the wood piles. The wood piles could only be viewed when vehicles are perpendicular to the fence, and, due to the distance to the wood piles, the wood piles would appear no taller than the business office. Since views from the roadway would be brief, as vehicles pass by the front of the site, views of the wood piles would be predominantly screened from public view.



Photo #9) View towards site from residences on west side of Power Inn Road. July 12, 2017.



Photo #10) View of site from closest residences, approximately 300 feet to the southwest of the project site. July 13, 2017.





Photo #11) View of site from Elder Creek Road, eastbound from the southwest of the site. July 12, 2017.



Photo #12) View of site from Elder Creek Road, eastbound, perpendicular to site. July 12, 2017.

Overall, the proposed project would be consistent with the existing visual character and quality of the area. The facility is currently screened from Elder Creek Road by the main office building, a six-foot high chain link fence (with opaque fabric) and on the east, west and north borders of the property is screened by solid, precast, concrete block walls. The proposed project would be screened by fences, walls and buildings, would not substantially degrade views from any nearby sensitive visual receptor, and would not block any views of scenic resources, thus, the proposed project would not substantially degrade the existing visual character of the site or its surroundings, and a ***less-than-significant*** impact to aesthetics would occur.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The proposed project would have no additional project-specific environmental effects relating to Aesthetics.



	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. <u>AIR QUALITY</u> <i>Would the proposal:</i>			X
A) Result in construction emissions of NO <sub>x</sub> above 85 pounds per day?			X
B) Result in operational emissions of NO <sub>x</sub> or ROG above 65 pounds per day?			X
C) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X
D) <del>Result in PM<sub>10</sub> concentrations equal to or greater than five percent of the State ambient air quality standard (i.e., 50 micrograms/cubic meter for 24 hours) in areas where there is evidence of existing or projected violations of this standard? Result in PM<sub>10</sub> and PM<sub>2.5</sub> concentrations that exceed SAMQMD requirements?</del>		X	
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Create objectionable odors affecting a substantial number of people?		X	
I) Conflict with the Climate Action Plan?			X

### ENVIRONMENTAL SETTING

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the "Delta breeze" that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the days from July to September, however, a phenomenon called the “Schultz Eddy” prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

The Sacramento County portion of the SVAB is under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and state air quality standards have been established for six common air pollutants, known as criteria pollutants, because the criteria air pollutants could be detrimental to human health and the environment. Criteria pollutants include carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), volatile organic compounds (VOC) as reactive organic gases (ROG), particulate matter less than 10 micrometers (coarse or PM<sub>10</sub>), and particulate matter less than 2.5 micrometers (fine or PM<sub>2.5</sub>).

Regions which exceed the federal or state ambient air quality standards (AAQS) are classified as non-attainment area, while regions which do not exceed the federal or state AAQS are known as attainment areas. At the federal level, Sacramento County is designated as severe non-attainment for the eight-hour ozone standard, non-attainment for the 24-hour PM<sub>2.5</sub> standard, and attainment or unclassified for all other criteria pollutants. At the state level, the area is designated as a serious non-attainment area for the one-hour ozone standard, non-attainment for the eight-hour ozone standard, non-attainment for the PM<sub>10</sub> and PM<sub>2.5</sub> standards, and attainment or unclassified for all other state standards.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and state AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies, evaluate air quality impacts, the SMAQMD has developed the *Guide to Air Quality Assessment in Sacramento County*. The SMAQMD's *Guide to Air Quality Assessment in Sacramento County* includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors (ROG and NO<sub>x</sub>), as the area is under non-attainment for the federal and state ozone AAQS. The SMAQMD's *Guide to Air Quality Assessment in Sacramento County* also includes screening criteria for localized CO emissions and thresholds for new stationary sources of toxic air contaminants (TAC).

## STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- construction emissions of NO<sub>x</sub> above 85 pounds per day;
- operational emissions of ROG or NO<sub>x</sub> above 65 pounds per day;
- violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- ~~PM<sub>10</sub> concentrations equal to or greater than 80 lbs/day and 14.6 tons/year, if all feasible BACT/BMPs are applied; Any increase in PM<sub>10</sub> concentrations, unless all feasible Best Available~~



Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;

- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for TAC. TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TAC from mobile sources.

A project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the requirements of the City's Climate Action Plan.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthy pollutant concentrations. See Master EIR, Chapter 4.2.

Policies in the 2035 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the California Air Resources Board (CARB) and the SMAQMD to meet state and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 and ER 6.1.10 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.14 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TAC as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.4 requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TAC, and impose appropriate conditions on projects to protect public health and safety.

The Master EIR found that greenhouse gas emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the General Plan identified in the Master EIR that would reduce construction related GHG emissions include: ER 6.1.2, ER 6.1.11 requiring coordination with SMAQMD to ensure feasible mitigation measures are incorporated to reduce GHG emissions, and ER 6.1.15. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 Climate Action Plan (CAP), which demonstrates compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emission reduction goals, ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reductions goal. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study. (CEQA Guidelines Section 15150)

The Master EIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq.

## ANSWERS TO CHECKLIST QUESTIONS

### Questions A - C

#### *Construction Emissions*

Construction-related emissions are expected to be short-term, but may still cause adverse effects on air quality. Construction activities include site preparation, earthmoving, and general construction. General construction includes adding improvements such as traffic surfaces and structures. The emissions generated from these construction activities include:

- Dust (including PM<sub>10</sub> and PM<sub>2.5</sub>) primarily from “fugitive” sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling, material screening, and unpaved surfaces;
- Combustion emissions of criteria air pollutants (ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) primarily from operation of heavy off-road construction equipment (primarily diesel-operated), portable auxiliary equipment, and construction worker automobile trips (primarily gasoline-operated); and
- Evaporative emissions (e.g., ROG) from asphalt paving.

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. High winds (greater than 10 miles per hour) occur infrequently in the area, less than two percent of the time. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM<sub>10</sub> concentrations may be adversely affected on a temporary and intermittent basis during construction. In addition, the fugitive dust generated by construction would include not only PM<sub>10</sub>, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

Construction emissions were estimated using the CalEEMod (California Emissions Estimator Model Version 2013.2.2)<sup>b</sup> land use emissions model. CalEEMod default emission factors assume equipment subject to EPA Tier 1 engine standards. Construction emissions associated with installing asphalt surfaces and non-asphalt surface (site preparation, grading, and paving activities occurring sequentially) within the 3.66 acre project site were estimated. The proposed project’s estimated daily construction emissions are presented in **Table 4**. The estimated annual construction emissions for PM<sub>10</sub> and PM<sub>2.5</sub> are 0.10 and 0.06 tons, respectively. The daily construction emissions of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are well below the SMAQMD thresholds of significance. The annual construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are well below the SMAQMD thresholds of significance. Thus, the proposed project construction activities would be a less than significant air quality impact. **Attachment C** provides the detailed construction emission estimation results.

The following basic construction emission control practices are considered feasible for controlling fugitive dust from project construction activities. Control of fugitive dust is required by SMAQMD Rule 403 and enforced by SMAQMD staff.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).

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<sup>b</sup> California Air Resources Board, California Emissions Estimator Model User’s Guide, July 2013.  
<http://www.caleemod.com/>



- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets associated with project construction activities. California regulations limit idling from both on-road and off-road diesel powered equipment. The CARB enforces the idling limitations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

**Table 4  
Daily Construction Air Emissions (pounds)**

<b>Emission Source</b>	<b>ROG</b>	<b>NOx</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Site Preparation	4.89	51.8	21.0	12.5
Grading	3.50	36.0	8.71	5.27
Paving	1.67	14.4	0.98	0.80
<b>Maximum Phase</b>	<b>4.89</b>	<b>51.8</b>	<b>21.0</b>	<b>12.5</b>
SMAQMD Significance Thresholds	-	85	80	82
Exceeds Thresholds?	No	No	No	No

Source: CalEEMod (California Emissions Estimator Model Version 2013.2.2)

#### *Operational Emissions*

The proposed project would include sorting and processing recyclable materials and sorting and grinding wood waste materials. The primary operational air emission sources would include two front-end loaders, an excavator, an electric or diesel grinder, and a water truck. A maximum of 303 waste hauling vehicles (200 self-haul vehicles and 70 roll-off trucks and 33 transfer trucks) per day would drop off or pick up material at the facility. The facility would be open to the public from six a.m. to six p.m. (twelve hours per day), seven days per week and 365 days per year, and operations would occur 24 hours per day. Chipping and grinding would occur from 7 a.m. to 7 p.m. Nighttime operations (7 p.m. to 6 a.m.) would include loading trucks (and related activities) and trucks entering and exiting the facility to take products to markets. There would also be 18 employee trips and two visitor trips per day.

For purposes of assessing the impacts to air quality from vehicle emissions, ~~the proposed project is expected to result in relocated activities.~~ That is, the truck trips associated with recyclable and wood waste materials that would be coming to and leaving the project site are currently occurring within the Air Basin (and to a large extent in the vicinity of the project site). Thus, no new emissions would be created by truck trips as a result of the proposed project.

The proposed project is required to comply with all SMAQMD rules and regulations, such as Rule 202 (New Source Review), Rule 402 (Nuisance), Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter). It should be noted that in accordance with Rule 202, the project applicant would be required to obtain a Permit to Operate from SMAQMD for each piece of stationary equipment to be operated on the project site.

Compliance with the SMAQMD's permitting process would ensure that emissions associated with the processing equipment would be minimized. The proposed project's estimated daily operational emissions are presented in **Table 5**. The proposed project includes operational equipment such as a loader, excavator, water truck, grinder, and sweeper. The estimated annual operational emissions for PM<sub>10</sub> and PM<sub>2.5</sub> are 0.77 and 0.47 tons, respectively. The daily operational emissions of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are well below the thresholds of significance. The annual operational emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are well below the thresholds of significance. Thus, the proposed project operational activities would be less than significant air quality impact. **Attachment C** provides the detailed operational emission estimation results.

Overall, the proposed project would not violate any air quality standards or contribute to an existing air quality violation (i.e., the region's non-attainment status of ozone) during operations. **Attachment A** provides the Dust Control Plan for the proposed project, which addresses action for dust control for operations at the project site, specifically actions that would be implemented when wind speed is equal to or greater than 15 mph. Key actions at that point will be to determine if any of the piles, grinding operations, or unloading operations need increased watering and to continually observe fugitive dust emissions.

**Table 5**  
**Daily Operational Air Emissions (pounds)**

Emission Source	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Loader	0.43	4.15	0.31	0.29
Grinder – Engine Exhaust	0.36	2.81	0.19	0.19
Water Truck	0.77	8.70	0.32	0.30
Excavator	0.37	4.06	0.20	0.18
Grinder – Fugitive Dust	-	-	3.21	1.61
Sweeper	0.07	0.61	0.05	0.05
<b>Grand Total</b>	<b>2.00</b>	<b>20.3</b>	<b>4.29</b>	<b>2.61</b>
SMAQMD Significance Thresholds	65	65	80	82
Exceeds Thresholds?	No	No	No	No

Source: CalEEMod (California Emissions Estimator Model Version 2013.2.2)

Table 5 was calculated using an earlier (higher) estimate of 750 TPD, the numbers would be further proportionately reduced for the proposed project maximum of 450 TPD.

Question D

Project construction, particularly ground-disturbing activities such as grading and excavation result in emissions of fugitive dust, which includes PM emissions. Construction was assumed to occur in 2017 and would consist of site preparation, grading, and paving. The proposed project is required to comply with all SMAQMD rules and regulations for construction, including, but not limited to, Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter). Construction activities associated with the proposed project would be minor.

SMAQMD has adopted mass emissions thresholds of significance for PM<sub>10</sub> and PM<sub>2.5</sub>, which have been included in the proposed project's construction-related and operational emissions analysis as shown in



**Tables 4 and 5.** As shown, the proposed project's estimated emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would be well below the applicable thresholds of significance.

According to SMAQMD guidance, PM<sub>10</sub> emissions are considered to be significant if they exceeded the concentration-based thresholds of significance of 80 lbs/day and 14.6 tons/year, if all feasible BACT/BMPs are applied. Because PM<sub>2.5</sub> is a subset of PM<sub>10</sub>, SMAQMD assumes that construction projects that do not generate concentrations of PM<sub>10</sub> that exceed the emission threshold of significance would also be considered less-than-significant for PM<sub>2.5</sub> impacts. Per SMAQMD's guidance, projects that do not exceed the daily and annual PM<sub>10</sub> and PM<sub>2.5</sub> emission thresholds would not have the potential to exceed or contribute to the concentration-based threshold of significance for PM<sub>10</sub> and PM<sub>2.5</sub> at an off-site location:

As stated previously, all projects within the jurisdictional area of SMAQMD are required to implement the SMAQMD's Basic Construction Emission Control Practices. The entire project site would be 3.66 acres and would not exceed the maximum daily disturbed area of 15 acres. Secondly, as shown in **Tables 4 and 5**, the proposed project would not exceed the daily and annual PM<sub>10</sub> and PM<sub>2.5</sub> emission thresholds. Accordingly, the proposed project would not have the potential to exceed or contribute to the concentration-based threshold of significance for PM<sub>10</sub> at an off-site location. Thus, the proposed project would not result in air quality impacts related to PM emissions.

Per SMAQMD's guidance, operational vehicle travel-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> could have the potential to exceed their respective standards if a project would generate a high volume of vehicle trips on unpaved roadways. In Phase 1, most of the activity would be on the approximately two thirds of the site that is already paved, the remainder of the area has a hard gravel surface. In Phase 2, the remainder of the site would be surfaced with either asphalt or road base to accommodate the traffic circulation and processing areas.

All surfaces including gravel roads, all stockpiles, and all traveled surfaces would be watered as required to minimize the creation of dust. Dust control equipment in the form of water trucks, a street sweeper, spray bars on equipment, and misters on grinders would be utilized as needed to control fugitive dust. Wetting of wastes would also be performed if a dust problem is encountered in a load. Sweeping of the operations area at a frequency which precludes the accumulation of dust that could give rise to a dust nuisance condition would be performed. All paved and unpaved areas would be wet down with a water truck for dust control. The frequency and/or intensity of the application of these dust controls would be increased if wind conditions are not favorable. Therefore, the proposed project's operational emissions of PM would not be substantial.

Overall, the proposed project is not expected to result in PM<sub>10</sub> and PM<sub>2.5</sub> concentrations equal to or greater than five percent of the state AAQS, and air quality impacts would be less than significant. **Attachment A** provides the Dust Control Plan for the proposed project, which addresses action for dust control at the project site. Due to the nature of site operations, wind speeds of 15 mph or greater could result in fugitive dust emissions leaving the property boundaries. Implementation of Mitigation Measure 2-4 would reduce potential dust impacts to less than significant.

#### Question E

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the AAQS are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. The first tier



of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for local CO if:

- Traffic generated by the project would not result in deterioration of intersection level of service (LOS) to LOS E or F; and
- The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

Even if a project would result in either of the two criteria, under the SMAQMD's second tier of localized CO screening criteria, if all of the following criteria are met, the project would still result in a less-than-significant impact to air quality for localized CO:

- The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
- The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air would be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average.

The proposed project would generate an additional 303 trucks at the project site per day, which would not deteriorate intersection LOS or substantially contribute to an intersection that already operates at an unacceptable LOS. Consequently, the proposed project would not be expected to result in the generation of localized CO emissions that would exceed the state AAQS.

#### Questions F and G

The adjacent land uses are a vacant industrial warehouse to the north, Baketech and Bimbo Bakeries to the west, Northwood Commerce Center across Elder Creek Road to the south and Truck & Auto Centers of America to the east. The project site is within an industrial area and is separated from the nearest residential structures (to the southwest) by approximately 300 feet, the nearest residences west of the site (west of Power Inn Road) are 1,150 feet away, and the residences to the south are 5,500 feet away.

The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TAC are a function of both the concentration of emissions and the duration of exposure. Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading and paving result in the generation of DPM. However, construction associated with the proposed project is minimal (i.e., paving of up to 3.66 acres) and temporary, occurring over a relatively short duration in comparison to the operational lifetime of the proposed project. Furthermore, the nearest sensitive receptor possible is located approximately 300 feet from the site and is shielded by intervening industrial uses. This site (300 feet from the project site) is also zoned for industrial uses and confirmed for auto sales in 2015. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM associated with construction for any extended period of time would be low.

Operations on the project site would involve the use of loaders, grinder, and excavator, which could be related to emissions of TAC attributable to diesel engines. Although the proposed project would likely utilize electricity-powered mechanical equipment on-site, the applicant may choose to utilize a diesel powered grinder. Similar to construction-related DPM, operation of heavy equipment would be regulated by federal,



state, and local regulations, including SMAQMD rules, regulations, and permits to operate, as necessary, and would occur only in certain portions of the site.

CARB recommends safe distances between sensitive receptors and potential sources of TAC, such as more than 500 feet from a freeway or high-traffic road, 1,000 feet from distribution centers, rail yards, and chrome platers, and 300 feet from dry cleaners and gasoline dispensing facilities. Such uses have much higher associated emissions than what would be expected to occur from the proposed operations at the project site. Furthermore, according to CARB, concentrations of DPM are typically reduced by 70 percent at a distance of approximately 500 feet. The nearest sensitive receptor is located approximately 300 feet from the site. Secondly, the prevailing winds are from the south-southeast and the nearest sensitive receptor is located to the southwest of the project site; not downwind of the prevailing wind direction. Therefore, due to the distance/direction between the project site and the nearest sensitive receptor, as well as the limited operation of diesel equipment at the site, the proposed project is not expected to result in exposure of sensitive receptors to substantial pollutant concentrations.

The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions and recommends a setback of 1,000 feet from such facilities. The proposed project would involve 303 trucks at the site per day. However, the nearest sensitive receptor is located approximately 300 feet from the site. It should be noted that state law restricts truck idling in excess of five minutes. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM associated with on-site truck operations would be low.

Overall, the proposed project would not be expected to result in TAC exposures that would create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TAC from mobile sources.

#### Question H

Though offensive odors from stationary and mobile sources rarely cause any physical harm, they still remain unpleasant and can lead to public distress, generating citizen complaints to local governments. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

Odor impacts could also result from siting a new sensitive receptor near an existing odor source. Examples of land uses that have the potential to generate considerable odors include, but are not limited to wastewater treatment plants; landfills; refineries; and chemical plants.

In the SMAQMD's *Guide to Air Quality Assessment in Sacramento County*, odor screening distances are recommended for a variety of land uses. Projects that would site a new receptor farther than the applicable screening distance from an existing odor source would not likely result in a significant odor impact. The odor screening distances are not used as absolute screening criteria, rather as information to consider along with the odor parameters and complaint history. The odor screening distances for a green waste and recycling operation is two miles. The proposed project is within the odor screening distances to existing residential receptors for a green waste and recycling operation.

The Permit to Operate for the proposed project would require the applicant to create an Odor Control Plan. Prior to operation of the proposed project, the applicant would develop and implement an Odor Control Plan that provides odor control strategies to reduce odors and contains an odor response protocol for recording, reporting and responding to odor events. **Attachment A** provides the Odor Control Plan for the proposed project.

Generally, odor emissions are highly dispersive, especially in areas with higher average wind speeds. Secondly, the prevailing winds are from the south-southeast and the nearest sensitive receptor is located to the west of the project site; not downwind of the prevailing wind direction. Furthermore, the proposed



project would not be accepting highly odorous materials and the applicant has not experienced odor complaints at other similar locations in the City. As a precaution, the Applicant will implement the odor mitigation measures found at the end of this Air Quality Section (Mitigation Measures 2-1, 2-2 and 2-3). Therefore, odor impacts associated with the location of the proposed project would be less than significant with mitigation.

Under a 100% green waste material scenario (where the facility would receive 450 tons of green waste in one day and no other waste), the facility would not be expected to generate substantial odors because all of the operations staff would be redirected to monitoring, processing and removing green waste material from the site. The control measures in the Odor Control Plan and the odor mitigation measures that will be implemented by the Applicant ensure that the green material piles would not generate temperatures above 122°F (or piles would be broken down), would not begin composting while on the site, and thus would not generate substantial odors.

#### Question I

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHG) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG has been implicated as the driving force for global climate change. The primary GHG are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHG include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO<sub>2</sub>e).

There is international scientific consensus that human-caused increases in GHG have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.<sup>c</sup>

The proposed project is required to comply with the General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are city-wide efforts in support of reducing overall city-wide emissions of GHG. The General Plan CAP contains several goals to provide adequate solid waste facilities, meet or exceed State law requirements, and utilize innovative strategies for economic and efficient collection, transfer, recycling, storage, and disposal of refuse. The proposed project would support the zero waste, diversion of waste sent to landfills, recycling of construction wastes and waste for energy generation goals contained in the General Plan CAP Policies and Programs. Therefore, the proposed project would not fail to satisfy the requirements of City's CAP and would result in a less-than-significant impact.

The proposed project's construction and operational GHG emissions were estimated at 37.2 and 433 metric tons per year of CO<sub>2</sub>e, respectively. Thus, the construction and operational GHG emissions would be below the SMAQMD threshold of significance of 1,100 metric tons per year of CO<sub>2</sub>e and would be a less than significant impact air quality impact according to SMAQMD.

The proposed project would result in a significant impact if it would be in conflict with Assembly Bill (AB) 32, Senate Bill (SB) 32 and Executive Order (EO) B-30-15 State goals for reducing GHG emissions. The assumption is that AB 32, SB 32 and EO B-30-15 will be successful in reducing GHG emissions and

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<sup>c</sup> California Office of the Attorney General. Climate Change Impacts in California. Available Online at: <https://oag.ca.gov/environment/impact>.



reducing the cumulative GHG emissions statewide by 2020 and beyond. The State has taken these measures, because no project individually could have a major impact (either positively or negatively) on the global concentration of GHG. The proposed project has been reviewed relative to the AB 32, SB 32 and EO B-30-15 measures and it has been determined that the proposed project would not conflict.

## MITIGATION MEASURES

Implementation of the following mitigation measures would reduce the above impacts to a *less-than-significant* level.

- 2-1 The temperature of green waste piles shall not exceed 122°F.
- 2-2 Incidental putrescible wastes shall be reduced to a maximum of 1%.
- 2-3 Green waste that cannot be processed on-site within 48 hours shall be removed and disposed of at a permitted landfill. The green waste shall not be taken to another transfer station or compost facility to restart the 48-hour time period.
- 2-4 When wind speed is equal or greater than 15 mph, the site supervisor shall regularly monitor dust and litter from operations. Per the Dust Control Plan, the site shall increase water for dust control as necessary for the grinder, material piles and unloading operations. Shut down grinding and C&D sorting operations if they are causing fugitive dust emissions crossing the property boundaries in violation of District Rule 403 (until wind screening, additional watering, other control measures, or wind speeds are reduced to eliminate fugitive dust emissions crossing the property boundaries).
- 2-5 Implement the applicant prepared Odor Control Plan contained in Attachment A of the IS/MND. This Odor Control Plan addresses actions for odor control at the site. Accepted materials are generally not the source of foul odors and should not result in odor problems, regardless best management practices would be employed.

Odor Prevention Protocol: Materials will be handled on a first-in, first-out basis such that compostable materials will remain on site no longer than 48 hours after its arrival.

The site will be cleaned daily. Site personnel will patrol the general site area, including the access driveways and surrounding areas to control debris accumulation.

Odor Response Protocol: If the operator detects objectionable on-site odor they will follow this protocol:

1. Investigate and determine the likely source of the odor.
2. Determine if onsite management actions could remedy the problem and take steps to remedy the situation.
3. Log the odor source/cause and any corrective actions taken in the Site Operations Log.
4. Make changes in site operations as necessary to reduce objectionable odors. Odor may be reduced by limiting certain types of incoming feedstocks, disposal of the odiferous materials, or other activities.

- 2-6 Implement the applicant prepared Dust Control Plan contained in Attachment A of the IS/MND. The Dust Control Plan addresses actions for dust control at the site. The potential lies largely in the unloading and handling of materials and the wood grinding operations.

Traffic Dust Control Measures: Incoming and outgoing traffic could potentially generate dust. The following measures will minimize dust generation from traffic:

- Traffic speeds shall be limited to 5 miles per hour.

- The facility shall employ the frequent use of a regenerative street sweeper or water truck to remove fugitive dust sources from paved operational areas.
- The facility shall employ the frequent use of a regenerative street sweeper or water truck for dust control in traffic areas, and for off-site track off on Elder Creek Road.

Processing and Handling Dust Control Measures: Processing and handling of materials could potentially generate dust. The following measures will minimize dust generation from processing and handling of materials:

- The site supervisor will regularly monitor dust conditions when wind speeds are 15 mph or greater. As necessary, dust control watering will be increased for the grinder, material piles and unloading operations to eliminate fugitive dust emissions crossing the property boundaries. If fugitive dust is leaving the property boundaries the supervisor will shut down dust causing operations until effective controls are in place.
- Grinding equipment shall be equipped with water spray nozzles to reduce dust generation when in operation.
- Watering of C&D, wood, or yard waste shall be performed to control dust as the material is being unloaded or prior to processing, when necessary. The watering may be done using water trucks or handheld hoses. Employees may water the materials as it is unloaded from delivery vehicles and/or loaded into transfer trailers. The materials are not sprayed so much as to generate runoff.
- Transfer and processing operations for C&D or organic materials may be suspended during periods of high winds where conventional methods (described herein) are unsuccessful at preventing dust migration.
- Regular watering of the debris stockpiles shall be conducted to control dust. The material will absorb much of the water, and will not be watered to a level that will produce run-off.
- The facility shall comply with the requirements of the Sacramento Metropolitan Air Quality Management District (specifically District Rule 403 for Fugitive Dust).
- The facility shall investigate and respond to all concerns regarding dust.

## **FINDINGS**

All additional significant environmental effects of the proposed project relating to Air Quality can be mitigated to a less-than-significant level.



Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><b>3. BIOLOGICAL RESOURCES</b></p> <p>Would the proposal:</p> <p>A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?</p>			X
<p>B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?</p>			X
<p>C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?</p>			X

**ENVIRONMENTAL SETTING**

Prior to human development, the natural habitats within the region included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers. Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the City limits. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

A search of the CDFW Natural Diversity Database (CNDDDB) was performed for the proposed project location to determine the records of sensitive plant and wildlife species within the general vicinity of the area. A total of 68 federally listed, State listed, or special-status plant and wildlife species were identified for the proposed project's quadrangle and the site's surrounding quadrangles (i.e., Sacramento West, Carmichael, Citrus Heights, Clarksburg, Elk Grove, Florin, Rio Linda, Sacramento East, and Taylor Monument).

A total of 17 federally listed, State listed, or special-status plant and wildlife species were identified for the proposed project's quadrangle (i.e. Sacramento East). A total of 4 special-status species had occurrences within 1 mile of the project location (American badger, burrowing owl, vernal pool fairy shrimp, and vernal pool tadpole shrimp) (see Attachment D).

Though the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily outside the city

boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools. These habitats and their general locations are discussed briefly below.

#### **STANDARDS OF SIGNIFICANCE**

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, "special-status" has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of the California Department Fish and Wildlife, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the general plan, combined with compliance with the California Endangered Species Act, Natomas Basin HCP (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the general plan policies, along with similar compliance with



local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.3-3-6).

Given the prevalence of rivers and streams in the incorporated area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The California Department of Fish and Wildlife (CDFW) regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The general plan calls for the City to preserve the ecological integrity of creek corridors, canals and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). has adopted a standard that requires coordination with state and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the general plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact. (Impact 4.3-7)

## **ANSWERS TO CHECKLIST QUESTIONS**

### Questions A - C

The project site is a 3.66-acre flat parcel, the southern two thirds of the site is currently paved. The project site is zoned for industrial uses, and is located in an urbanized area zoned for such uses. After a review of the findings of the CNDDDB results, Barnett Environmental conducted a biological and wetlands assessment of the site and concluded that no wildlife are using potential habitat in or around this property at this time. Similarly, no features that satisfy the definition of wetlands or "other waters" exist onsite. Consequently, development or other project activities should not adversely affect wetlands or wildlife habitat at this location. None of the components of the proposed project would have any demonstrable effect on biological resources, and the proposed project would have **no additional significant effect** regarding such resources.

## **MITIGATION MEASURES**

None required.

## **FINDINGS**

The proposed project would have no additional project-specific environmental effects relating to Biological Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. <u>CULTURAL RESOURCES</u>			
Would the project:			
A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Adversely affect tribal cultural resources?		X	

**ENVIRONMENTAL SETTING**

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the city. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American rivers and other watercourses.

The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive prehistoric resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic- and prehistoric-period archaeological resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

The common, industrial-style, utilitarian buildings on the project site were constructed circa 1957 and used until recently for a lumber yard operation. Existing development surrounds the project site, including industrial and commercial uses. As such, the project site and vicinity are highly disturbed. Known historical resources do not exist on the project site or in the immediate vicinity.

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or



2. Directly or indirectly destroy a unique paleontological resource; or
3. A substantial adverse change in the significance of such resources.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

General plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10) and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historic resources is deemed a last resort. (Policy HCR 2.1.15)

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources. (Impacts 4.4-1, 2)

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### Questions A – C

A cultural resources inventory was prepared by Natural Investigations Company, Inc. (Sikes and Arrington, 2016) pursuant to the requirements of Assembly Bill 52 (AB 52). Services performed included literature and Sacred Lands File searches (October 7, 2016), a pedestrian survey of the proposed project area (November 15, 2016), and report (November 21, 2016). The literature and Sacred Lands File searches found that no cultural resources have been previously recorded at the project site. Natural Investigations Company determined that the common, industrial-style, utilitarian buildings on the property, constructed circa 1957 and used until recently for a lumber yard operation, lack individual distinction and historical value, do not contribute to our understanding of history, and were judged not to warrant formal recordation.

#### **MITIGATION MEASURES**

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

- 4-1 If archaeological artifacts or unusual amounts of stone, bone, or shell are uncovered during construction activities, work within 50 feet of the specific construction site at which the suspected resources have been uncovered shall be suspended. At that time, the property owner shall retain a qualified professional archaeologist. The archaeologist shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any archaeological resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. The mitigation shall be implemented by the property owner to the satisfaction of the Planning Division prior to resumption of construction activity.
- 4-2 In accordance with Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Sacramento Planning Division and the County Coroner shall be immediately notified. If the remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

The property owner shall also retain a professional archaeological consultant with Native American burial experience. The archaeologist shall conduct a field investigation of the specific site and consult with the Most Likely Descendant identified by the NAHC. As necessary, the archaeological consultant may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains. The property owner shall implement any mitigation before the resumption of activities at the site where the remains were discovered.

#### **FINDINGS**

All additional significant environmental effects of the proposed project relating to Cultural Resources can be mitigated to a less-than-significant level.



Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>5. <u>GEOLOGY AND SOILS</u></p> <p>A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p>			X

**ENVIRONMENTAL SETTING**

Geological literature indicates that no major active faults transect Sacramento County (Sacramento County, 2011). The General Plan Master EIR identifies the City of Sacramento as having no known active faults and Sacramento's potential for seismic groundshaking is one of the lowest in the State. The greatest earthquake threat is from earthquakes along Northern California's major faults, the San Andreas, Calaveras, and Hayward faults (City of Sacramento 2014). According to the California Department of Conservation, California Geological Survey, the project site is within a low severity zone (DOC CGS 2016).

The City of Sacramento has a relatively flat topography with soils that exhibit low expansion properties. The following soils are mapped by the Natural Resource Conservation Service (NRCS) within the project site:

- Xerarents-Urban land-San Joaquin complex, 0 to 5 percent slopes

This soil is well-drained with a parent material of alluvium derived from granite. It has a high runoff class and 35 to 60 inches to duripan (USDA, NRCS 2015).

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

## ANSWERS TO CHECKLIST QUESTIONS

### Question A

The proposed project is not located within an area that is expected to experience substantial seismic groundshaking because there are no major fault lines within the City of Sacramento. The proposed project does not include any homes or new structures that would be damaged during any seismic activity. Construction of the proposed project would be minimal as the project site is already currently two thirds paved and the soils within the project site are able to support operation of the proposed project. Therefore, **no impact** related to geologic and/or seismic hazards would result from development of the proposed project.

### MITIGATION MEASURES

No mitigation measures are warranted.

### FINDINGS

The proposed project would have no additional project-specific environmental effects relating to Geology and Soils.



Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>6. <u>HAZARDS</u></p> <p>Would the project:</p> <p>A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?</p>			X
<p>B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?</p>		X	
<p>C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?</p>			X

**ENVIRONMENTAL AND REGULATORY SETTING**

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

**SMAQMD RULE 902 AND COMMERCIAL STRUCTURES**

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM. To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

#### **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

#### **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the general plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 general Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

#### **ANSWERS TO CHECKLIST QUESTIONS**

##### Question A

The site is not included on a list of hazardous materials sites compiled by the County pursuant to Government Code 65962.5. According to the Department of Toxic Substances Control records there are no contaminated soils at the project site. In addition, substantial ground-disturbing construction activities, such as excavation or trenching, would not occur as a result of the proposed project. Accordingly, construction activities would not result in exposure of people to existing contaminated soil, and impacts would be less than significant.

##### Question B

The proposed project would not involve demolition of any structures that may contain asbestos materials or other hazardous materials. Modifications of the existing operations would not involve materials that may contain asbestos nor other hazardous materials. However, demolition materials can include asbestos-containing materials and customers could potentially drop off asbestos-containing material at the facility. As a precaution, the Applicant will implement an Asbestos Control Plan prior to Phase 2 of the proposed project when the facility will accept construction and demolition materials. The development of an Asbestos Control Plan is included as a mitigation measure found at the end of this Hazards section.

Because operation of the proposed project would not handle hazardous materials (except for incidental



household hazardous wastes inadvertently brought to the project site with other wastes) and the Applicant would implement an Asbestos Control Plan, the proposed project would be considered to result in a ***less-than-significant impact with mitigation*** related to exposing people to asbestos-containing materials or other hazardous materials.

#### Question C

As stated above, substantial ground-disturbing construction activities would not occur as a result of the proposed project. As such, dewatering activities would not occur. Therefore, construction activities would not result in exposure of people to existing contaminated groundwater, and impacts would be ***less than significant***.

#### **MITIGATION MEASURES**

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

- 6-1 Prior to Phase 2 when the facility would accept construction and demolition materials, the Applicant shall develop an Asbestos Control Plan. The plan shall include the following:
- load-screening procedures
  - training to identify and redirect asbestos from the recycling process
  - training on how to handle asbestos containing material if it is encountered

#### **FINDINGS**

All additional significant environmental effects of the proposed project relating to Hazards can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>7. <u>HYDROLOGY AND WATER QUALITY</u></p> <p>Would the project:</p> <p>A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?</p>			X
<p>B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?</p>			X

**ENVIRONMENTAL SETTING**

The project site is a 3.66-acre flat parcel, the southern two thirds of the site is currently paved. The site is located 3.5 miles south of the American River, and 840 feet west of Morrison Creek. The site itself does not contain any creeks, wetlands or other hydrologic features. The project site is in a highly developed area of Sacramento. Currently, the project site is mostly impervious surfaces and as a result, stormwater mostly drains to the storm drain system.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The project site is located within an area designated as shaded Zone X (Community Panel Number 06067C0195H), which is applied to areas of 0.2% annual chance flood, areas of 1% annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile, and areas protected by levees from 1% annual chance flood. The project site is in an area protected from the one percent annual chance (100-year) flood by levee, dike, or other structures subject to possible failure or overtopping during larger storms. FEMA does not have building regulations for development in areas designated Zone X and would not require mandatory flood insurance for structures in Zone X.

The City’s Stormwater Quality Improvement Plan (SQIP) outlines the priorities, key elements, strategies, and evaluation methods of the City’s Stormwater Management program for 2007-2011. The Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The Program also includes an extensive public education effort, target pollutant reduction strategy and monitoring program.

The Sacramento City Code Section 13.08.145 addresses mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities. The code requires that when a property contributes drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that there is no increase in flooding or in water surface elevation that adversely



affects individuals, streets, structures, infrastructure, or property. The Sewer Development Fee Fund is used to recover an appropriate share of the capital costs of the City's existing or newer system facilities or the City's existing or new combined sewer system facilities. Revenues are generated from impact fees paid by developers and others whose projects add to the demand on the combined sewer collection systems. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees.

## **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan MEIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or
- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

## **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

## **ANSWERS TO CHECKLIST QUESTIONS**

### Question A

The proposed project has the potential to degrade water quality during both construction and operations. Further details regarding the potential effects are provided below.

#### *Construction-Related Impacts*

Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with stormwater runoff. Disturbance of site soils would increase the potential for erosion from stormwater. The State Water Resources Control Board (SWRCB) adopted a statewide general National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009- 0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's SQIP contains a Construction Element that guides in implementation of the NPDES Permit for Stormwater Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings,

lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list best management practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect stormwater inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Conformance with City regulations and permit requirements along with implementation of BMPs would ensure that construction activities of the proposed project would result in a less-than-significant impact related to water quality.

#### *Operational Impacts*

The southern two thirds of the site will direct rainfall to the existing onsite storm drain system that will be enhanced with a stormwater collection and treatment system to meet the requirements of the NPDES Industrial General Permit. The northern one third of the site will be re-graded to drain to a proposed stormwater retention pond at the north end of the site (see Figure 3). The pond will meet the 48-hr drawdown time to avoid standing water for mosquitos to spawn or managed otherwise to eliminate potential for mosquitos (such as using a large holding tank). A program will be implemented to monitor water quality and to evaluate the effectiveness of stormwater management practices at the facility.

Because the proposed project design provides for treatment and monitoring of off-site discharges from the site, discharge of runoff to surface waters or groundwater would not result in substantial environmental impacts.

The proposed project includes connection to an existing on-site septic system, which served the previous tenants at the project site. If needed the site will be able to connect to the Sacramento Area Sewer District system. There is a sewer connection available for the project site, under Elder Creek Road, with capacity available (Moore, 2017).

The potential for groundwater contamination exists from the accidental release of hazardous materials identified in loads stored temporarily on-site. However, all materials would be stored according to state laws and regulations for storage of hazardous materials. Potential accidental release of any hazardous material would likely be small in quantity, if at all; however, a spill response locker will be located near the hazardous waste storage area. The spill response locker would ensure that impacts would not occur in the event of an accidental spill or release.

#### *Conclusion*

Overall, design of the project site and conformance with City and state regulations and any permit requirements or conditions set forth by the SCEMD would ensure that a substantially degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed project would not occur. Therefore, impacts would be considered ***less than significant***.

#### Question B

As described above, the project site is not located within a 100-year flood hazard area. In addition, the proposed project would not involve placement of any permanent buildings or structures on the site and



would not introduce new population to the area. As such, the proposed project would not place housing or structures within a 100-year flood hazard area and would not expose people or property to the risk of injury or damage in the event of a 100-year flood. Therefore, impacts related to flooding would be ***less than significant***.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The proposed project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>8. <u>NOISE</u></p> <p>Would the project:</p> <p>A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?</p>		X	
<p>B) Result in residential interior noise levels of 45 dBA L<sub>dn</sub> or greater caused by noise level increases due to the project?</p>			X
<p>C) Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance?</p>			X
<p>D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?</p>			X
<p>E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?</p>			X
<p>F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?</p>			X



## ENVIRONMENTAL SETTING

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the “loudness” of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A-weighting of sound levels best reflects the human ear’s reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A-weighted sound level over a given time period (Leq); average day-night 24-hour average sound level (Ldn) with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL), also a 24-hour average that includes both an evening and a nighttime sensitivity weighting.

The adjacent land uses are a vacant industrial warehouse to the north, Baketech and Bimbo Bakeries to the west, Northwood Commerce Center across Elder Creek Road to the south and Truck & Auto Centers of America to the east. The project site is within an industrial area and is separated from the nearest residential structures (to the southwest) by approximately 300 feet, the nearest residences west of the site (west of Power Inn Road) are 1,150 feet away, and the residences to the south are 5,500 feet away.

To quantify existing ambient noise levels in the immediate project vicinity, short-term measurements (5 - 10 minute) of existing noise were taken at three locations. Noise measurements were made using Metrosonics db308 Sound Level Meters. The noise measurements are summarized in **Table 6** below. Major noise sources in the project vicinity are predominately vehicular traffic on Elder Creek Road.

**Table 6**  
**Existing Noise Levels in the Project Area**

Location	Time Period	Noise Levels (dB)	Noise Sources
Site 1: Back center of site. 50 feet from the northern perimeter and 100 feet from the western perimeter.	Monday, November 14, 2016 2:26 p.m. to 2:31 p.m.	5-minute Leq: 52	Vehicle traffic along Elder Creek Rd: 50-60 dBA. Background noise without traffic: 41 dBA.
Site 2: Southwest corner of site. 90 feet from the centerline of Elder Creek Road.	Monday, November 14, 2016 2:44 p.m. to 2:54 p.m.	5-minute Leq's: 68, 70	Vehicle traffic along Elder Creek Rd and railroad: 60-76 dBA. Background noise without traffic: 47 dBA.
Site 3: Southeast corner of site. 80 feet from the centerline of Elder Creek Road.	Monday, November 14, 2016 3:00 p.m. to 3:10 p.m.	5-minute Leq's: 68, 70	Vehicle traffic along Elder Creek Rd: 60-76 dBA. Background noise without traffic: 46 dBA.

Source: RCH Group, 2016

## STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of general plan policies:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- result in residential interior noise levels of 45 dBA L<sub>dn</sub> or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

## SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (Policy EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the general plan. See Policy EC 3.1.8, which requires new mixed-use, commercial and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

## ANSWERS TO CHECKLIST QUESTIONS

### Questions A and B

The City of Sacramento Municipal Code (Chapter 8.68.060) includes exterior noise standards for daytime and nighttime hours at residential and agricultural properties (see **Table 7**). The proposed project would begin public hours at 6 a.m. for one hour during what the City of Sacramento considers nighttime, however, chipping and grinding equipment would not operate until 7 a.m. **Table 8** provides the City of Sacramento General Plan exterior noise compatibility standards for various land uses.

The proposed project would include sorting and processing recyclable materials and sorting and grinding wood waste materials. The primary operational noise sources would include vehicles noises (from engines and accessories and back-up beepers) from vehicles dropping off or picking up wastes, and noise from two front-end loaders, an excavator, and an electric or diesel grinder. A maximum of 323 vehicles would enter and exit the facility each day (200 self-haul vehicles, 70 roll-off trucks, 33 transfer trucks, 18 employees and two visitors). The facility would be open to the public from six a.m. to six p.m. (twelve hours per day), seven days per week and 365 days per year, and operations would occur 24 hours per day. Chipping and grinding hours would be 7:00 a.m. to 7 p.m. Nighttime operations (7 p.m. to 6 a.m.) would be quieter and include loading trucks (and related activities) and trucks entering and exiting the facility to take products to markets. Grinding hours have been limited to 7:00 a.m. to 7:00 p.m. to reduce potential for excessive noise during the nighttime hours.



**Table 7**  
**City of Sacramento Exterior Noise Ordinance Standards**

Cumulative Duration of the Intrusive Sound	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
L50 (30 minutes per hour)	55 dB	50 dB
L25 (15 minutes per hour)	60 dB	55 dB
L8.3 (5 minutes per hour)	65 dB	60 dB
L1.7 (1 minute per hour)	70 dB	65 dB
Lmax (maximum level)	75 dB	70 dB

Source: City of Sacramento Municipal Code Chapter 8.68.060

Notes:

- The noise standards apply to all agricultural and residential properties.
- It is unlawful for any person at any location to create any noise which causes the noise levels when measured on agricultural or residential property to exceed for the duration of time set for the specified exterior noise standards in any one hour.
- Each of the noise limits specified shall be reduced by 5 dB for impulsive or simple tone noises, or for noise consisting of speech or music.
- If the ambient noise level exceeds that permitted by any of the first four noise limit categories, the allowable noise limit shall be increase in 5 dB in each category to encompass the ambient noise level. If the ambient noise level exceeds the fifth noise level category (Lmax), the maximum ambient noise level shall be the noise limit for that category.

**Table 8**  
**City of Sacramento Exterior Noise Compatibility Standards for Various Land Uses**

Land Use Type	Highest Level of Noise Exposure That is Regarded as "Normally Acceptable" <sup>a</sup> (Ldn <sup>b</sup> or CNEL <sup>c</sup> )
Residential – Low Density <sup>d</sup> Single Family, Duplex, Mobile Homes	60 dBA <sup>e,f</sup>
Residential – Multi-family <sup>g</sup>	65 dBA
Urban Residential Infill <sup>h</sup> and Mixed-Use Projects <sup>i,j</sup>	70 dBA
Transient Lodging – Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Auditoriums, Concert Halls, Amphitheaters	Mitigation based on site-specific study
Sports Arena, Outdoor Spectator Sports	Mitigation based on site-specific study
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings – Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Source: Governor's Office of Planning and Research, State of California General Plan Guidelines 2003, October 2003

- a As defined in the Guidelines, "Normally Acceptable" means that the "specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements."
- b Ldn or Day Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels.
- c CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.
- d Applies to the primary open space area of a detached single-family home, duplex, or mobile home, which is typically the backyard or fenced side yard, as measured from the center of the primary open space area (not the property line). This standard does not apply to secondary open space areas, such as front yards, balconies, stoops, and porches.
- e dBA or A-weighted decibel scale is a measurement of noise levels.
- f The exterior noise standard for the residential area west of McClellan Airport known as McClellan Heights/Parker Homes is 65 dBA.
- g Applies to the primary open space areas of townhomes and multi-family apartments or condominiums (private rear yards for townhomes; common courtyards, roof gardens, or gathering spaces for multi-family developments). These standards shall not apply to balconies or small attached patios in multistoried multi-family structures.
- h With land use designations of Central Business District, Urban Neighborhood (Low, Medium, or High) Urban Center (Low or High), Urban Corridor (Low or High).
- i All mixed-use projects located anywhere in the City of Sacramento



The loudest expected noise source from the proposed project would be chipping and grinding equipment noise and supporting loaders. The proposed project is not operating now so no noise measurements of activities are possible. However, noise levels for a similar processing facility in the City of Sacramento were measured for a CEQA Initial Study in 2011. In 2011, noise levels from a grinder and two front-end loaders in full operation (at the Sierra Waste Recycling and Transfer Station on Berry Avenue approximately one mile away) were monitored and analyzed by Environmental Science Associates (ESA). With all equipment in operation, the maximum noise level (L<sub>max</sub>) measured was 83 dB at 75 feet. ESA also concluded that adding an additional loader to the measured noise level would increase operational noise by one dB, therefore the noise level at that wood processing facility was determined to be 84 dB L<sub>max</sub> at 75 feet (County of Sacramento, 2011).

The proposed project would have operational noise levels consistent with the Sierra Waste Recycling and Transfer Station measured by ESA. The proposed project would include the same type of equipment as Sierra Waste, but would include an excavator instead of a third front-end loader. An excavator has a maximum noise level consistent with the maximum noise level of a front-end loader. Therefore, operational noise levels from the proposed project would be expected to be 84 dB L<sub>max</sub> at 75 feet. The grinding equipment would operate as needed. With a throughput of 80-100 tons per hour, at maximum capacity of 450 TPD, the grinder could need to operate up to approximately 5.6 hours per day (between the hours of 7 a.m. and 7 p.m.), but would typically operate less because on most days not all of the incoming materials would be wood waste and not all days would reach the maximum daily tonnage.

The closest residential structures are approximately 300 feet to the southwest; however the current land use is not consistent with the zoning designation as was confirmed to allow auto sales by staff in 2015. Regardless, the City Noise Ordinance would apply to noise affecting these structures. Based on a noise attenuation of 6 dB per doubling of distance and a distance of 650 feet from the nearest probable grinder location, operational maximum noise levels from the proposed project would be approximately 65 dB L<sub>max</sub>. The proposed project has a five-foot-high modular block wall along the east and west property lines, which would reduce operational noise levels by approximately 5 dB (to 60 dB, L<sub>max</sub> at the nearest residential property). Other industrial buildings (and project buildings) between the nearest probable grinder location and the closest residential property (to the southwest) would also be expected to reduce operational noise levels by at least 5 dB because they block most of the line of sight between the grinder/processing area and the closest residential property. Therefore, operational noise levels at the closest residential property would be approximately 55 dB L<sub>max</sub>. Since 55 dB, L<sub>50</sub> is the daytime limit for operational noise at residential properties, this could be a potentially significant without mitigation. When the grinder and support equipment are running constantly the L<sub>max</sub> and the L<sub>50</sub> levels will be similar. Mitigation Measure 8-1 would mitigate potential operational noise that could be above the L<sub>50</sub> noise standard.

As discussed above, prior to mitigation, maximum operational noise levels could be as high as 55 dB L<sub>max</sub> at the nearest residential property, which is well below the City of Sacramento daytime exterior noise standard of 70 dB L<sub>max</sub>. The 55 dB L<sub>max</sub> is the maximum noise level from operation of the proposed project that could be perceived at the closest residential property. At that level the project noise could affect the L<sub>50</sub> standard of 55 dBA. The Noise Ordinance would allow up to 60 dBA for the L<sub>50</sub> if measurements show that the current L<sub>50</sub> is above the lower 55 dBA standard.

The project would not exceed the other noise descriptors in the Noise Ordinance (i.e., L<sub>25</sub>, L<sub>8.3</sub> and L<sub>1.7</sub>) because they are the noise level exceeded for a given amount of time in any hour and the noise limits for the other noise descriptors are greater than 55 dB.

Maximum operational noise levels from the proposed project would be approximately 84 dB L<sub>max</sub> at the project site; however, with the reductions described below, the operations are anticipated to be no greater than 55 dB L<sub>max</sub> at the exterior of the closest residential structure (300 feet to the southwest). In general, residential structures provide an interior 25-30 dB noise level reduction (Wyle, 1994). The noise level reduction from the residential structures would reduce operational noise levels would be below the City of Sacramento's interior noise level standard of 45 dB L<sub>dn</sub>.



Also, the Ldn/CNEL levels in **Table 8** would not be exceeded because those levels are 24-hour average levels and the project would have intermittent noise during the day and greatly reduced noise levels during the nighttime hours (7 p.m. to 7 a.m.). While at times the noise levels on the project site might exceed 75 dBA temporarily during full daytime operations, the 24-hour average noise would be far less than 75 dBA, Ldn/CNEL standard.

A maximum of 323 vehicles would enter and exit the facility each day. Therefore, the proposed project would generate a maximum of 646 trips per day on Elder Creek Road. According to City Public Works Department, Elder Creek Road currently has an average daily traffic of 23,300 trips (City of Sacramento, 2016). The addition of 646 vehicles per day would not result in a perceptible increase in noise levels because traffic volumes would have to double for a barely perceptible change in noise levels to occur (i.e., 3 dB increase). Traffic noise from the proposed project would result in a less than 1 dB increase and would not be a perceptible increase in noise.

All noise impacts from operation of the proposed project would be less than significant with mitigation.

### Question C

The proposed project would include minimal construction activities as the project site is already two thirds paved and the necessary buildings already exist. Construction activities would include installation of new slats in existing chain link fences at the front of buildings and along rear property line, chain link gate alterations, installation of a two new above ground weigh scales and portable scale houses, chipper, and sorter units, and cleaning and painting of existing office spaces. Construction activities would also include some minor grading and paving in the northern area of the project site. Construction activities would be consistent with industrial noise in the project area and would not generate excessive noise because no major grading or building construction would occur. Furthermore, construction noise is exempt by the City of Sacramento Municipal Code (Chapter 8.68.080) provided that construction activities occur between the hours of seven a.m. and six p.m., Monday through Saturday, and between nine a.m. and six p.m. on Sunday. Therefore, construction noise impacts would be less than significant.

### Questions D through F

The project site is in an industrial zone and is surrounded by compatible industrial land uses. The project site and adjacent land uses were surveyed and there are no existing and/or planned residential or commercial uses in the project area. Construction of the proposed project would be minimal as the project site is already two thirds paved and the necessary buildings already exist. Railroad tracks are approximately 600 feet to the east of the project. The proposed project would not permit any residential or commercial uses. There are no historic buildings or archaeological sites in the project area. Therefore, all vibrational impacts would be less than significant.

### **MITIGATION MEASURES**

Implementation of the following mitigation measures would reduce the above impact related to operational noise to a *less-than-significant* level.

- 8-1                      When grinding starts in Phase 1, a noise survey shall be conducted at the nearest residential structures to assure that noise generation is satisfactory relative to the City of Sacramento daytime L50 noise standard (55 dBA). If that survey reveals that project operations are resulting in an exceedance of the daytime L50 noise standard (Lmax levels over 55 dBA), one of the following noise mitigation options shall be implemented, based on coordination with and subject to review and approval by the Community Development Department.
- Additional source-specific noise control measures shall be implemented for the equipment or operations identified as being responsible for the exceedance of the City's daytime L50 noise level standard. Such measures could take the form of



localized sound barriers, procurement of quieter equipment, enhanced muffling or shielding of equipment, or restrictions on certain processes. If the Lmax level is below 55 dBA at the nearest residential property then the L50 would also meet the 55 dBA standard (or Lmax below 60 dBA if the ambient noise level exceeds 55 dBA – per the City Noise Ordinance).

#### **FINDINGS**

All additional significant environmental effects of the proposed project relating to Noise can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p><b>9. PUBLIC SERVICES</b></p> <p>Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?</p>			X

**ENVIRONMENTAL SETTING**

The project site is located in the southeastern area of Sacramento, approximately six miles from the downtown core of the City, and is served with fire protection, police protection, and schools by the City of Sacramento.

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. Police protection services are provided by the Sacramento Police Department (SPD) for areas within the City. In addition to the SPD and Sheriff's Department, the California Highway Patrol, UC Davis Medical Center Police Department, and the Regional Transit Police Department provide police protection within the City of Sacramento. The nearest fire station is approximately 1.4 miles northwest of the project site.

The project site is within the Sacramento City Unified School District. The nearest school, Elder Creek Elementary School, is approximately 2,200 feet northwest of the project site.

**STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The general plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects of development that could occur under the general plan would be less than significant.



General plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level. (Impacts 4.10-3, 4) Impacts on library facilities were considered less than significant (Impact 4.10-5).

**ANSWERS TO CHECKLIST QUESTIONS**

Question A

The proposed project does not involve the creation of housing and would not introduce any new residents to the project area. The proposed project would include 18 employees at the project site. The employees would likely come from the surrounding area and would not constitute a substantial increase in population in the area. The project site is zoned industrial and the proposed project is an industrial use. The proposed project would incorporate a Fire Prevention Plan (see Attachment A) as discussed in the project description. To adequately secure the facility from theft and arson, overnight on-site personnel, night lighting and locked gates would be incorporated. As such, the proposed project should not result in a substantial increase in demand for fire or police protection services. Schools or other public facilities or services would not be necessary for the proposed project. Overall, the proposed project would not result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan. Impacts related to public services would be less than significant.

**MITIGATION MEASURES**

None required.

**FINDINGS**

The proposed project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>10. <u>RECREATION</u></p> <p>Would the project:</p> <p>A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?</p>			X
<p>B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?</p>			X

**ENVIRONMENTAL SETTING**

The City of Sacramento Parks and Recreation Department maintains all parks and recreational facilities within the City of Sacramento. The Parks Department classifies parks according to three distinct types: 1) neighborhood parks; 2) community parks; and, 3) regional parks. Neighborhood parks are typically less than ten acres in size and are intended to be used primarily by residents within a half-mile radius. Community Parks are generally 10 to 60 acres and serve an area of approximately two to three miles, encompassing several neighborhoods and meeting the requirements of a large portion of the City. Regional parks are larger in size and are developed with a wide range of improvements not usually found in local neighborhood and community parks. As noted in the City's General Plan Background Report, the City currently contains 222 developed and undeveloped park sites, 88 miles of road bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The 222 parks comprise 3,108 acres. Of these, 1,573 acres are neighborhood and community parks and the remaining are City and non-city regional parks. The City currently provides approximately 3.4 acres of neighborhood and community park per 1,000 persons citywide.

Residential and non-residential projects that are built in the City of Sacramento are required to pay a park development impact fee per Chapter 18.44 of the Sacramento City Code. The fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of neighborhood and community park facilities. The closest recreational facility is Sim Park approximately 2,500 feet northwest of the project site.

**STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.



## **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

### **ANSWERS TO CHECKLIST QUESTIONS**

#### Questions A - B

The proposed project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities. The proposed project would not increase population, therefore it would not result in a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan. The proposed project would pay the required park impact fee for nonresidential development. With payment of the required fee, impacts related to recreation would be less than significant.

### **MITIGATION MEASURES**

No mitigation is required.

### **FINDINGS**

The proposed project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>11. <u>TRANSPORTATION AND CIRCULATION</u></p> <p>Would the project:</p>			
<p>A) Roadway segments: degrade peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.</p>		X	
<p>B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more?</p>		X	
<p>C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?</p>		X	
<p>D) Transit: adversely affect public transit operations or fail to adequately provide for access to public transit?</p>			X
<p>E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?</p>			X
<p>F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?</p>			X



## ENVIRONMENTAL SETTING

Access to the facility is on paved city streets, all adequate for heavy truck traffic and currently used by heavy industrial vehicles, including waste collection trucks. The site is approximately two thirds paved (the remainder is hard packed gravel) and most of the traffic would be on paved roads. The on-site roads would be cleaned by a litter crew and routinely swept and/or watered to control dust. The site is accessible during dry and wet weather periods.

Local access to the site is provided via Elder Creek Road. Currently, the width of Elder Creek Road varies from a four lane facility west of Power Inn Road to a two lane roadway within the project vicinity. According to City of Sacramento 2035 General Plan, Elder Creek Road is planned to be widened to 4 lanes for the entire segment between Stockton Boulevard and Florin Perkins Road. Currently, the daily traffic volume along Elder Creek Road is 23,300 ADT, and it is expected to increase to 27,400 ADT with the buildout of 2035 General Plan (2035 General Plan EIR, Appendix D, Traffic Modeling Data). The level of service threshold for this roadway section is LOS E and the posted speed limit is 45 mph.

Power Inn Road and Elder Creek Road intersection is a signalized intersection. Power Inn Road is a four lane arterial with a two way left turn lane. The daily traffic volume is 31,600 ADT and the posted speed limit is 45 mph.

As shown in **Figure 3**, vehicles enter and exit from Elder Creek Road via the main gate on the west side of the Business Office. Transfer vehicles utilize the fire lane along the west, north, and east perimeter of the facility to access material stockpiles. Self-haul and collection vehicles pass to the east side of the facility where they back in to unloading areas for C&D, green waste, and other materials. Vehicles exit the facility at the eastern exit. The facility will need a permitted traffic volume for up to 323 vehicles per day (18 employees, 2 visitors, 70 roll-off trucks, 200 self-haul vehicles, and 33 transfer vehicles).

Off-street parking is provided for employees, company vehicles and visitors to the site. There will be no on-street parking on Elder Creek Road. On-site parking will be provided in compliance with City of Sacramento requirements. Full or partially-full Transfer trucks may park temporarily on-site at night, until they drive their loads to receiving facilities.

In the Sacramento area, public transit service is provided by Sacramento Regional Transit. Route 65 provides transit service Monday through Friday in the vicinity of the project site. Route 65 provides connections from Franklin Station to University/65<sup>th</sup> Light Rail via Power Inn and Fruitridge.

According to the City of Sacramento's Existing Bikeways Map, bike lanes currently exist in the vicinity of the proposed project along Power Inn Road and along Elder Creek Road west of Power Inn. They do not exist along Elder Creek Road at the project site, which is east of Power Inn.

In the vicinity of the project site, existing sidewalks occur on parts of Elder Creek Road (including opposite and adjacent to the project site but not at the site itself). Existing sidewalks occur on both sides of Power Inn Road.

## **STANDARDS OF SIGNIFICANCE**

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan MEIR:

### **Roadway Segments**

- the traffic generated by a project degrades peak period Level of Service (LOS) from A,B,C or D (without the project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

### **Intersections**

- the traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

### **Freeway Facilities**

Caltrans considers the following to be significant impacts.

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

### **Transit**

- adversely affect public transit operations or
- fail to adequately provide for access to public transit.

### **Bicycle Facilities**

- adversely affect bicycle travel, bicycle paths or
- fail to adequately provide for access by bicycle.

### **Pedestrian Circulation**

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.



**SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian, and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the general plan includes numerous policies that direct the development of the City’s transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments).

**ANSWERS TO CHECKLIST QUESTIONS**

Questions A - C

The proposed project is expected to generate 112 AM peak hour trips, 112 PM peak hour trips, and 1,004 daily trips. This estimate is considered conservative as the outbound transfer traffic operations may occur outside the peak hour periods. **Table 9** provides the resulting information of project trips.

<b>Units and Persons</b>	<b>Number per Day</b>	<b>Passenger Car Unit Multiplier</b>	<b>Daily Trips*</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
Roll-Off Trucks	70	2.0	280	28	28
Self-Haul Vehicles	200	-	400	40	40
Transfer Trucks	33	2.0	132	14	14
Employees**	18	-	81	18	18
<i>Pass-by trips***</i>			-133	-13	-13
Total Project Trips			760	87	87
Notes: * Each car/truck generates two trips.					
** ITE trip rate is applied for daily trips.					
*** A 30% reduction rate has been applied to self-haul vehicles only.					

The increase in vehicle volume would not be considered substantial considering the existing use of the site and associated trips. This increase would not be expected to cause any roadway segments, intersections, or freeway facilities to decrease operations from an acceptable level to an unacceptable level. The City Public Works Department conducted a Traffic Assessment for the proposed project (at an earlier higher throughput of 750 TPD, which has since been reduced to 450 TPD) and concluded that the traffic generated by the proposed project would not be considered substantial and would not degrade level of service on roadways and intersections to unacceptable levels. The City Public Works Department also concluded that existing streets in the vicinity of the project site have adequate capacity to accommodate traffic generated by the proposed project. Thus, the City Public Works Department determined that a project-specific traffic impact analysis was not required. **Attachment B** provides the Traffic Assessment performed by the City Public Works Department.

The City Public Works Department reviewed an earlier Site Plan for the proposed project that just used one of the site entrances (for both entry and exit). The City Public Works Department recommended that one of the driveways be in only and the other driveway be exit only. In response to the recommendation the site plan has been modified so that there is a western entrance driveway and a separate exit driveway further east, as shown in **Figure 3**.

Overall, the proposed project would not cause a substantial increase in traffic or exceed any level of service standard impacts would be considered ***less than significant***.

#### Question D

As stated above, Sacramento Regional Transit Route 65 provides transit opportunities in the vicinity of the project site. The addition of 18 employees to the area would not be expected to substantially increase the number of new transit riders). Such an increase would not cause any adverse effects to public transit operations. Overall, the proposed project would result in a ***less-than-significant*** impact related to public transit.

#### Question E

There are no bike lanes in front of the project site. As discussed above, bike lanes currently exist in the vicinity of the proposed project along Power Inn Road and along Elder Creek Road west of Power Inn. The project site is 0.25 mile east of the Power Inn/Elder Creek intersection along Elder Creek Road, and there are sidewalks on both sides of this section of road. The project will be required to dedicate sufficient right of way along its frontage to accommodate a 4-lane arterial per City standards. It includes sidewalks and bike lanes. As a result, adequate provisions of access to the site by bicycle would be provided and the project would not affect bicycle travel or paths. Therefore, impacts related to bicycle facilities would be ***less than significant***.

#### Question F

As stated above, sidewalks currently exist on parts of Elder Creek Road (including opposite and adjacent to the project site but not at the site itself), and on both sides of Power Inn Road. Although there is not a sidewalk along the project site frontage nor its adjacent neighbor to the east, the site could be adequately accessed by pedestrians.

Conditions of approval include:

The proposed project shall be required to dedicate sufficient right of way along its frontage to accommodate a four-lane arterial per City standards.



The proposed project shall be subject to entitlement review and shall be required to provide frontage improvements to the satisfaction of the City Department of Public Works.

The proposed project would not involve any modifications to the existing roadway network that could adversely affect pedestrian travel or pedestrian paths. Therefore, the proposed project would result in a ***less-than-significant*** impact related to pedestrian access.

#### **MITIGATION MEASURES**

None required.

#### **FINDINGS**

The proposed project would have no project-specific significant environmental effects relating to transportation and circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>12. <u>UTILITIES AND SERVICE SYSTEMS</u></p> <p>Would the project:</p> <p>A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?</p> <p>B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?</p>			<p>X</p> <p>X</p>

**ENVIRONMENTAL SETTING**

**Wastewater**

The project site is located within an area of the City served by the SASD. The SASD owns and operates thousands of miles of lower lateral and main line pipes, 108 pump stations, and is responsible for the day-to-day operations and maintenance of such sewer pipes. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to SRWWTP located near Elk Grove. The SRWWTP is permitted to treat an average dry weather flow (ADWF) of 181 million gallons per day (mgd). According to the Regional Water Quality Control Board's 2010 wastewater discharge permit for SRCSD's SRWWTP, the average dry weather flow at the time was approximately 141 mgd. Expansion of the SRWWTP was previously proposed; however, due to slow growth and potential reclamation, the SRCSD decided not to expand the plant at that time. Sewage treated by the SRCSD at the SRWWTP is then safely discharged into the Sacramento River.

**Water Supply**

Water service in the project vicinity is currently provided by the City of Sacramento. The City of Sacramento provides domestic water service to the City through a combination of surface water and groundwater sources. Two water treatment plants supply domestic water to residents and businesses from the American and Sacramento Rivers, as well as groundwater supply wells.

The project site is located within the South American Groundwater Subbasin of the Sacramento Valley Groundwater Basin. According to the California Department of Water Resources Bulletin 118, little is currently known about the groundwater budget in the South American Groundwater Subbasin, as only 105 wells are currently providing groundwater level data for the entire 248,000-acre Subbasin area (DWR 2003). The underlying groundwater table is unconfined.



## **Solid Waste Disposal**

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling or yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City of Sacramento. According to the Master EIR, the landfill is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much, much lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065.

## **STANDARDS OF SIGNIFICANCE**

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2035 General Plan:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

## **SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES**

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.11-4). Impacts on solid waste facilities were less than significant (Impact 4.11-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

## **ANSWERS TO CHECKLIST QUESTIONS**

### Questions A - B

#### *Wastewater and Water*

Wastewater will be minimized through dry sweeping methods. The small, infrequent amount of wastewater from floor cleanup will be routed to the on-site treatment system in the southern portion of the site before any discharge. The existing City water infrastructure would not need to be expanded nor new infrastructure be constructed to accommodate the proposed project.

The City of Sacramento will provide the potable water supply, because the site is connected to the City's water system.

### *Stormwater*

The facility will direct rainfall from the southern two thirds of the site to the existing storm drain system. The northern one third of the site will be re-graded to drain to a proposed stormwater retention pond at the back of the site. A program will be implemented to monitor water quality and to evaluate the effectiveness of stormwater management practices at the facility.

The facility would seek coverage under the NPDES Industrial General Permit from the State Water Resources Control Board. Surface water runoff from the northern third of the site, including all process water, would be directed to an onsite retention basin in the northern third of the site (as shown in Figure 3), by use of grading design, drain pipes, and/or drainage ditches, where it will be properly treated, if necessary, to eliminate potential environmental impacts. Water would be pumped from the retention basin for facility use in operations, including fire and dust control. A water tank could be used to store water from the retention basin. ~~The northern third would have hard packed gravel during Phase 1 and be paved during Phase 2.~~

For the southern third of the site, stormwater would be directed to a stormwater collection and treatment system by use of grading design, drain pipes, and/or drainage ditches, where it will be properly treated, if necessary, to eliminate potential environmental impacts. ~~The southern two thirds currently has aging pavement that would be improved for Phase 2.~~

The retention basin would be designed to retain surface water runoff resulting from a 25-year, 24-hour storm event. Existing stormwater from the currently flows to the street side stormwater ditch and into Morrison Creek east of the site. Site personnel would regularly inspect and maintain the storm drains, drainage ditches and basin.

### *Solid Waste*

Incoming materials include green waste, wood products, rock, dirt, asphalt, appliances, metals, E-waste, cardboard, plastic, aluminum, cans, clean wood, and other recyclable materials. After material is received and sorted, front-end loaders will load residual waste into bins or transfer trucks. Fully loaded trucks then leave the facility for permitted disposal locations. All residual solid waste will be disposed at approved landfills. These landfills would be sufficient to accommodate the proposed project's disposal needs.

It should be noted that the proposed project would allow for further processing of materials accepted at the site, avoiding the need for hauling and processing of such materials at an offsite location or potentially disposing of materials at the local landfill. In addition, the nature of the proposed project would result in an overall positive effect related to solid waste services, as the proposed project consists of processing materials for reuse. Thus, the proposed project would be contributing to an overall reduction in the potential amount of waste going to a landfill. Because waste generated by the proposed project would be nominal, the local landfill has sufficient capacity, and the proposed project would positively affect solid waste services, no impact related to solid waste services would occur.

### *Conclusion*

Based on the above, the proposed project would result in an overall ***less-than-significant*** impact related to utilities and service systems.



## **MITIGATION MEASURES**

None required.

## **FINDINGS**

The proposed project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>13. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></p> <p>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?</p>		<u>X</u>	X
<p>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.)</p>		<u>X</u>	X
<p>C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>		<u>X</u>	X

**Answers to Checklist Questions**

Questions A - C

As described in Section 3, Biological Resources, and Section 4, Cultural Resources, of this Initial Study, the proposed project would not have a significant impact on 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.



As presented throughout this Initial Study, all potential impacts associated with the project would be reduced to less-than-significant levels with implementation of the identified mitigation measures. Thus, the project would not be expected to result in a considerable cumulative contribution to impacts on the environment.

**SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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The environmental factors checked below would potentially be affected by this project.

	Aesthetics	<b>X</b>	Hazards
<b>X</b>	Air Quality	<b>X</b>	Noise
	Biological Resources		Public Services
<b>X</b>	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
	Geology and Soils		Utilities and Service Systems
	Hydrology and Water Quality		
	None Identified		



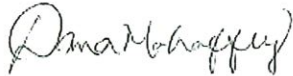
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SECTION V - DETERMINATION

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**On the basis of the initial study:**

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))



July 17, 2017

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Signature

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Date

Dana Mahaffey

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Printed Name

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# Attachments

Attachment A - On-Site Management Plans

Attachment B - Traffic Assessment

Attachment B-2 - 200 TPD Traffic Scenario

Attachment C - Air Quality

Attachment D - Biological Resources

Attachment E - Draft Transfer/Processing  
Report

Attachment F - Response to Comments

**Attachment A**  
**On-Site Management Plans**

**Dust Control Plan**

**Litter Prevention Program**

**Pest Control Program**

**Odor Control Program**

**Noise Control Program**

**Hazards Waste Program**

**Fire Prevention Plan**

**Emergency Action Plan**



## Dust Control Plan

This Dust Control Plan addresses actions for dust control at the site. The potential for dust generation lies largely in the unloading and handling of materials and the wood grinding operations.

Traffic Dust Control Measures: Incoming and outgoing traffic could potentially generate dust. The following measures will minimize dust generation from traffic:

- Traffic speeds shall be limited to 5 miles per hour.
- The facility shall employ the frequent use of a regenerative street sweeper or water truck to remove fugitive dust sources from paved operational areas.
- The facility shall employ the frequent use of a regenerative street sweeper or water truck for dust control in traffic areas, and for off-site track off on Elder Creek Road.

Processing and Handling Dust Control Measures: Processing and handling of materials could potentially generate dust. The following measures will minimize dust generation from processing and handling of materials:

- The site supervisor will regularly monitor dust conditions when wind speeds are 15 mph or greater. As necessary, dust control watering will be increased for the grinder, material piles and unloading operations to eliminate fugitive dust emissions crossing the property boundaries. If fugitive dust is leaving the property boundaries the supervisor will shut down dust causing operations until effective controls are in place.
- Grinding equipment shall be equipped with water spray nozzles to reduce dust generation when in operation.
- Watering of C&D, wood, or yard waste shall be performed to control dust as the material is being unloaded or prior to processing, when necessary. The watering may be done using water trucks or handheld hoses. Employees may water the materials as it is unloaded from delivery vehicles and/or loaded into transfer trailers. The materials are not sprayed so much as to generate runoff.
- Transfer and processing operations for C&D or organic materials may be suspended during periods of high winds where conventional methods (described herein) are unsuccessful at preventing dust migration.
- Regular watering of the debris stockpiles shall be conducted to control dust. The material will absorb much of the water, and will not be watered to a level that will produce run-off.
- The facility shall comply with the requirements of the Sacramento Metropolitan Air Quality Management District (specifically District Rule 403 for Fugitive Dust).
- The facility shall investigate and respond to all concerns regarding dust.

## Litter Prevention Program

Litter control will be provided at the entrance of the facility and along the street, sidewalk, and setback areas adjacent to the facility.

Site litter prevention: All unloading, processing and loading of material will occur within the designated area. A litter crew will police the site once per day, picking up litter from the site perimeter, driveways, and along the frontage. A mechanical street sweeper will patrol the site daily, cleaning paved surfaces and driveways. The site is surrounded by walls and fencing to reduce the amount of windborne litter blowing offsite. Measures for enforcement for vehicles that cause litter will include warnings, refusal of loads, and possible banning from the facility.



## Pest Control Program

The facility pest control program consists of two protocols:

- 1) Operational protocols: All areas of the facility, including tipping areas and work platforms, will be swept daily either by hand or mechanical sweeper. Materials accepted at the facility for sorting are handled in a first-in, first-out basis and in all cases are processed and the remainder of unrecoverable wastes removed from the property within 48 hours of arrival. Wastes will be loaded into trailers on a first-in, first-out basis. If loaded trucks need to be staged overnight, these parking areas will be inspected and cleaned daily. A pest control company will be used if necessary.
- 2) Professional inspection and eradication: The facility and surrounding site are inspected as necessary by a professional pest-control firm. Traps and baits will be placed and spraying for insects conducted in accordance with the recommendations of the pest-control firm.

## Odor Control Program

This Odor Control Plan addresses actions for odor control at the site. Accepted materials are generally not the source of foul odors and should not result in odor problems, regardless best management practices would be employed.

Odor Prevention Protocol: Materials will be handled on a first-in, first-out basis such that compostable materials will remain on site no longer than 48 hours after its arrival.

The site will be cleaned daily. Site personnel will patrol the general site area, including the access driveways and surrounding areas to control debris accumulation.

Odor Response Protocol: If the operator detects objectionable on-site odor they will follow this protocol:

1. Investigate and determine the likely source of the odor.
2. Determine if onsite management actions could remedy the problem and take steps to remedy the situation.
3. Log the odor source/cause and any corrective actions taken in the Site Operations Log.
4. Make changes in site operations as necessary to reduce objectionable odors. Odor may be reduced by limiting certain types of incoming feedstocks, disposal of the odiferous materials, or other activities.



## **Noise Control Program**

The facility will comply with the City of Sacramento's noise standards.

Equipment and facility design: The site perimeter is bordered by a solid concrete wall in most locations that will reduce noise leaving the site.

Operational protocols: The material chipping and grinding hours will be 7 days a week from 7:00 am to 7:00 pm.

If additional noise reduction are needed to meet noise standards or nuisance complaints, the focus will be on noise insulating measures at the equipment (i.e., adding noise insulating panels near the location of the equipment noise).

All site vehicles will be maintained with mufflers in good working order. Use of vehicle horns is discouraged on site except as necessary to alert workers of an emergency situation.

## Hazardous Waste Program

Procedure Guidelines: This facility will not intentionally accept or store hazardous waste/materials including batteries, oil, paint, and special wastes. Although the facility does not accept hazardous wastes, from time to time it could receive some materials considered hazardous mixed with otherwise acceptable loads. The facility will implement a load checking program and also procedures to separate and safely handle any hazardous wastes.

Load Checks: The facility will implement a Hazardous Waste Load Check Program. A minimum of two random load checks will be performed daily. These inspections must be recorded in the appropriate form provided for that purpose. The program will also include employee training. The facility will have a protocol as part of an Asbestos Control Plan to check for potential asbestos containing materials (ACM) in demolition loads arriving at the facility and properly handle, store, and test (if necessary) any suspected ACM.

Training: The facility leadership will become familiar with regulations concerning hazardous waste/materials and train employees in how to safely handle hazardous waste found during tipping or processing operations. All employees will receive specific training as it relates to their job assignments. Training will be performed periodically, and when an employee is assigned to a new position.

Disposal: All hazardous waste incidentally recovered from the waste-stream will be temporarily stored on site and transported off-site according to Federal and State regulation requirements. Any hazardous waste found must be removed using the appropriate protective equipment to the temporary hazardous waste storage area located in Shed A. A spill response locker, supplied with emergency response equipment, will be located near the storage area. This equipment typically includes absorbent, brooms, 55-gallon drums, protective gloves, clothing, boots, goggles and respiratory equipment. The appropriate leader will be informed immediately to arrange moving the materials to the temporary storage area or hauled off site for proper disposal, as appropriate. No waste will be stored longer than 90 days, per regulations. Every 90 days or when the storage area is full (whichever comes first), materials will be picked up by a licensed hazardous waste hauler and disposed of.

Medical Waste: The facility would not knowingly accept any medical waste. Untreated medical waste will be managed as hazardous waste. If untreated medical waste is discovered in the active disposal area, it will be moved to the hazardous waste storage and a licensed medical waste hauler will be contacted to remove the medical waste. The Department of Health Services (DHS) will be contacted. The same administrative procedures outlined for hazardous waste will be initiated while the driver is questioned as to the possible originator.



# **Fire Prevention Plan**

## **Fair Deal Waste Recycling and Transfer Station**

**8191 Elder Creek Road  
Sacramento, CA 95824**

**April 2017**

**Fire Prevention Plan  
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**Fire Prevention Plan**  
**for**  
**Fair Deal Waste Recycling and Transfer Station**

**April 2017**

**I. OBJECTIVE**

The purpose of this Fire Prevention Plan is to eliminate the causes of fire, prevent loss of life and property by fire, and to comply with the Occupational Safety and Health Administration's (OSHA) standard on fire prevention. It provides employees with information and guidelines that will assist them in recognizing, reporting, and controlling fire hazards.

**II. BACKGROUND**

**Fair Deal Waste Recycling and Transfer Station (Fair Deal)** is committed to minimizing the threat of fire to employees, visitors, and property. **Fair Deal** complies with all applicable laws, regulations, codes, and good practices pertaining to fire prevention. **Fair Deal's** separate Emergency Action Plan spells out the procedures for responding to fires. This Fire Prevention Plan serves to reduce the risk of fires at **Fair Deal, located at 8191 Elder Creek Road, Sacramento, CA** in the following ways:

- A. identifies materials that are potential fire hazards and their proper handling and storage procedures;
- B. distinguishes potential ignition sources and the proper control procedures of those materials;
- C. describes fire protection equipment and/or systems used to control fire hazards;
- D. identifies persons responsible for maintaining the equipment and systems installed to prevent or control ignition of fires;
- E. identifies persons responsible for the control and accumulation of flammable or combustible material;
- F. describes good housekeeping procedures necessary to insure the control of accumulated flammable and combustible waste material and residues to avoid a fire emergency; and
- G. provides training to employees with regard to fire hazards to which they may be exposed.

**III. ASSIGNMENT OF RESPONSIBILITY**

Fire safety is everyone's responsibility. All employees should know how to prevent and respond to fires, and are responsible for adhering to company policy regarding fire emergencies.

**A. Management**

Management determines Fair Deal's fire prevention and protection policies. Management will provide adequate controls to provide a safe workplace, and will provide adequate resources and training to its employees to encourage fire prevention and the safest possible response in the event of a fire emergency.

## B. Plan Administrator

**Sean Dutt, Plan Administrator** shall manage the Fire Prevention Plan for *Fair Deal*, and shall maintain all records pertaining to the plan. The Plan Administrator shall also:

1. Develop and administer Fair Deal's fire prevention training program.
2. Ensure that fire control equipment and systems are properly maintained.
3. Control fuel source hazards.
4. Conduct fire risk surveys (see Appendix A) and make recommendations.

## C. Supervisors

Supervisors are responsible for ensuring that employees receive appropriate fire safety training, and for notifying the **Plan Administrator** when changes in operation increase the risk of fire. Supervisors are also responsible for enforcing *Fair Deal* fire prevention and protection policies.

## D. Employees

All employees shall:

1. Complete all required training before working without supervision.
2. Conduct operations safely to limit the risk of fire.
3. Report potential fire hazards to their supervisors.
4. Follow fire emergency procedures.

# IV. PLAN IMPLEMENTATION

## A. Good Housekeeping

To limit the risk of fires, employees shall take the following precautions:

1. Minimize the storage of combustible materials.
2. Make sure that doors, hallways, stairs, and other exit routes are kept free of obstructions.
3. Dispose of combustible waste in covered, airtight, metal containers.
4. Use and store flammable materials in well-ventilated areas away from ignition sources.
5. Use only nonflammable cleaning products.
6. Keep incompatible (i.e., chemically reactive) substances away from each other.
7. Perform "hot work" (i.e., welding or working with an open flame or other ignition sources) in controlled and well-ventilated areas.
8. Keep equipment in good working order (i.e., inspect electrical wiring and appliances regularly and keep motors and machine tools free of dust and grease.
9. Ensure that heating units are safeguarded.



10. Report all gas leaks immediately. Plan Administrator shall ensure that all gas leaks are repaired immediately upon notification.
11. Repair and clean up flammable liquid leaks immediately.
12. Keep work areas free of dust, lint, sawdust, scraps, and similar material.
13. Do not rely on extension cords if wiring improvements are needed, and take care not to overload circuits with multiple pieces of equipment.
14. Ensure that required hot work permits are obtained.
15. Turn off electrical equipment when not in use.

## B. Maintenance

*The Plan Administrator and Supervisor* will ensure that equipment is maintained according to manufacturers' specifications. *Fair Deal* will also comply with requirements of the National Fire Protection Association (NFPA) codes for specific equipment. Only properly trained individuals shall perform maintenance work.

The following equipment is subject to the maintenance, inspection, and testing procedures:

1. equipment installed to detect fuel leaks, control heating, and control pressurized systems;
2. portable fire extinguishers, automatic sprinkler systems, and fixed extinguishing systems;
3. detection systems for smoke, heat, or flame;
4. fire alarm systems; and
5. emergency backup systems and the equipment they support.

## V. TYPES OF HAZARDS

The following sections address the major workplace fire hazards at *Fair Deal's* facilities and the procedures for controlling the hazards.

### A. Electrical Fire Hazards

Electrical system failures and the misuse of electrical equipment are leading causes of workplace fires. Fires can result from loose ground connections, wiring with frayed insulation, or overloaded fuses, circuits, motors, or outlets.

To prevent electrical fires, employees shall:

1. Make sure that worn wires are replaced.
2. Use only appropriately rated fuses.
3. Never use extension cords as substitutes for wiring improvements.
4. Use only approved extension cords [i.e., those with the Underwriters Laboratory (UL) or Factory Mutual (FM) label].
5. Check wiring in hazardous locations where the risk of fire is especially high.

6. Check electrical equipment to ensure that it is either properly grounded or double insulated.
7. Ensure adequate spacing while performing maintenance.

#### B. Portable Heaters

All portable heaters shall be approved by Plan Administrator. Portable electric heaters shall have tip-over protection that automatically shuts off the unit when it is tipped over. There shall be adequate clearance between the heater and combustible furnishings or other materials at all times.

#### C. Office Fire Hazards

Fire risks are not limited to Fair Deal's industrial facilities. Fires in offices have become more likely because of the increased use of electrical equipment, such as computers and fax machines. To prevent office fires, employees shall:

1. Avoid overloading circuits with office equipment.
2. Turn off nonessential electrical equipment at the end of each workday.
3. Keep storage areas clear of rubbish.
4. Ensure that extension cords are not placed under carpets.
5. Ensure that trash and paper set aside for recycling is not allowed to accumulate.

#### D. Cutting, Welding, and Open Flame Work

Plan Administrator and Supervisor will ensure the following:

1. All necessary hot work permits have been obtained prior to work beginning.
2. Cutting and welding are done by authorized personnel in designated cutting and welding areas whenever possible.
3. Adequate ventilation is provided.
4. Torches, regulators, pressure-reducing valves, and manifolds are UL listed or FM approved.
5. Oxygen-fuel gas systems are equipped with listed and/or approved backflow valves and pressure-relief devices.
6. Cutters, welders, and helpers are wearing eye protection and protective clothing as appropriate.
7. Cutting or welding is prohibited in sprinklered areas while sprinkler protection is out of service.
8. Cutting or welding is prohibited in areas where explosive atmospheres of gases, vapors, or dusts could develop from residues or accumulations in confined spaces.
9. Cutting or welding is prohibited on metal walls, ceilings, or roofs built of combustible sandwich-type panel construction or having combustible covering.



10. Confined spaces such as tanks are tested to ensure that the atmosphere is not over ten percent of the lower flammable limit before cutting or welding in or on the tank.
11. Small tanks, piping, or containers that cannot be entered are cleaned, purged, and tested before cutting or welding on them begins.
12. Fire watch has been established.

#### E. Flammable and Combustible Materials

*Plan Administrator* shall regularly evaluate the presence of combustible materials at *Fair Deal* (see Attachment D – Flammable and Combustible Material Checklist).

Certain types of substances can ignite at relatively low temperatures or pose a risk of catastrophic explosion if ignited. Such substances obviously require special care and handling.

##### 1. Class A combustibles.

These include common combustible materials (wood, paper, cloth, rubber, and plastics) that can act as fuel and are found in non-specialized areas such as offices.

To handle Class A combustibles safely:

- a. Dispose of waste daily.
- b. Keep trash in metal-lined receptacles with tight-fitting covers (metal wastebaskets that are emptied every day do not need to be covered).
- c. Keep work areas clean and free of fuel paths that could allow a fire to spread.
- d. Keep combustibles away from accidental ignition sources, such as hot plates, soldering irons, or other heat- or spark-producing devices.
- e. Store paper stock in metal cabinets.
- f. Store rags in metal bins with self-closing lids.
- g. Do not order excessive amounts of combustibles.
- h. Make frequent inspections to anticipate fires before they start.

Water, multi-purpose dry chemical (ABC), and halon 1211 are approved fire extinguishing agents for Class A combustibles.

##### 2. Class B combustibles.

These include flammable and combustible liquids (oils, greases, tars, oil-based paints, and lacquers), flammable gases, and flammable aerosols.

To handle Class B combustibles safely:

- a. Use only approved pumps, taking suction from the top, to dispense liquids from tanks, drums, barrels, or similar containers (or use approved self-closing valves or faucets).
- b. Do not dispense Class B flammable liquids into containers unless the nozzle and container are electrically interconnected by contact or by a bonding wire. Either the tank or container must be grounded.
- c. Store, handle, and use Class B combustibles only in approved locations where vapors are prevented from reaching ignition sources such as heating or electric equipment, open flames, or mechanical or electric sparks.
- d. Do not use a flammable liquid as a cleaning agent inside a building (the only exception is in a closed machine approved for cleaning with flammable liquids).
- e. Do not use, handle, or store Class B combustibles near exits, stairs, or any other areas normally used as exits.
- f. Do not weld, cut, grind, or use unsafe electrical appliances or equipment near Class B combustibles.
- g. Do not generate heat, allow an open flame, or smoke near Class B combustibles.
- h. Know the location of and how to use the nearest portable fire extinguisher rated for Class B fire.

Water should not be used to extinguish Class B fires caused by flammable liquids. Water can cause the burning liquid to spread, making the fire worse. To extinguish a fire caused by flammable liquids, exclude the air around the burning liquid. The following fire-extinguishing agents are approved for Class B combustibles: carbon dioxide, multi-purpose dry chemical (ABC), halon 1301, and halon 1211. (**NOTE:** Halon has been determined to be an ozone-depleting substance and is no longer being manufactured. Existing systems using halon can be kept in place.)

#### F. Smoking

Smoking is prohibited in all buildings. Certain outdoor areas may also be designated as no smoking areas. The areas in which smoking is prohibited outdoors are identified by NO SMOKING signs.

## VI. TRAINING

**Plan Administrator and Supervisor** shall present basic fire prevention training to all employees upon employment, and shall maintain documentation of the training, which includes:

- A. review of standard, including how it can be accessed;
- B. this Fire Prevention Plan, including how it can be accessed;
- C. good housekeeping practices;
- D. proper response and notification in the event of a fire;



- E. instruction on the use of portable fire extinguishers (as determined by company policy in the Emergency Action Plan); and
- F. recognition of potential fire hazards.

Supervisors shall train employees about the fire hazards associated with the specific materials and processes to which they are exposed, and will maintain documentation of the training. Employees will receive this training:

- A. at their initial assignment;
- B. annually; and
- C. when changes in work processes necessitate additional training.

## **VII. PROGRAM REVIEW**

**Plan Administrator** shall review this Fire Prevention Plan at least annually for necessary changes.





**Attachment B**

***Fair Deal Waste Recycling and Transfer Station***

**General Fire Prevention Checklist**

Use this checklist to ensure fire prevention measures conform to the general fire prevention requirements found in OSHA standards.

- Yes  No      Is the local fire department acquainted with your facility, its location, and specific hazards?
- Yes  No      If you have a fire alarm system, is it tested at least annually?
- Yes  No      If you have interior stand pipes and valves, are they inspected regularly?
- Yes  No      If you have outside private fire hydrants, are they on a routine preventive maintenance schedule and flushed at least once a year?
- Yes  No      Are fire doors and shutters in good operating condition?
- Yes  No      Are fire doors and shutters unobstructed and protected against obstructions, including their counterweights?
- Yes  No      Are automatic sprinkler system water control valves, air pressure, and water pressure checked weekly or periodically?
- Yes  No      Has responsibility for the maintenance of automatic sprinkler systems been assigned to an employee or contractor?
- Yes  No      Are sprinkler heads protected by metal guards?
- Yes  No      Is proper clearance maintained below sprinkler heads?
- Yes  No      Are portable fire extinguishers provided in adequate number and type?\*
- Yes  No      Are fire extinguishers mounted in readily accessible locations?\*
- Yes  No      Are fire extinguishers recharged regularly with the recharge date noted on an inspection tag?\*
- Yes  No      Are employees periodically instructed in the use of extinguishers and fire protection procedures?\*

\*(NOTE: Use of fire extinguishers is based on company policy regarding employee firefighting in your Emergency Action Plan and local fire code.)

Completed by:

Date:

## Attachment C

### *Fair Deal Waste Recycling and Transfer Station*

#### Exits Checklist

Use this checklist to evaluate *Fair Deal's* compliance with OSHA's standard on emergency exit routes.

- Yes  No      Is each exit marked with an exit sign and illuminated by a reliable light source?
- Yes  No      Are the directions to exits, when not immediately apparent, marked with visible signs?
- Yes  No      Are doors, passageways, or stairways that are neither exits nor access to exits, and which could be mistaken for exits, marked "NOT AN EXIT" or other appropriate marking?
- Yes  No      Are exit signs provided with the word "EXIT" in letters at least five inches high and with lettering at least one inch wide?
- Yes  No      Are exit doors side-hinged?
- Yes  No      Are all exits kept free of obstructions?
- Yes  No      Are there at least two exit routes provided from elevated platforms, pits, or rooms where the absence of a second exit would increase the risk of injury from hot, poisonous, corrosive, suffocating, flammable, or explosive substances?
- Yes  No      Is the number of exits from each floor of a building and from the building itself appropriate for the building occupancy? (NOTE: Do not count revolving, sliding, or overhead doors when evaluating whether there are sufficient exits.)
- Yes  No      Are exit stairways that are required to be separated from other parts of a building enclosed by at least one-hour fire-resistant walls (or at least two-hour fire-resistant walls in buildings over four stories high)?
- Yes  No      Are the slopes of ramps used as part of emergency building exits limited to one foot vertical and 12 feet horizontal?
- Yes  No      Are glass doors or storm doors fully tempered, and do they meet the safety requirements for human impact?
- Yes  No      Can exit doors be opened from the direction of exit travel without the use of a key



or any special knowledge or effort?

Yes  No

Are doors on cold storage rooms provided with an inside release mechanism that will release the latch and open the door even if it's padlocked or otherwise locked on the outside?

Yes  No

Where exit doors open directly onto any street, alley, or other area where vehicles may be operated, are adequate barriers and warnings provided to prevent employees from stepping into the path of traffic?

Yes  No

Are doors that swing in both directions and are located between rooms where there is frequent traffic equipped with glass viewing panels?

Completed by:

Date:

Attachment D

**Fair Deal Waste Recycling and Transfer Station**

Flammable and Combustible Material Checklist

Use this checklist to evaluate Fair Deal's compliance with OSHA's standards on flammable and combustible materials:

- Yes  No      Are combustible scrap, debris, and waste materials such as oily rags stored in covered metal receptacles and removed from the worksite promptly?
- Yes  No      Are approved containers and tanks used for the storage and handling of flammable and combustible liquids?
- Yes  No      Are all connections on drums and combustible liquid piping vapor and liquid tight?
- Yes  No      Are all flammable liquids kept in closed containers when not in use?
- Yes  No      Are metal drums of flammable liquids electrically grounded during dispensing?
- Yes  No      Do storage rooms for flammable and combustible liquids have appropriate ventilation systems?
- Yes  No      Are NO SMOKING signs posted on liquefied petroleum gas tanks?
- Yes  No      Are all solvent wastes and flammable liquids kept in fire-resistant covered containers until they are removed from the worksite?
- Yes  No      Is vacuuming used whenever possible rather than blowing or sweeping combustible dust?
- Yes  No      Are fuel gas cylinders and oxygen cylinders separated by distances or fire-resistant barriers while in storage?
- Yes  No      Are fire extinguishers appropriate for the materials in the areas where they are mounted?\*
- Yes  No      Are appropriate fire extinguishers mounted within 75 feet of outside areas containing flammable liquids and within 10 feet of any inside storage area for such materials?\*
- Yes  No      Are extinguishers free from obstruction or blockage?\*
- Yes  No      Are all extinguishers serviced, maintained, and tagged at least once a year?\*
- Yes  No      Are all extinguishers fully charged and in their designated places?\*
- Yes  No      Where sprinkler systems are permanently installed, are the nozzle heads directed or

arranged so that water will not be sprayed into operating electrical switchboards and equipment?

Yes  No

Are NO SMOKING signs posted in areas where flammable or combustible materials are used or stored?

Yes  No

Are safety cans utilized for dispensing flammable or combustible liquids at the point of use?

Yes  No

Are all spills of flammable or combustible liquids cleaned up promptly?

Yes  No

Are storage tanks adequately vented to prevent the development of an excessive vacuum or pressure that could result from filling, emptying, or temperature changes?

\*(NOTE: Use of fire extinguishers is based on company policy regarding employee firefighting in your Emergency Action Plan and local fire code.)

Completed by:

Date:



## Emergency Action Plan

1. A sign indicating a 24-hour emergency phone number and contact person shall be kept current and posted on the site in a clearly visible place.
2. In the event of an emergency, the following shall be notified:
  - a. Daytime: (916) 389-0785
  - b. Off-duty: Sean Dutt, Operator, (916) 389-0785
  - c. Table 3 lists the emergency numbers to contact, if an emergency cannot be handled by facility management.

**TABLE 1  
OUTSIDE EMERGENCY CONTACT LIST**

Type of Emergency	Agency	Phone Number
General Emergency	Emergency Dispatch	911
Hazardous Waste Spill or Explosives	Sacramento County Fire Department	(916) 808-1300
Security	Sacramento Police Department	(916) 264-5471
Unidentified / Known Hazardous / Suspected Hazardous Waste; Unknown Sludges, Slurries, and Liquids	County of Sacramento Environmental Management Department Hazardous Materials Division	(916) 875-8444
Medical Waste (Producer Known) (Producer Unknown)	California Department of Public Health Medical Waste Management Program	(916) 449-5671

- d. Operator will notify LEA by telephone within 24 hours of all incidents requiring emergency procedures.
3. Designated Local Emergency Medical Facility:
  - a. Kaiser Permanente, 6600 Bruceville Road, Hospital Building, 1<sup>st</sup> Floor, Sacramento, CA 95823
  - b. 24-hour telephone: (916) 688-2000
4. Mitigation Equipment
  - a. Monitoring Devices:
    - i. Smoke detectors
  - b. Spill Containment:
    - i. Absorbents

## Emergency Response Training Program

1. Person responsible for the emergency-response training plan:
  - a. Sean Dutt, Operator, (916) 389-0785
2. Training Requirements:
  - a. Employees will participate in monthly safety briefings and be trained in emergency procedures.
  - b. All employees are trained in the following as indicated:
    - i. Procedures for internal alarm/notification

- ii. Procedures for notification of external emergency-response organization
    - iii. Location and content of the emergency-response plan
  - c. Emergency-response team members are trained in the following:
    - i. Procedures for shutdown of operations
    - ii. Procedures for using, maintaining and replacing facility emergency and monitoring equipment
- 3. The following records are maintained for all employees:
  - a. Verification that training was completed by the employee
  - b. Description of the type and amount of introductory and continuing training
  - c. Documentation on and description of emergency-response drills conducted at the facility
- 4. A more comprehensive and detailed emergency-response training plan is maintained on site.
  - a. Location: Main Office
  - b. Responsible Person: Sean Dutt

**Attachment B**  
**Traffic Assessment**



**To:** Samar Hajeer, Senior Engineer  
**From:** Aelita Milatzo, Assistant Engineer  
**Subject:** Fair Deal Waste Recycling (P16-022) – Traffic Assessment  
**Date:** 10-13-2016

The proposed project is to establish a recycling facility for large volume green waste, construction and demolition debris at previously used lumber yard which is located at 8191 Elder Creek Road. The project applicant has estimated the facility will receive about 750 tons per day with an estimated number of 54 trucks per day will be hauling away the processed material. The facility would operate so that the general public will be able to deliver the waste material (green waste, yard waste, wood waste, etc.). Up to 20 employees may be hired to accommodate the project business operations.

The project site is 3.61 acres. There are two existing building constructed and planned to be used for the proposed project: an office building (4,857 square feet) and a storage area (11,878 square feet). The site is zoned M2(S) Industrial. There are two driveways serving the site.

Local access to the site is provided via Elder Creek Road. Currently, the width of Elder Creek Road varies from a four lane facility west of Power Inn Road to a two lane roadway within the project vicinity. According to City of Sacramento 2035 General Plan, Elder Creek Road is planned to be widened to 4 lanes for the entire segment between Stockton Boulevard and Florin Perkins Road. Currently, the daily traffic volume along Elder Creek Road is 23,300 ADT, and it is expected to increase to 27,400 ADT with the buildout of 2035 General Plan (2035 General Plan EIR, Appendix D, Traffic Modeling Data). The level of service threshold for this roadway section is LOS E and the posted speed limit is 45 mph.

Power Inn Road and Elder Creek Road intersection is a signalized intersection. Power Inn Road is a four lane arterial with a two way left turn lane. The daily traffic volume is 31,600 ADT and the posted speed limit is 45 mph.

In 2014, City of Sacramento implemented a project to coordinate four traffic signals along Power Inn Road between Fruitridge Road and Berry Avenue. Peak hour (AM and PM) intersection vehicle turning movement counts were collected for the intersections along this corridor in 2010 and peak hour level of service (LOS) analysis was prepared as part of that project. According to the traffic analysis prepared for the project, Power Inn Road and Elder Creek Road intersection operates at LOS D in the AM and PM peak hours (see the attached LOS calculation reports) which is acceptable according to threshold defined for that intersection (LOS E).

Project Trip Generation

The proposed project site is zoned M-2(S) Industrial and per Sacramento City Code 17.220.410 has a long list of permitted uses, such as residential, office, retail, manufacturing, and industrial (please see appendices for a complete list).

The Institute of Transportation Engineers (ITE) *Trip Generation, 9<sup>th</sup> Edition* trip generation rates for the Light Industrial land uses (Institute of Transportation Engineers, land use 110) indicate that the total industrial business operations on a 3.61-acre property have a potential to generate 27 trips in the AM peak hour, 130 trips in the PM peak hour, and 416 daily trips.

The ITE *Trip Generation* provides the trip data for the same land use also based on number of employees. Twenty employee operation of Light Industrial land use facility is expected to generate 76 trips in the AM peak hour, 3 trips in the PM peak hour, and 90 daily trips when the number of employees' variable is applied (please see Table 1 and trip generation tables in the appendices).

Also, either a 40,000 square feet retail development, or 42,016 square feet office building could be allowed to be developed on this particular project site per the City Code. For the comparison purposes, the trip generation estimates for the allowed industrial, retail, and office uses are provided in the Table 1.

Land Use	Variable	Size	AM Peak Hour	PM Peak Hour	Daily Trips
Office	sf	42,016	96	126	679
Retail	sf	40,000	89	324	3,743
Light Industrial	acres	3.61	27	130	416
Light Industrial	employees	20	76	3	90

The most conservative trip estimate method is to apply the forecasted truck and load delivery data for the project traffic assessment purposes. According to the information provided by the applicant, up to 54 trucks per day would be used to haul the material leaving the facility; waste materials (up to 750 tons per day) will be brought in by the general public and up to 20 employees will be present at the facility. The number of delivery trucks will be a mix of load sizes. The vehicle characteristics for the waste carrying vehicles expected to be used for the facility daily operations were provided by the applicant and are shown in the Table 2 below.

Vehicle Type	Number of Daily Trips	Average Vehicle Weight (Tons)	Average Vehicle Length (Feet)	Incoming Tons	Outgoing Tons
Roll-Off Trucks	80	7.7	35	616	
Self-Haul Loads	270	0.5	20	135	
Transfer Trucks	54	14	63		756*

Notes: \* Some of the transfer trucks will not carry the full capacity loads as the total daily processing limit will be 750 tons.



For the daily trip generation purposes, a 2.0 passenger car unit multiplier has been applied to convert roll-off (7.7 tons per truck) and transfer truck (14 tons per truck) trips to passenger car trips. Each car/truck is generating two trips. A total of 1,004 daily vehicle trips are expected to be generated by the project.

To translate the daily trip numbers to the peak hours, it is customary to use 10% as a multiplier to the daily trips to arrive to the peak hour trips. Additionally, it is also assumed that in addition to the delivery and haul-away trips each employee will generate 1 peak hour trip in the AM peak hour and 1 trip in the PM peak hour. Thus, the proposed project is expected to generate 112 AM peak hour and 112 PM peak hour trips. This estimate is considered conservative as the outbound transfer traffic operations may occur outside the peak hour periods (per the information provided by the applicant). Table 3 provides the resulting information of project trips.

<b>Table 3. Project Trip Generation</b>					
<b>Units and Persons</b>	<b>Number per Day</b>	<b>Passenger Car Unit Multiplier</b>	<b>Daily Trips*</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
Roll-Off Trucks	80	2.0	320	32	32
Self-Haul Loads	270	-	540	54	54
Transfer Trucks	54	2.0	216	22	22
Employees**	20	-	90	20	20
<i>Pass-by trips***</i>			-162	-16	-16
<b>Total Project Trips</b>			<b>1,004</b>	<b>112</b>	<b>112</b>
Notes: * Each car/truck generates two trips. ** ITE trip rate is applied for daily trips. *** A 30% reduction rate has been applied to self-haul delivery cars only.					

The traffic generated by the project would not be considered substantial to degrade level of service on roadways and intersections to unacceptable levels. The project applicant will be required to dedicate sufficient right of way along the project frontage to accommodate future widening of Elder Creek Road to four lanes. The existing streets in the vicinity of the project site have adequate capacity to accommodate the project generated traffic volumes.

### Conclusions

- 1) Taking into consideration the number of new trips anticipated to be generated by the project and the existing roadway/ intersection conditions being at acceptable levels, a Traffic Impact Analysis is not required for this project.
- 2) In order to improve traffic operation at the project driveways, it is recommended that one of the project driveways shall be in only and one driveway shall be out only.
- 3) The project shall be required to dedicate sufficient right of way along its frontage to accommodate a 4-lane arterial per City standards.
- 4) The project is subject to entitlement review and will be required to provide frontage improvements to the satisfaction of the Department of Public Works.



Fair Deal Waste Recycling (P16-022)  
Traffic Assessment  
Appendices

October 2016

# TRAFFIC STUDY DETERMINATION

City of Sacramento - Department of Public Works, Transportation Division

Planning Project Manager: 0

Project Information	
Project Name:	P16-022
P Number	
ECAP Number	
Entitlement Project Manager	
T.S. Project Manager	
Date Prepared	10/11/2016

Traffic Study Required?	
YES	NO
X	

Existing Land Use												
Use <i>office, res. etc.</i>	Variable	Size <i>(x1000 sf)</i>	Pass By %		Peak Hour Trips						Week- Day	
			A.M.	P.M.	A.M.			P.M.				
					IN	OUT	TOTAL	IN	OUT	TOTAL		
<b>Total Existing Trips</b>					0	0	0	0	0	0	0	0

Proposed Land Use												
Use <i>office, res. etc.</i>	Variable	Size <i>(x1000 sf)</i>	Pass By %		Peak hour Trips						Week- Day	
			A.M.	P.M.	A.M.			P.M.				
					IN	OUT	TOTAL	IN	OUT	TOTAL		
Office Bldg, General	710	st	42.017	0	0	84	11	96	21	104	126	679
<b>Total Proposed Trips</b>					84	11	96	21	104	126	679	

Change In Trips			
Proposed -	A.M.	P.M.	ADT
Existing	96	126	679

Thresholds / Criteria	
None met	Circulation
xx + 100 Trips	Potential Hazard
+50 Trips <i>DownTown Exemption</i>	Sensitive Area

# TRAFFIC STUDY DETERMINATION

City of Sacramento - Department of Public Works, Transportation Division

Planning Project Manager: 0

Project Information	
Project Name:	P16-022
P Number	
ECAP Number	
Entitlement Project Manager	
T.S. Project Manager	
Date Prepared	10/11/2016

Traffic Study Required?	
YES	NO
X	

Existing Land Use												
Use <i>office, res. etc.</i>	Variable	Size <i>(x1000 sf)</i>	Pass By %		Peak Hour Trips						Week- Day	
			A.M.	P.M.	A.M.			P.M.				
					IN	OUT	TOTAL	IN	OUT	TOTAL		
<b>Total Existing Trips</b>						0	0	0	0	0	0	0

Proposed Land Use												
Use <i>office, res. etc.</i>	Variable	Size <i>(x1000 sf)</i>	Pass By %		Peak hour Trips						Week- Day	
			A.M.	P.M.	A.M.			P.M.				
					IN	OUT	TOTAL	IN	OUT	TOTAL		
Shopping Center	820	sf	40	0	0	55	34	89	156	169	324	3743
<b>Total Proposed Trips</b>						55	34	89	156	169	324	3743

Change In Trips			
	A.M.	P.M.	ADT
Proposed - Existing	89	324	3743

Thresholds / Criteria	
None met	Circulation
xx + 100 Trips	Potential Hazard
+50 Trips <i>DownTown Exemption</i>	Sensitive Area



# TRAFFIC STUDY DETERMINATION

City of Sacramento - Department of Public Works, Transportation Division

Planning Project Manager: 0

Project Information	
Project Name:	Fair Deal Waste Recycling
P Number	P16-022
ECAP Number	P15123700
Entitlement Project Manager	
T.S. Project Manager	AM
Date Prepared	5/5/2016

Traffic Study Required?	
YES	NO
X	

Existing Land Use											
Use <i>office, res. etc.</i>	Variable	Size <i>(x1000 sf)</i>	Pass By %		Peak Hour Trips						
			A.M.	P.M.	A.M.			P.M.			Week- Day
					IN	OUT	TOTAL	IN	OUT	TOTAL	
<b>Total Existing Trips</b>					0	0	0	0	0	0	0

Proposed Land Use											
Use <i>office, res. etc.</i>	Variable	Size <i>(x1000 sf)</i>	Pass By %		Peak hour Trips						
			A.M.	P.M.	A.M.			P.M.			Week- Day
					IN	OUT	TOTAL	IN	OUT	TOTAL	
Industrial, General Light**	110 acres	3.61	0	0	23	5	27	29	101	130	416
<b>Total Proposed Trips</b>					23	5	27	29	101	130	416

Change In Trips			
Proposed - Existing	A.M.	P.M.	ADT
	27	130	416

Thresholds / Criteria	
None met	Circulation
xx + 100 Trips	Potential Hazard
+50 Trips <i>DownTown Exemption</i>	Sensitive Area

# TRAFFIC STUDY DETERMINATION

City of Sacramento - Department of Public Works, Transportation Division

Planning Project Manager: 0

Project Information	
Project Name:	Fair Deal Waste Recycling
P Number	P16-022
ECAP Number	
Entitlement Project Manager	
T.S. Project Manager	
Date Prepared	

Traffic Study Required?	
YES	NO
	X

Existing Land Use												
Use <i>office, res. etc.</i>	Variable	Size <i>(x1000 sf)</i>	Pass By %		Peak Hour Trips						Week- Day	
			A.M.	P.M.	A.M.			P.M.				
					IN	OUT	TOTAL	IN	OUT	TOTAL		
<b>Total Existing Trips</b>												
					0	0	0	0	0	0	0	0

Proposed Land Use											
Use <i>office, res. etc.</i>	Variable	Size <i>(x1000 sf)</i>	Pass By %		Peak hour Trips						Week- Day
			A.M.	P.M.	A.M.			P.M.			
					IN	OUT	TOTAL	IN	OUT	TOTAL	
Industrial, General Light	110 emp's	20	0	0	63	13	76	3	0	3	90
<b>Total Proposed Trips</b>					63	13	76	3	0	3	90

Change In Trips			
	A.M.	P.M.	ADT
Proposed - Existing	76	3	90


























Thresholds / Criteria		
xx	None met	Circulation
	+ 100 Trips	Potential Hazard
	+50 Trips	Sensitive Area
	DownTown Exemption	



# HCM Signalized Intersection Capacity Analysis

## 347: Elder Creek Rd & Power Inn Rd

5/5/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	179	393	88	49	283	117	85	1157	103	84	382	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.8	4.8	3.5	4.8		3.5	5.2		3.5	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1641	3282	1468	1641	3138		1641	3242		1641	3190	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1641	3282	1468	1641	3138		1641	3242		1641	3190	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	179	393	88	49	283	117	85	1157	103	84	382	88
RTOR Reduction (vph)	0	0	68	0	44	0	0	5	0	0	15	0
Lane Group Flow (vph)	179	393	20	49	356	0	85	1255	0	84	455	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)	14.7	24.9	24.9	8.1	18.3		9.8	50.5		9.5	50.2	
Effective Green, g (s)	14.7	24.9	24.9	8.1	18.3		9.8	50.5		9.5	50.2	
Actuated g/C Ratio	0.13	0.23	0.23	0.07	0.17		0.09	0.46		0.09	0.46	
Clearance Time (s)	3.5	4.8	4.8	3.5	4.8		3.5	5.2		3.5	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	219	743	332	121	522		146	1488		142	1456	
v/s Ratio Prot	c0.11	0.12		0.03	c0.11		c0.05	c0.39		0.05	0.14	
v/s Ratio Perm			0.01									
v/c Ratio	0.82	0.53	0.06	0.40	0.68		0.58	0.84		0.59	0.31	
Uniform Delay, d1	46.3	37.4	33.4	48.6	43.1		48.1	26.3		48.4	19.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.5	0.7	0.1	2.2	3.7		5.8	6.0		6.5	0.6	
Delay (s)	66.8	38.1	33.4	50.9	46.8		53.9	32.2		54.8	19.5	
Level of Service	E	D	C	D	D		D	C		D	B	
Approach Delay (s)		45.3			47.2			33.6			24.9	
Approach LOS		D			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			36.6			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			11.8			
Intersection Capacity Utilization			80.1%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group























Existing AM



# HCM Signalized Intersection Capacity Analysis

347: Elder Creek Rd & Power Inn Rd

5/5/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	312	168	103	599	98	106	528	73	82	1136	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.8	4.8	3.5	4.8		3.5	5.2		3.5	5.2	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1641	3282	1468	1641	3213		1641	3222		1641	3245	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1641	3282	1468	1641	3213		1641	3222		1641	3245	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	110	312	168	103	599	98	106	528	73	82	1136	93
RTOR Reduction (vph)	0	0	125	0	10	0	0	9	0	0	5	0
Lane Group Flow (vph)	110	312	43	103	687	0	106	592	0	82	1224	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)	12.3	30.4	30.4	12.1	30.2		12.2	51.2		9.3	48.3	
Effective Green, g (s)	12.3	30.4	30.4	12.1	30.2		12.2	51.2		9.3	48.3	
Actuated g/C Ratio	0.10	0.25	0.25	0.10	0.25		0.10	0.43		0.08	0.40	
Clearance Time (s)	3.5	4.8	4.8	3.5	4.8		3.5	5.2		3.5	5.2	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	168	831	372	165	809		167	1375		127	1306	
v/s Ratio Prot	c0.07	0.10		0.06	c0.21		c0.06	c0.18		0.05	c0.38	
v/s Ratio Perm			0.03									
v/c Ratio	0.65	0.38	0.11	0.62	0.85		0.63	0.43		0.65	0.94	
Uniform Delay, d1	51.8	37.0	34.4	51.8	42.7		51.8	24.2		53.7	34.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.8	1.3	0.6	7.2	8.3		7.7	0.2		10.7	12.6	
Delay (s)	60.7	38.3	35.1	58.9	51.0		59.4	24.4		64.5	47.0	
Level of Service	E	D	D	E	D		E	C		E	D	
Approach Delay (s)		41.5			52.0			29.6			48.1	
Approach LOS		D			D			C			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			44.1			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			22.2			
Intersection Capacity Utilization			85.7%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

Existing PM

Sacramento City Code

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[Division II ZONING DISTRICTS AND LAND USE REGULATIONS](#)  
[Chapter 17.220 INDUSTRIAL AND MANUFACTURING](#)

**Article IV. M-2(S) Zone—Heavy Industrial Zone**

**17.220.400 M-2(S) zone—Purpose.**

The purpose of the M-2(S) zone is to permit the manufacture or treatment of goods. Setbacks are required in the M-2(S) zone to provide more attractive and uncrowded developments. (Ord. 2013-0020 § 1; Ord. 2013-0007 § 1)

**17.220.410 M-2(S) zone—Permitted uses.**

A. The following uses are permitted by right in the M-2(S) zone, subject to the limitations specified:

Use	Limitations
1. Residential Uses	
Temporary residential shelter (24 or fewer beds)	Subject to special use regulations in section <a href="#">17.228.600</a> et seq.
2. Commercial and Institutional Uses	
Adult entertainment business	Subject to special use regulations in section <a href="#">17.228.102</a>
Amusement center, indoor	
Athletic club; fitness studio	
Auto—sales, storage, rental	Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
Auto service, repair	Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
College extension	
Commercial service	This use is limited to 40,000 gross square feet; if use exceeds this limitation, a conditional use permit is required;  Area calculation does not include areas that are not publicly accessible
Community market	Subject to special use regulations in section <a href="#">17.228.124</a>
Equipment—rental, sales yard	Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform;  Repair work permitted if confined to building



Gas station	Repair work permitted if confined to building
Hotel; motel	
Laundromat, self-service	
Library; archive	
Mini storage; locker building	Permitted if use is located $\frac{1}{4}$ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than $\frac{1}{4}$ mile from the center of a light rail station platform;  Subject to special use regulations in section <a href="#">17.228.106</a>
Mobilehome—sales, storage	Repair work is permitted if confined to a building
Mortuary; crematory	
Museum	
Non-profit organization, food preparation for off-site consumption	Entire business, including storage and display, shall be conducted within a building
Non-profit organization, food storage and distribution	Entire business, including storage and display, shall be conducted within a building
Office	Permitted if use is limited to 10,000 gross square feet per parcel, or up to 25% of gross floor area of a building(s) per parcel, whichever is greater;  Permitted with a conditional use permit if use exceeds 10,000 gross square feet per parcel, or over 25% of gross floor area of a building(s) per parcel, whichever is greater
Plant nursery	Permitted if use is located $\frac{1}{4}$ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than $\frac{1}{4}$ mile from the center of a light rail station platform
Restaurant	
Retail store	This use is limited to 40,000 gross square feet; if use exceeds this limitation, a conditional use permit is required;  Area calculation does not include areas that are not publicly accessible
School—dance, music, art, martial arts	
School, vocational	
Temporary commercial building	Subject to special use regulations in section <a href="#">17.228.126</a>
Theater	
Towing service; vehicle storage yard	Subject to special use regulations in section <a href="#">17.228.107</a>
Transit vehicle—service, repair, storage	



Veterinary clinic; veterinary hospital	Entire business to be conducted within a building, and no outdoor boarding of animals is allowed; a conditional use permit is required if animals are boarded outside, or entire business is not conducted within a building
Wholesale store	Permitted if use is located ¼ mile or greater from the center of a light rail station platform; a conditional use permit is required if use is located less than ¼ mile from the center of a light rail station platform
<b>3. Industrial and Agricultural Uses</b>	
Aquaculture	Subject to special use regulations in section <a href="#">17.228.810</a> et seq.
Community garden, private	Subject to special use regulations in section <a href="#">17.228.810</a> et seq.
Contractor storage yard	
Laboratory, research	
Lumber yard, retail	
Manufacturing, service, and repair	
Market garden	Subject to special use regulations in section <a href="#">17.228.810</a> et seq.
Passenger terminal	
Railroad ROW	May be used for railroad tracks or spur tracks;  Loading and unloading platforms or structures may be located on a railroad right-of-way only if: (i) the abutting property is located within a C-4 or M zone, and (ii) no residential zoning is within 300 feet of said facility on the same side of the right-of-way
Railroad yard, shop	
Solar energy system, commercial (city property)	Allowed in this zone and exempt from the provisions of this title
Terminal yard, trucking	
Tractor or heavy truck sales, storage, rental	
Tractor or heavy truck service, repair	
Warehouse; distribution center	

B. Conditional uses. The following uses in the M-2(S) zone require approval of a conditional use permit, subject to the limitations specified:

Use	Limitations	Level of Review: Planning and Design Commission (PDC); Zoning Administrator (ZA); or City Council (CC)
1. Residential Uses		
	Permitted in central city, or outside central	

Dwelling, multi-unit	city if use is located less than ¼ mile from the center of a light rail station platform;  Subject to special use regulations in section <a href="#">17.228.117</a>	ZA
Mobilehome park		PDC
Residential care facility		PDC
Residential hotel	Subject to special use regulations in section <a href="#">17.228.112</a>	PDC
Temporary residential shelter (more than 24 beds)	Subject to special use regulations in section <a href="#">17.228.600</a> et seq.	PDC
2. Commercial and Institutional Uses		
Adult-related establishment	Subject to special use regulations in section <a href="#">17.228.103</a>	PDC
Alcoholic beverage sales, off-premises consumption	Subject to special use regulations in section <a href="#">17.228.108</a>	PDC
Amusement center, outdoor		PDC
Assembly—cultural, religious, social		PDC
Auto—sales, storage, rental	Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
Auto—service, repair	Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
Bar; nightclub	Subject to special use regulations in section <a href="#">17.228.108</a>	PDC
Cardroom	Subject to licensing regulations in chapter <a href="#">5.32</a> ;  A cardroom may not be located within 1,000 feet, measured from the nearest property lines of the affected parcels, from another cardroom;  Notwithstanding section <a href="#">17.232.050</a> , a conditional use permit is not required to enlarge a cardroom on a greater portion of the building or lot on which it is located or to relocate the cardroom to another location	PDC



	on the same lot	
Cemetery		PDC
Check-cashing center	Subject to special use regulations in section <a href="#">17.228.121</a>	PDC
Childcare center	Subject to special use regulations in section <a href="#">17.228.113</a>	ZA
College campus		PDC
Commercial service	Permitted with a conditional use permit if use exceeds 40,000 gross square feet; permitted by right if use does not exceed 40,000 gross square feet;  Area calculation does not include areas that are not publicly accessible	ZA
Correctional facility		PDC
Drive-in theater		PDC
Drive-through restaurant	Subject to special use regulations in section <a href="#">17.228.109</a>	PDC
Equipment—rental, sales yard	Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform;  Repair work permitted if confined to building	PDC
Firearms business		PDC
Gas station	Repair work permitted if confined to building	PDC
Golf course; driving range		PDC
Gun range; rifle range	Shall, at a minimum, meet the requirements established by the National Rifle Association for ranges	PDC
Kennel		PDC
Medical marijuana dispensary	Subject to special use regulations in section <a href="#">17.228.700</a> et seq.	ZA/PDC
Mini storage; locker building	Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform;	PDC



	Subject to special use regulations in section <a href="#">17.228.106</a>	
Non-profit organization, meal service facility		PDC
Non-profit residential care facility		PDC
Office	Permitted with a conditional use permit if use exceeds 10,000 gross square feet per parcel, or over 25% of gross floor area of a building(s) per parcel, whichever is greater;  Permitted by right if use is limited to 10,000 gross square feet per parcel, or up to 25% of gross floor area of a building(s) per parcel, whichever is greater	PDC
Outdoor market	In granting a conditional use permit the zoning administrator may consider the traffic, parking, noise, hours of operation, and any applicable development standards related to the proposed outdoor market	ZA
Plant nursery	Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
Retail store	Permitted with a conditional use permit if use exceeds 40,000 gross square feet; permitted by right if use does not exceed 40,000 gross square feet;  Area calculation does not include areas that are not publicly accessible	ZA
School, K-12		PDC
Stand-alone parking facility	The zoning administrator may waive the development standards stated in sections <a href="#">17.608.040</a> and <a href="#">17.612.020</a>	ZA
Superstore	Subject to special use regulations in section <a href="#">17.228.119</a>	PDC
Tobacco retailer	A zoning administrator conditional use permit is required for a tobacco retailer that has 15,000 square feet or less of gross floor area and is located within 1,000 feet, measured for the nearest property lines of the affected parcels, of a public or private school (K-12). Otherwise the use is to be treated as "Retail" in all applicable zones	ZA

Veterinary clinic; veterinary hospital	Permitted with a conditional use permit if animals are boarded outside, or entire business is not conducted within a building	PDC
Wholesale store	Permitted with a conditional use permit if use is located less than ¼ mile from the center of a light rail station platform; permitted by right if use is located ¼ mile or greater from the center of a light rail station platform	PDC
<b>3. Industrial and Agricultural Uses</b>		
Airport		PDC
Animal slaughter		PDC
Antenna; telecommunications facility	Subject to special use regulations in section <a href="#">17.228.300</a> et seq.	PDC
Auto dismantler		PDC
Boat dock; marina		PDC
Cannabis cultivation	Subject to special use regulations in section <a href="#">17.228.127</a>	
Fuel storage yard	Subject to special use regulations in section <a href="#">17.228.120</a>	PDC
Hazardous waste facility	Must be consistent with the provisions of the Sacramento County hazardous waste management plan	PDC
Heliport; helistop	Subject to special use regulations in section <a href="#">17.228.114</a>	PDC
High voltage transmission facility	Subject to special use regulations in section <a href="#">17.228.500</a> et seq.	CC
Junk yard		PDC
Livestock yard		PDC
Recycling facility	Subject to special use regulations in section <a href="#">17.228.400</a> et seq.	ZA/PDC
Solar energy system, commercial (non-city property)	Subject to special use regulations in section <a href="#">17.228.123</a>	ZA
Solid waste landfill		PDC
Solid waste transfer station		PDC
Surface mining operation	Subject to provisions of chapter <a href="#">17.720</a>	PDC
Well—gas, oil		PDC

C. Accessory uses. The following uses are permitted in the M-2(S) zone when accessory to a permitted or conditional use, subject to the limitations specified:

Use	Limitations



Accessory antenna	
Accessory drive-through facility	Subject to special use regulations in section <a href="#">17.228.110</a>
Childcare, in-home (family day care home)	
Common area	
Family care facility	
Family day care facility	
Home occupation	Subject to special use regulations in section <a href="#">17.228.200</a> et seq.
Private garden	Subject to special use regulations in section <a href="#">17.228.810</a> et seq.
Recycling facility, convenience	Subject to special use regulations in section <a href="#">17.228.400</a> et seq.
Tasting room, on-site	Limited to on-site consumption and off-site sales of malt beverages or wine produced on the premises
Urban beekeeping	Subject to section <a href="#">9.44.330</a>
Watchperson's quarters	The structure shall be limited to 1,000 square feet

D. Prohibited uses. All uses not listed as permitted, conditional, or accessory uses shall be prohibited in the M-2(S) zone. (Ord. 2016-0016 § 13; Ord. 2016-0006 § 9; Ord. 2016-0001 § 27; Ord. 2015-0005 § 35; Ord. 2013-0020 § 1; Ord. 2013-0018 § 21; Ord. 2013-0007 § 1)

#### **17.220.420 M-2(S) zone—Office development.**

Notwithstanding the limitation stated in section [17.220.410](#), office use is allowed by right when all of the following requirements are met:

- A. The office use does not exceed 40,000 gross square feet per parcel;
- B. The office use is in a building with an FAR of 0.4 or greater; and
- C. The office use is located within ¼ mile of the center of a light rail station platform. (Ord. 2013-0020 § 1; Ord. 2013-0007 § 1)

#### **17.220.430 M-2(S) zone—Height, density, and floor area ratios.**

- A. Height. The maximum height is 70 feet.
- B. Density. There is no maximum density.
- C. Floor area ratios. Minimum and maximum floor area ratios are established in the general plan. (Ord. 2013-0020 § 1; Ord. 2013-0007 § 1)

#### **17.220.440 M-2(S) zone—Setbacks.**

- A. Front setback. The minimum front-yard setback is 25 feet.
- B. Street side-yard setback. The minimum street side-yard setback is 25 feet.
- C. Interior side-yard setback.
  1. Unless the provisions of paragraph 2 of this subsection apply, no minimum interior side-yard setback is required.
  2. If the interior side-yard lot line abuts the side of an R- or OB-zoned lot and is not separated by an alley, the minimum side-yard setback is five feet.
- D. Rear-yard setback.



1. Unless paragraph 2 of this subsection applies, no minimum rear-yard setback is required.
  2. If the rear lot line abuts the side of an R- or OB-zoned lot and is not separated by an alley, the minimum rear-yard setback is 15 feet.
- E. Levee setback. A minimum 20-foot setback from the landside toe of any flood control levee is required for development less than five acres in size. A minimum 50-foot setback is required from the landside toe of any flood control levee for development five acres or greater in size. No primary or accessory structures may encroach into the levee setback. (Ord. 2013-0020 § 1; Ord. 2013-0007 § 1)

#### **17.220.445 M-2(S) zone—Screening.**

All uses shall be conducted wholly within a completely enclosed building or within an area enclosed on all sides by a solid fence or wall at least six feet in height. (Ord. 2013-0020 § 1; Ord. 2013-0007 § 1)

#### **17.220.450 M-2(S) zone—Generally applicable development standards.**

- A. For architectural design guidelines and exceptions to the height and area standards, see chapter [17.600](#).
- B. For parking requirements, see chapter [17.608](#).
- C. For landscaping and paving requirements, see chapter [17.612](#).
- D. For recycling and solid waste disposal regulations, see chapter [17.616](#).
- E. For wall, fence, and gate regulations, see chapter [17.620](#).
- F. For residential accessory structure and use regulations, see chapter [17.624](#).
- G. For sign standards and regulations, see chapter [15.148](#).
- H. For historic preservation program generally, see chapter [17.604](#). For preservation design review of development projects, see section [17.808.100](#) et seq. (Ord. 2013-0020 § 1; Ord. 2013-0007 § 1)

#### **17.220.460 M-2(S) zone—Site plan and design review.**

- A. General.
  1. For development projects not located in a historic district or involving a landmark, a final subdivision map shall not be approved and a permit shall not be issued unless and until an application for site plan and design review of the proposed project is approved in accordance with chapter [17.808](#) or the project is exempt under section [17.808.160](#).
  2. As used in this subsection A, “permit” means a building permit, a demolition permit, a sign permit, a grading permit, a paving permit, an encroachment permit, and a certificate of occupancy.
- B. Historic districts and landmarks.
  1. For development projects located in a historic district or involving a landmark, a person shall not commence construction or otherwise undertake, and a final subdivision map shall not be approved and a permit shall not be issued unless and until an application for site plan and design review of the proposed project is approved in accordance with chapter [17.808](#) or the project is exempt under section [17.808.160](#).
  2. As used in this subsection B, “permit” means a building permit, a demolition permit, a sewer or water connection or disconnection, a sign permit, a grading permit, a paving permit, an encroachment permit, and a certificate of occupancy. (Ord. 2013-0020 § 1; Ord. 2013-0007 § 1)

View the [mobile version](#).

**Attachment B-2**

200 Tons per Day Traffic Scenario



## 200 TPD Scenario

Traffic Summary for 200 tons per day (peak), 6 day per week, typical operation

TIME	EMPLOYEES		VENDORS & VISITORS		ROLL-OFF TRUCKS		SELF-HAUL WASTE LOADS		OUTBOUND TRANSFER		TOTAL TRAFFIC	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
12:00 - 0:59 AM											0	0
1:00 - 1:59 AM											0	0
2:00 - 2:59 AM											0	0
3:00 - 3:59 AM		1									0	1
4:00 - 4:59 AM											0	0
5:00 - 5:59 AM	4										4	0
6:00 - 6:59 AM	1				3	3	9	9	1	1	14	13
7:00 - 7:59 AM					3	3	9	9	1	1	13	13
8:00 - 8:59 AM					3	3	9	9	1	1	13	13
9:00 - 9:59 PM	2		1	1	3	3	8	8	1	1	15	13
10:00 - 10:59 PM			1	1	2	2	8	8	1	1	12	12
11:00 - 11:59 PM					2	2	7	7	1	1	10	10
12:00 - 12:59 PM					2	2	7	7	1	1	10	10
1:00 - 1:59 PM					2	2	8	8	1	1	11	11
2:00 - 2:59 PM					2	2	8	8	1	1	11	11
3:00 - 3:59 PM					2	2	9	9	1	1	12	12
4:00 - 4:59 PM		4			3	3	9	9	1	1	13	17
5:00 - 5:59 PM		1			3	3	9	9	1	1	13	14
6:00 - 6:59 PM	1	2							1	1	2	3
7:00 - 7:59 PM									1	1	1	1
8:00 - 8:59 PM									1	1	1	1
9:00 - 9:59 PM											0	0
10:00 - 10:59 PM											0	0
11:00 - 11:59 PM											0	0
<b>TOTALS</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>30</b>	<b>100</b>	<b>100</b>	<b>15</b>	<b>15</b>	<b>155</b>	<b>155</b>

### Peak Hours

#### NOTES:

1. All values shown are informed estimates of peak traffic volumes and loads. Actual traffic and load values may vary.
2. Total number of employees is 8.



Fair Deal  
PCE Estimate

200 TPD

**INBOUND**

	Employees/Visitors	Self-Haul Vehicles	Roll-off Trucks	Total Inbound
Total Vehicles	10	100	30	140
Avg. per load		0.50	5	
Total Tons		50	150	200
PCE*	1	1.5	2.7	
PCE Trip Ends**	10	300	162	472

**OUTBOUND**

Transfer Trucks	Total Vehicles
15	155
14 +/-	
200	
3.7	
111	583

Total Vehicles  
Avg. per load  
Total Tons  
PCE\*  
PCE Trip Ends\*\*

\* PCE: Passenger Car Equivalents; \*\* PCE Trip Ends = # of vehicles x PCE x 2 (round trip)

# Attachment C

## Air Quality

### **CONSTRUCTION AND OPERATIONAL EMISSIONS**

#### **CalEEMod Output Files**

- Annual
- Summer
- Winter

#### **Onsite Equipment**

## Fair Deal Recycling Sacramento Metropolitan AQMD Air District, Annual

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.80	Acre	1.80	78,408.00	0
Other Non-Asphalt Surfaces	1.80	Acre	1.80	78,408.00	0

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6			Operational Year	2018

Utility Company Sacramento Municipal Utility District

CO2 Intensity (lb/MW/hr)	590.31	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -  
Land Use -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2018

### 2.0 Emissions Summary





**2.2 Overall Operational**  
**Unmitigated Operational**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBlc-CO2	Total CO2	CH4	N2O	CO2e	
Area	0.7215	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	9.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.7215</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>



**2.2 Overall Operational**  
Mitigated Operational

Category	tons/yr											MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area	0.7215	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	0.0000	9.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste																	
Water																	
<b>Total</b>	<b>0.7215</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>

Percent Reduction	ROG		NOx		CO		SO2		PM10		PM2.5		Bio- CO2		NBio- CO2		Total CO2		CH4		N2O		CO2e		
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

Construction Phase



Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	5	5	
3	Grading	Grading	2/4/2017	2/15/2017	5	8	
4	Building Construction	Building Construction	2/16/2017	1/3/2018	5	230	
5	Paving	Paving	1/4/2018	1/29/2018	5	18	
6	Architectural Coating	Architectural Coating	1/30/2018	2/22/2018	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 235,224; Non-Residential Outdoor: 78,408 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	162	0.38
Paving	Pavers	1	8.00	125	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Paving	Paving Equipment	2	6.00	130	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	26.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2017**

**Unmitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBlb-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0405	0.4270	0.3389	4.0000e-004	0.0213	0.0213	0.0213	0.0198	0.0198	0.0198	0.0000	36.6182	36.6182	0.0101	0.0000	36.8292
<b>Total</b>	<b>0.0405</b>	<b>0.4270</b>	<b>0.3389</b>	<b>4.0000e-004</b>	<b>0.0213</b>	<b>0.0213</b>	<b>0.0213</b>	<b>0.0198</b>	<b>0.0198</b>	<b>0.0198</b>	<b>0.0000</b>	<b>36.6182</b>	<b>36.6182</b>	<b>0.0101</b>	<b>0.0000</b>	<b>36.8292</b>



**3.2 Demolition - 2017**  
**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	5.4000e-004	5.6100e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9443	0.9443	5.0000e-005	0.0000	0.9453
<b>Total</b>	<b>4.5000e-004</b>	<b>5.4000e-004</b>	<b>5.6100e-003</b>	<b>1.0000e-005</b>	<b>1.1000e-003</b>	<b>1.0000e-005</b>	<b>1.1100e-003</b>	<b>2.9000e-004</b>	<b>1.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>0.9443</b>	<b>0.9443</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9453</b>

**Mitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0405	0.4270	0.3389	4.0000e-004		0.0213	0.0213		0.0198	0.0198	0.0000	36.6182	36.6182	0.0101	0.0000	36.8291
<b>Total</b>	<b>0.0405</b>	<b>0.4270</b>	<b>0.3389</b>	<b>4.0000e-004</b>		<b>0.0213</b>	<b>0.0213</b>		<b>0.0198</b>	<b>0.0198</b>	<b>0.0000</b>	<b>36.6182</b>	<b>36.6182</b>	<b>0.0101</b>	<b>0.0000</b>	<b>36.8291</b>

**3.2 Demolition - 2017**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr								
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	5.4000e-004	5.6100e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.9443	0.9443	5.0000e-005	0.0000	0.9453	0.0000	0.9453
<b>Total</b>	<b>4.5000e-004</b>	<b>5.4000e-004</b>	<b>5.6100e-003</b>	<b>1.0000e-005</b>	<b>1.1000e-003</b>	<b>1.0000e-005</b>	<b>1.1100e-003</b>	<b>2.9000e-004</b>	<b>1.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>0.9443</b>	<b>0.9443</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.9453</b>	<b>0.0000</b>	<b>0.9453</b>

**3.3 Site Preparation - 2017**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr								
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1294	0.0985	1.0000e-004	6.8900e-003	6.8900e-003	6.8900e-003	6.3300e-003	6.3300e-003	6.3300e-003	0.0000	9.0789	9.0789	2.7800e-003	0.0000	9.1373	0.0000	9.1373
<b>Total</b>	<b>0.0121</b>	<b>0.1294</b>	<b>0.0985</b>	<b>1.0000e-004</b>	<b>0.0452</b>	<b>6.8900e-003</b>	<b>0.0521</b>	<b>0.0248</b>	<b>6.3300e-003</b>	<b>0.0312</b>	<b>0.0000</b>	<b>9.0789</b>	<b>9.0789</b>	<b>2.7800e-003</b>	<b>0.0000</b>	<b>9.1373</b>	<b>0.0000</b>	<b>9.1373</b>



**3.3 Site Preparation - 2017**  
**Unmitigated Construction Off-Site**

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.6000e-004	1.6800e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2833	0.2833	1.0000e-005	0.0000	0.2836
<b>Total</b>	<b>1.3000e-004</b>	<b>1.6000e-004</b>	<b>1.6800e-003</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.2833</b>	<b>0.2833</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.2836</b>

**Mitigated Construction On-Site**

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1294	0.0985	1.0000e-004		6.8900e-003	6.8900e-003	6.3300e-003	0.0000	6.3300e-003	0.0000	9.0788	9.0788	2.7800e-003	0.0000	9.1373
<b>Total</b>	<b>0.0121</b>	<b>0.1294</b>	<b>0.0985</b>	<b>1.0000e-004</b>	<b>0.0452</b>	<b>6.8900e-003</b>	<b>0.0521</b>	<b>0.0248</b>	<b>6.3300e-003</b>	<b>0.0312</b>	<b>0.0000</b>	<b>9.0788</b>	<b>9.0788</b>	<b>2.7800e-003</b>	<b>0.0000</b>	<b>9.1373</b>



**3.3 Site Preparation - 2017**  
**Mitigated Construction Off-Site**

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.6000e-004	1.6800e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2833	0.2833	1.0000e-005	0.0000	0.2836
<b>Total</b>	<b>1.3000e-004</b>	<b>1.6000e-004</b>	<b>1.6800e-003</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.2833</b>	<b>0.2833</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.2836</b>

**3.4 Grading - 2017**  
**Unmitigated Construction On-Site**

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0138	0.1439	0.1015	1.2000e-004	8.1600e-003	8.1600e-003	8.1600e-003	7.5000e-003	7.5000e-003	7.5000e-003	0.0000	11.0447	11.0447	3.3800e-003	0.0000	11.1157
<b>Total</b>	<b>0.0138</b>	<b>0.1439</b>	<b>0.1015</b>	<b>1.2000e-004</b>	<b>0.0262</b>	<b>8.1600e-003</b>	<b>0.0344</b>	<b>0.0135</b>	<b>7.5000e-003</b>	<b>0.0210</b>	<b>0.0000</b>	<b>11.0447</b>	<b>11.0447</b>	<b>3.3800e-003</b>	<b>0.0000</b>	<b>11.1157</b>

**3.4 Grading - 2017**  
**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	2.1000e-004	2.2400e-003	1.0000e-005	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3777	0.3777	2.0000e-005	0.0000	0.3781
<b>Total</b>	<b>1.8000e-004</b>	<b>2.1000e-004</b>	<b>2.2400e-003</b>	<b>1.0000e-005</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>4.4000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.3777</b>	<b>0.3777</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.3781</b>

**Mitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0138	0.1439	0.1015	1.2000e-004	8.1600e-003	8.1600e-003	8.1600e-003	7.5000e-003	7.5000e-003	7.5000e-003	0.0000	11.0447	11.0447	3.3800e-003	0.0000	11.1157
<b>Total</b>	<b>0.0138</b>	<b>0.1439</b>	<b>0.1015</b>	<b>1.2000e-004</b>	<b>0.0262</b>	<b>8.1600e-003</b>	<b>0.0344</b>	<b>0.0135</b>	<b>7.5000e-003</b>	<b>0.0210</b>	<b>0.0000</b>	<b>11.0447</b>	<b>11.0447</b>	<b>3.3800e-003</b>	<b>0.0000</b>	<b>11.1157</b>



### 3.4 Grading - 2017

#### Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	2.1000e-004	2.2400e-003	1.0000e-005	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3777	0.3777	2.0000e-005	0.0000	0.3781
<b>Total</b>	<b>1.8000e-004</b>	<b>2.1000e-004</b>	<b>2.2400e-003</b>	<b>1.0000e-005</b>	<b>4.4000e-004</b>	<b>0.0000</b>	<b>4.4000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.3777</b>	<b>0.3777</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.3781</b>

### 3.5 Building Construction - 2017

#### Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.3521	2.9970	2.0577	3.0400e-003		0.2022	0.2022	0.1899	0.1899	0.1899	0.0000	271.8088	271.8088	0.0669	0.0000	273.2136
<b>Total</b>	<b>0.3521</b>	<b>2.9970</b>	<b>2.0577</b>	<b>3.0400e-003</b>		<b>0.2022</b>	<b>0.2022</b>	<b>0.1899</b>	<b>0.1899</b>	<b>0.1899</b>	<b>0.0000</b>	<b>271.8088</b>	<b>271.8088</b>	<b>0.0669</b>	<b>0.0000</b>	<b>273.2136</b>



**3.5 Building Construction - 2017**  
**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0339	0.2211	0.4446	6.1000e-004	0.0168	3.2900e-003	0.0201	4.8100e-003	3.0300e-003	7.8400e-003	0.0000	54.7510	54.7510	4.2000e-004	0.0000	54.7597
Worker	0.0223	0.0268	0.2802	6.6000e-004	0.0550	4.0000e-004	0.0554	0.0146	3.7000e-004	0.0150	0.0000	47.1578	47.1578	2.3900e-003	0.0000	47.2080
<b>Total</b>	<b>0.0562</b>	<b>0.2479</b>	<b>0.7248</b>	<b>1.2700e-003</b>	<b>0.0719</b>	<b>3.6900e-003</b>	<b>0.0756</b>	<b>0.0194</b>	<b>3.4000e-003</b>	<b>0.0229</b>	<b>0.0000</b>	<b>101.9087</b>	<b>101.9087</b>	<b>2.8100e-003</b>	<b>0.0000</b>	<b>101.9677</b>

**Mitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.3521	2.9970	2.0577	3.0400e-003		0.2022	0.2022		0.1899	0.1899	0.0000	271.8085	271.8085	0.0669	0.0000	273.2133
<b>Total</b>	<b>0.3521</b>	<b>2.9970</b>	<b>2.0577</b>	<b>3.0400e-003</b>		<b>0.2022</b>	<b>0.2022</b>		<b>0.1899</b>	<b>0.1899</b>	<b>0.0000</b>	<b>271.8085</b>	<b>271.8085</b>	<b>0.0669</b>	<b>0.0000</b>	<b>273.2133</b>

**3.5 Building Construction - 2017**

**Mitigated Construction Off-Site**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0339	0.2211	0.4446	6.1000e-004	0.0168	3.2900e-003	0.0201	4.8100e-003	3.0300e-003	7.8400e-003	0.0000	54.7510	54.7510	4.2000e-004	0.0000	54.7597	
Worker	0.0223	0.0268	0.2802	6.6000e-004	0.0550	4.0000e-004	0.0554	0.0146	3.7000e-004	0.0150	0.0000	47.1578	47.1578	2.3900e-003	0.0000	47.2080	
<b>Total</b>	<b>0.0562</b>	<b>0.2479</b>	<b>0.7248</b>	<b>1.2700e-003</b>	<b>0.0719</b>	<b>3.6900e-003</b>	<b>0.0756</b>	<b>0.0194</b>	<b>3.4000e-003</b>	<b>0.0229</b>	<b>0.0000</b>	<b>101.9087</b>	<b>101.9087</b>	<b>2.8100e-003</b>	<b>0.0000</b>	<b>101.9677</b>	

**3.5 Building Construction - 2018**

**Unmitigated Construction On-Site**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	4.0000e-003	0.0349	0.0263	4.0000e-005		2.2400e-003	2.2400e-003		2.1100e-003	2.1100e-003	0.0000	3.5516	3.5516	8.7000e-004	0.0000	3.5698	
<b>Total</b>	<b>4.0000e-003</b>	<b>0.0349</b>	<b>0.0263</b>	<b>4.0000e-005</b>		<b>2.2400e-003</b>	<b>2.2400e-003</b>		<b>2.1100e-003</b>	<b>2.1100e-003</b>	<b>0.0000</b>	<b>3.5516</b>	<b>3.5516</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>3.5698</b>	



**3.5 Building Construction - 2018**  
**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr				CO2e	
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7000e-004	2.6300e-003	5.3000e-003	1.0000e-005	2.2000e-004	4.0000e-005	2.6000e-004	6.0000e-005	4.0000e-005	1.0000e-004	0.0000	0.7102	0.7102	1.0000e-005	0.0000	0.7103
Worker	2.6000e-004	3.2000e-004	3.3300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5997	0.5997	3.0000e-005	0.0000	0.6003
<b>Total</b>	<b>6.3000e-004</b>	<b>2.9500e-003</b>	<b>8.6300e-003</b>	<b>2.0000e-005</b>	<b>9.5000e-004</b>	<b>5.0000e-005</b>	<b>9.9000e-004</b>	<b>2.5000e-004</b>	<b>4.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>1.3099</b>	<b>1.3099</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.3106</b>

**Mitigated Construction On-Site**

Category	tons/yr										MT/yr				CO2e	
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O
Off-Road	4.0000e-003	0.0349	0.0263	4.0000e-005	2.2400e-003	2.2400e-003	2.2400e-003	2.1100e-003	2.1100e-003	2.1100e-003	0.0000	3.5515	3.5515	8.7000e-004	0.0000	3.5698
<b>Total</b>	<b>4.0000e-003</b>	<b>0.0349</b>	<b>0.0263</b>	<b>4.0000e-005</b>	<b>2.2400e-003</b>	<b>2.2400e-003</b>	<b>2.2400e-003</b>	<b>2.1100e-003</b>	<b>2.1100e-003</b>	<b>2.1100e-003</b>	<b>0.0000</b>	<b>3.5515</b>	<b>3.5515</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>3.5698</b>



**3.5 Building Construction - 2018**

**Mitigated Construction Off-Site**

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7000e-004	2.6300e-003	5.3000e-003	1.0000e-005	2.2000e-004	4.0000e-005	2.6000e-004	6.0000e-005	4.0000e-005	1.0000e-004	0.0000	0.7102	0.7102	1.0000e-005	0.0000	0.7103
Worker	2.6000e-004	3.2000e-004	3.3300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5997	0.5997	3.0000e-005	0.0000	0.6003
<b>Total</b>	<b>6.3000e-004</b>	<b>2.9500e-003</b>	<b>8.6300e-003</b>	<b>2.0000e-005</b>	<b>9.5000e-004</b>	<b>5.0000e-005</b>	<b>9.9000e-004</b>	<b>2.5000e-004</b>	<b>4.0000e-005</b>	<b>3.0000e-004</b>	<b>0.0000</b>	<b>1.3099</b>	<b>1.3099</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.3106</b>

**3.6 Paving - 2018**

**Unmitigated Construction On-Site**

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0127	0.1289	0.1104	1.7000e-004	7.4500e-003	7.4500e-003	7.4500e-003	6.8700e-003	6.8700e-003	6.8700e-003	0.0000	15.0641	15.0641	4.5600e-003	0.0000	15.1599
Paving	2.3600e-003				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0150</b>	<b>0.1289</b>	<b>0.1104</b>	<b>1.7000e-004</b>	<b>7.4500e-003</b>	<b>7.4500e-003</b>	<b>7.4500e-003</b>	<b>6.8700e-003</b>	<b>6.8700e-003</b>	<b>6.8700e-003</b>	<b>0.0000</b>	<b>15.0641</b>	<b>15.0641</b>	<b>4.5600e-003</b>	<b>0.0000</b>	<b>15.1599</b>

**3.6 Paving - 2018**  
**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr				CO2e	
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	5.8000e-004	6.0500e-003	2.0000e-005	1.3200e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0903	1.0903	5.0000e-005	0.0000	1.0914
<b>Total</b>	<b>4.8000e-004</b>	<b>5.8000e-004</b>	<b>6.0500e-003</b>	<b>2.0000e-005</b>	<b>1.3200e-003</b>	<b>1.0000e-005</b>	<b>1.3300e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-005</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>1.0903</b>	<b>1.0903</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.0914</b>

**Mitigated Construction On-Site**

Category	tons/yr										MT/yr				CO2e	
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O
Off-Road	0.0127	0.1289	0.1104	1.7000e-004	7.4500e-003	7.4500e-003	7.4500e-003	6.8700e-003	6.8700e-003	6.8700e-003	0.0000	15.0641	15.0641	4.5600e-003	0.0000	15.1599
Paving	2.3600e-003				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0150</b>	<b>0.1289</b>	<b>0.1104</b>	<b>1.7000e-004</b>	<b>7.4500e-003</b>	<b>7.4500e-003</b>	<b>7.4500e-003</b>	<b>6.8700e-003</b>	<b>6.8700e-003</b>	<b>6.8700e-003</b>	<b>0.0000</b>	<b>15.0641</b>	<b>15.0641</b>	<b>4.5600e-003</b>	<b>0.0000</b>	<b>15.1599</b>



**3.6 Paving - 2018**

**Mitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	5.8000e-004	6.0500e-003	2.0000e-005	1.3200e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.0903	1.0903	5.0000e-005	0.0000	1.0914
<b>Total</b>	<b>4.8000e-004</b>	<b>5.8000e-004</b>	<b>6.0500e-003</b>	<b>2.0000e-005</b>	<b>1.3200e-003</b>	<b>1.0000e-005</b>	<b>1.3300e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-005</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>1.0903</b>	<b>1.0903</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>1.0914</b>

**3.7 Architectural Coating - 2018**

**Unmitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	1.0903					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6900e-003	0.0181	0.0167	3.0000e-005	1.3500e-003	1.3500e-003	1.3500e-003	1.3500e-003	1.3500e-003	1.3500e-003	0.0000	2.2979	2.2979	2.2000e-004	0.0000	2.3025
<b>Total</b>	<b>1.0930</b>	<b>0.0181</b>	<b>0.0167</b>	<b>3.0000e-005</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>0.0000</b>	<b>2.2979</b>	<b>2.2979</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.3025</b>



**3.7 Architectural Coating - 2018**  
**Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr				CO2e	
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	3.8000e-004	3.9300e-003	1.0000e-005	8.6000e-004	1.0000e-005	8.7000e-004	2.3000e-004	1.0000e-005	2.3000e-004	0.0000	0.7087	0.7087	3.0000e-005	0.0000	0.7094
<b>Total</b>	<b>3.1000e-004</b>	<b>3.8000e-004</b>	<b>3.9300e-003</b>	<b>1.0000e-005</b>	<b>8.6000e-004</b>	<b>1.0000e-005</b>	<b>8.7000e-004</b>	<b>2.3000e-004</b>	<b>1.0000e-005</b>	<b>2.3000e-004</b>	<b>0.0000</b>	<b>0.7087</b>	<b>0.7087</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.7094</b>

**Mitigated Construction On-Site**

Category	tons/yr										MT/yr				CO2e	
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O
Archit. Coating	1.0903					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6900e-003	0.0181	0.0167	3.0000e-005	1.3500e-003	1.3500e-003	1.3500e-003	1.3500e-003	1.3500e-003	1.3500e-003	0.0000	2.2979	2.2979	2.2000e-004	0.0000	2.3025
<b>Total</b>	<b>1.0930</b>	<b>0.0181</b>	<b>0.0167</b>	<b>3.0000e-005</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>1.3500e-003</b>	<b>0.0000</b>	<b>2.2979</b>	<b>2.2979</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.3025</b>





**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		

**4.3 Trip Type Information**

Land Use	Miles						Trip %						Trip Purpose %								
	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	Primary	Diverted	Pass-by	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	Primary	Diverted	Pass-by	
Other Asphalt Surfaces	10.00	5.00	5.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0								0
Other Non-Asphalt Surfaces	10.00	5.00	5.00	6.50	0.00	0.00	0.00	0.00	0.00	0	0	0	0								0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504263	0.068212	0.178684	0.146863	0.044671	0.006294	0.020946	0.016568	0.002299	0.002275	0.006187	0.000564	0.002174

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**







**5.3 Energy by Land Use - Electricity**  
**Mitigated**

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
		MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Category	tons/yr																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Mitigated	0.7215	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	0.0000	9.0000e-005
Unmitigated	0.7215	0.0000	5.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	0.0000	9.0000e-005



**6.2 Area by SubCategory**

**Unmitigated**

SubCategory	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e		
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O	
Architectural Coating	0.1090					0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6124					0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	0.0000	9.0000e-005
<b>Total</b>	<b>0.7215</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>

**Mitigated**

SubCategory	ROG	NOx	CO	SO2	tons/yr					MT/yr					CO2e		
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4		N2O	
Architectural Coating	0.1090					0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6124					0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000	0.0000		0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	0.0000	9.0000e-005
<b>Total</b>	<b>0.7215</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>9.0000e-005</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Category	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

**7.2 Water by Land Use**

Unmitigated

Land Use	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surface	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### 7.2 Water by Land Use

#### Mitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### 8.0 Waste Detail

#### 8.1 Mitigation Measures Waste

#### Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000



**8.2 Waste by Land Use**

Unmitigated

Land Use	Waste Disposed tons	Total CO2			CH4	N2O	CO2e
		MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

Mitigated

Land Use	Waste Disposed tons	Total CO2			CH4	N2O	CO2e
		MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

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## 10.0 Vegetation

**Fair Deal Recycling**  
**Sacramento Metropolitan AQMD Air District, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.80	Acre	1.80	78,408.00	0
Other Non-Asphalt Surfaces	1.80	Acre	1.80	78,408.00	0

**1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6	Operational Year	2018		

Utility Company Sacramento Municipal Utility District

CO2 Intensity (lb/MW/hr)	590.31	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	Operational Year	2014	2018

**2.0 Emissions Summary**





**2.2 Overall Operational**  
Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	3.9533	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	0.0000	0.0000	8.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>3.9533</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>8.3000e-004</b>

**Mitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	3.9533	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	0.0000	0.0000	8.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>3.9533</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>8.3000e-004</b>



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	5	5	
3	Grading	Grading	2/4/2017	2/15/2017	5	8	
4	Building Construction	Building Construction	2/16/2017	1/3/2018	5	230	
5	Paving	Paving	1/4/2018	1/29/2018	5	18	
6	Architectural Coating	Architectural Coating	1/30/2018	2/22/2018	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 235,224; Non-Residential Outdoor: 78,408 (Architectural Coating – sqft)

#### OffRoad Equipment



Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	162	0.38
Paving	Pavers	1	8.00	125	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Paving	Paving Equipment	2	6.00	130	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	26.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2017**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	4.0482	42.6971	33.8934	0.0399	2.1252	2.1252	2.1252	1.9797	1.9797	1.9797	4,036.4674	4,036.4674	4,036.4674	1.1073		4,059.7211
<b>Total</b>	<b>4.0482</b>	<b>42.6971</b>	<b>33.8934</b>	<b>0.0399</b>	<b>2.1252</b>	<b>2.1252</b>	<b>2.1252</b>	<b>1.9797</b>	<b>1.9797</b>	<b>1.9797</b>	<b>4,036.4674</b>	<b>4,036.4674</b>	<b>4,036.4674</b>	<b>1.1073</b>		<b>4,059.7211</b>

**3.2 Demolition - 2017**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0536	0.0483	0.6480	1.4600e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310	115.1849	115.1849	115.1849	5.2800e-003		115.2959
<b>Total</b>	<b>0.0536</b>	<b>0.0483</b>	<b>0.6480</b>	<b>1.4600e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>	<b>115.1849</b>	<b>115.1849</b>	<b>115.1849</b>	<b>5.2800e-003</b>		<b>115.2959</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
<b>Total</b>	<b>4.0482</b>	<b>42.6971</b>	<b>33.8934</b>	<b>0.0399</b>		<b>2.1252</b>	<b>2.1252</b>		<b>1.9797</b>	<b>1.9797</b>	<b>0.0000</b>	<b>4,036.4674</b>	<b>4,036.4674</b>	<b>1.1073</b>		<b>4,059.7211</b>



**3.2 Demolition - 2017**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0536	0.0483	0.6480	1.4600e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310	115.1849	115.1849	115.1849	5.2800e-003		115.2959
<b>Total</b>	<b>0.0536</b>	<b>0.0483</b>	<b>0.6480</b>	<b>1.4600e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>	<b>115.1849</b>	<b>115.1849</b>	<b>115.1849</b>	<b>5.2800e-003</b>		<b>115.2959</b>

**3.3 Site Preparation - 2017**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391	2.7542	2.7542	2.7542	2.5339	2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
<b>Total</b>	<b>4.8382</b>	<b>51.7535</b>	<b>39.3970</b>	<b>0.0391</b>	<b>18.0663</b>	<b>2.7542</b>	<b>20.8205</b>	<b>9.9307</b>	<b>2.5339</b>	<b>12.4646</b>		<b>4,003.0859</b>	<b>4,003.0859</b>	<b>1.2265</b>		<b>4,028.8432</b>

**3.3 Site Preparation - 2017**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0580	0.7776	1.7500e-003	0.1369	9.7000e-004	0.1379	0.0363	9.0000e-004	0.0372	138.2218	138.2218	138.2218	6.3400e-003		138.3550
<b>Total</b>	<b>0.0643</b>	<b>0.0580</b>	<b>0.7776</b>	<b>1.7500e-003</b>	<b>0.1369</b>	<b>9.7000e-004</b>	<b>0.1379</b>	<b>0.0363</b>	<b>9.0000e-004</b>	<b>0.0372</b>	<b>138.2218</b>	<b>138.2218</b>	<b>138.2218</b>	<b>6.3400e-003</b>		<b>138.3550</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307	0.0000	0.0000	0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391	2.7542	2.7542	2.7542	2.5339	2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
<b>Total</b>	<b>4.8382</b>	<b>51.7535</b>	<b>39.3970</b>	<b>0.0391</b>	<b>18.0663</b>	<b>2.7542</b>	<b>20.8205</b>	<b>9.9307</b>	<b>2.5339</b>	<b>12.4646</b>	<b>0.0000</b>	<b>4,003.0859</b>	<b>4,003.0859</b>	<b>1.2265</b>		<b>4,028.8432</b>



**3.3 Site Preparation - 2017**  
**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0643	0.0580	0.7776	1.7500e-003	0.1369	9.7000e-004	0.1379	0.0363	9.0000e-004	0.0372	138.2218	138.2218	6.3400e-003	138.3550	138.3550	138.3550
<b>Total</b>	<b>0.0643</b>	<b>0.0580</b>	<b>0.7776</b>	<b>1.7500e-003</b>	<b>0.1369</b>	<b>9.7000e-004</b>	<b>0.1379</b>	<b>0.0363</b>	<b>9.0000e-004</b>	<b>0.0372</b>	<b>138.2218</b>	<b>138.2218</b>	<b>6.3400e-003</b>	<b>138.3550</b>	<b>138.3550</b>	<b>138.3550</b>

**3.4 Grading - 2017**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388	1.8757		1.8757		3,043.6667	3,043.6667	0.9326		3,063.2507
<b>Total</b>	<b>3.4555</b>	<b>35.9825</b>	<b>25.3812</b>	<b>0.0297</b>	<b>6.5523</b>	<b>2.0388</b>	<b>8.5912</b>	<b>3.3675</b>	<b>1.8757</b>	<b>5.2432</b>		<b>3,043.6667</b>	<b>3,043.6667</b>	<b>0.9326</b>		<b>3,063.2507</b>



**3.4 Grading - 2017**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0536	0.0483	0.6480	1.4600e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310	115.1849	115.1849	115.1849	5.2800e-003		115.2959
<b>Total</b>	<b>0.0536</b>	<b>0.0483</b>	<b>0.6480</b>	<b>1.4600e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>	<b>115.1849</b>	<b>115.1849</b>	<b>115.1849</b>	<b>5.2800e-003</b>		<b>115.2959</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675	0.0000	0.0000	0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388	1.8757	1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
<b>Total</b>	<b>3.4555</b>	<b>35.9825</b>	<b>25.3812</b>	<b>0.0297</b>	<b>6.5523</b>	<b>2.0388</b>	<b>8.5912</b>	<b>3.3675</b>	<b>1.8757</b>	<b>5.2432</b>	<b>0.0000</b>	<b>3,043.6667</b>	<b>3,043.6667</b>	<b>0.9326</b>		<b>3,063.2507</b>

**3.4 Grading - 2017**

**Mitigated Construction Off-Site**

Category	lb/day																
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0536	0.0483	0.6480	1.4600e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310	115.1849	115.1849	115.1849	5.2800e-003		115.2959	115.2959
<b>Total</b>	<b>0.0536</b>	<b>0.0483</b>	<b>0.6480</b>	<b>1.4600e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>	<b>115.1849</b>	<b>115.1849</b>	<b>115.1849</b>	<b>5.2800e-003</b>		<b>115.2959</b>	<b>115.2959</b>

**3.5 Building Construction - 2017**

**Unmitigated Construction On-Site**

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	0.6497			2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>		<b>2,639.8053</b>	<b>0.6497</b>			<b>2,653.4490</b>



**3.5 Building Construction - 2017**  
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.2709	1.8494	3.2810	5.4300e-003	0.1528	0.0289	0.1816	0.0435	0.0265	0.0700	533.7016	533.7016	533.7016	3.9800e-003		533.7852
Worker	0.2358	0.2127	2.8513	6.4200e-003	0.5021	3.5600e-003	0.5056	0.1332	3.2900e-003	0.1365	506.8134	506.8134	506.8134	0.0233		507.3017
<b>Total</b>	<b>0.5067</b>	<b>2.0621</b>	<b>6.1323</b>	<b>0.0119</b>	<b>0.6548</b>	<b>0.0324</b>	<b>0.6872</b>	<b>0.1767</b>	<b>0.0298</b>	<b>0.2065</b>	<b>1,040.5150</b>	<b>1,040.5150</b>	<b>1,040.5150</b>	<b>0.0272</b>		<b>1,041.0869</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>	<b>0.0000</b>	<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>



**3.5 Building Construction - 2017**  
**Mitigated Construction Off-Site**

Category	lb/day											CO2e				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.2709	1.8494	3.2810	5.4300e-003	0.1528	0.0289	0.1816	0.0435	0.0265	0.0700	533.7016	533.7016	3.9800e-003	533.7852		
Worker	0.2358	0.2127	2.8513	6.4200e-003	0.5021	3.5600e-003	0.5056	0.1332	3.2900e-003	0.1365	506.8134	506.8134	0.0233	507.3017		
<b>Total</b>	<b>0.5067</b>	<b>2.0621</b>	<b>6.1323</b>	<b>0.0119</b>	<b>0.6548</b>	<b>0.0324</b>	<b>0.6872</b>	<b>0.1767</b>	<b>0.0298</b>	<b>0.2065</b>	<b>1,040.5150</b>	<b>1,040.5150</b>	<b>0.0272</b>	<b>1,041.0869</b>		

**3.5 Building Construction - 2018**  
**Unmitigated Construction On-Site**

Category	lb/day											CO2e				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O
Off-Road	2.6687	23.2608	17.5327	0.0268	1.4943	1.4943	1.4943	1.4048	1.4048	1.4048	2,609.9390	2,609.9390	0.6387	2,623.3517		
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>	<b>1.4943</b>	<b>1.4943</b>	<b>1.4943</b>	<b>1.4048</b>	<b>1.4048</b>	<b>1.4048</b>	<b>2,609.9390</b>	<b>2,609.9390</b>	<b>0.6387</b>	<b>2,623.3517</b>		

**3.5 Building Construction - 2018**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.2251	1.6671	2.8631	5.4000e-003	0.1527	0.0265	0.1792	0.0435	0.0244	0.0679		523.8511	523.8511	3.8800e-003		523.9326
Worker	0.2116	0.1916	2.5718	6.4200e-003	0.5021	3.4900e-003	0.5056	0.1332	3.2300e-003	0.1364		487.6904	487.6904	0.0214		488.1398
<b>Total</b>	<b>0.4367</b>	<b>1.8587</b>	<b>5.4349</b>	<b>0.0118</b>	<b>0.6548</b>	<b>0.0300</b>	<b>0.6848</b>	<b>0.1767</b>	<b>0.0276</b>	<b>0.2043</b>		<b>1,011.5415</b>	<b>1,011.5415</b>	<b>0.0253</b>		<b>1,012.0724</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>	<b>0.0000</b>	<b>2,609.9389</b>	<b>2,609.9389</b>	<b>0.6387</b>		<b>2,623.3517</b>



**3.5 Building Construction - 2018**  
**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.2251	1.6671	2.8631	5.4000e-003	0.1527	0.0265	0.1792	0.0435	0.0244	0.0679		523.8511	523.8511	3.8800e-003		523.9326
Worker	0.2116	0.1916	2.5718	6.4200e-003	0.5021	3.4900e-003	0.5056	0.1332	3.2300e-003	0.1364		487.6904	487.6904	0.0214		488.1398
<b>Total</b>	<b>0.4367</b>	<b>1.8587</b>	<b>5.4349</b>	<b>0.0118</b>	<b>0.6548</b>	<b>0.0300</b>	<b>0.6848</b>	<b>0.1767</b>	<b>0.0276</b>	<b>0.2043</b>		<b>1,011.5415</b>	<b>1,011.5415</b>	<b>0.0253</b>		<b>1,012.0724</b>

**3.6 Paving - 2018**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.4060	14.3192	12.2631	0.0187		0.8272	0.8272		0.7628	0.7628		1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.2620					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.6680</b>	<b>14.3192</b>	<b>12.2631</b>	<b>0.0187</b>		<b>0.8272</b>	<b>0.8272</b>		<b>0.7628</b>	<b>0.7628</b>		<b>1,845.0348</b>	<b>1,845.0348</b>	<b>0.5587</b>		<b>1,856.7667</b>



**3.6 Paving - 2018**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0641	0.0581	0.7793	1.9400e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		147.7850	147.7850	6.4800e-003		147.9211
<b>Total</b>	<b>0.0641</b>	<b>0.0581</b>	<b>0.7793</b>	<b>1.9400e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.8000e-004</b>	<b>0.0413</b>		<b>147.7850</b>	<b>147.7850</b>	<b>6.4800e-003</b>		<b>147.9211</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.4060	14.3192	12.2631	0.0187	0.8272	0.8272	0.8272	0.7628	0.7628	0.7628	0.0000	1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.2620				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.6680</b>	<b>14.3192</b>	<b>12.2631</b>	<b>0.0187</b>	<b>0.8272</b>	<b>0.8272</b>	<b>0.8272</b>	<b>0.7628</b>	<b>0.7628</b>	<b>0.7628</b>	<b>0.0000</b>	<b>1,845.0348</b>	<b>1,845.0348</b>	<b>0.5587</b>		<b>1,856.7667</b>

**3.6 Paving - 2018**  
**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0641	0.0581	0.7793	1.9400e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413	147.7850	147.7850	147.7850	6.4800e-003		147.9211
<b>Total</b>	<b>0.0641</b>	<b>0.0581</b>	<b>0.7793</b>	<b>1.9400e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.8000e-004</b>	<b>0.0413</b>	<b>147.7850</b>	<b>147.7850</b>	<b>147.7850</b>	<b>6.4800e-003</b>		<b>147.9211</b>

**3.7 Architectural Coating - 2018**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	121.1404					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>121.4390</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>



**3.7 Architectural Coating - 2018**

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0417	0.0377	0.5066	1.2600e-003	0.0989	6.9000e-004	0.0996	0.0262	6.4000e-004	0.0269		96.0602	96.0602	4.2100e-003		96.1487
<b>Total</b>	<b>0.0417</b>	<b>0.0377</b>	<b>0.5066</b>	<b>1.2600e-003</b>	<b>0.0989</b>	<b>6.9000e-004</b>	<b>0.0996</b>	<b>0.0262</b>	<b>6.4000e-004</b>	<b>0.0269</b>		<b>96.0602</b>	<b>96.0602</b>	<b>4.2100e-003</b>		<b>96.1487</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	121.1404					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>121.4390</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>





**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		

**4.3 Trip Type Information**

Land Use	Miles							Trip %				Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-S or C-C	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	Primary	Diverted	Pass-by
Other Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0
Other Non-Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504263	0.068212	0.178684	0.146863	0.044671	0.006294	0.020946	0.016568	0.002299	0.002275	0.006187	0.000564	0.002174

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**





**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
lb/day																		
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	3.9533	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	7.9000e-004	0.0000	0.0000	8.3000e-004
Unmitigated	3.9533	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	7.9000e-004	0.0000	0.0000	8.3000e-004

**6.2 Area by SubCategory**

**Unmitigated**

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.5974				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3559				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	7.9000e-004	0.0000		8.3000e-004
<b>Total</b>	<b>3.9533</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>		<b>8.3000e-004</b>

**Mitigated**

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.5974				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3559				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	7.9000e-004	0.0000		8.3000e-004
<b>Total</b>	<b>3.9533</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>		<b>8.3000e-004</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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**Fair Deal Recycling**  
**Sacramento Metropolitan AQMD Air District, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.80	Acre	1.80	78,408.00	0
Other Non-Asphalt Surfaces	1.80	Acre	1.80	78,408.00	0

**1.2 Other Project Characteristics**

Urbanization      Urban      Wind Speed (m/s)      3.5      Precipitation Freq (Days)      58  
 Climate Zone      6      Operational Year      2018

Utility Company      Sacramento Municipal Utility District

CO2 Intensity (lb/MW/hr)      590.31      CH4 Intensity (lb/MW/hr)      0.029      N2O Intensity (lb/MW/hr)      0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use -

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2018

**2.0 Emissions Summary**





**2.2 Overall Operational**  
**Unmitigated Operational**

Category	lb/day											CO2e					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	3.9533	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	0.0000	0.0000	0.0000	8.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>3.9533</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>8.3000e-004</b>

**Mitigated Operational**

Category	lb/day											CO2e					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2		NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	3.9533	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	0.0000	0.0000	0.0000	8.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>3.9533</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>8.3000e-004</b>



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	5	5	
3	Grading	Grading	2/4/2017	2/15/2017	5	8	
4	Building Construction	Building Construction	2/16/2017	1/3/2018	5	230	
5	Paving	Paving	1/4/2018	1/29/2018	5	18	
6	Architectural Coating	Architectural Coating	1/30/2018	2/22/2018	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 235,224; Non-Residential Outdoor: 78,408 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	162	0.38
Paving	Pavers	1	8.00	125	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Paving	Paving Equipment	2	6.00	130	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	66.00	26.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2017**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	4.0482	42.6971	33.8934	0.0399	2.1252	2.1252	2.1252	1.9797	1.9797	1.9797	4,036.4674	4,036.4674	4,036.4674	1.1073		4,059.7211
<b>Total</b>	<b>4.0482</b>	<b>42.6971</b>	<b>33.8934</b>	<b>0.0399</b>	<b>2.1252</b>	<b>2.1252</b>	<b>2.1252</b>	<b>1.9797</b>	<b>1.9797</b>	<b>1.9797</b>	<b>4,036.4674</b>	<b>4,036.4674</b>	<b>4,036.4674</b>	<b>1.1073</b>		<b>4,059.7211</b>



**3.2 Demolition - 2017**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0463	0.0599	0.5804	1.2800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310	101.1147	101.1147	101.1147	5.2800e-003		101.2257
<b>Total</b>	<b>0.0463</b>	<b>0.0599</b>	<b>0.5804</b>	<b>1.2800e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>	<b>101.1147</b>	<b>101.1147</b>	<b>101.1147</b>	<b>5.2800e-003</b>		<b>101.2257</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4.036.467	4,036.467	1.1073		4,059.721
<b>Total</b>	<b>4.0482</b>	<b>42.6971</b>	<b>33.8934</b>	<b>0.0399</b>		<b>2.1252</b>	<b>2.1252</b>		<b>1.9797</b>	<b>1.9797</b>	<b>0.0000</b>	<b>4.036.467</b>	<b>4,036.467</b>	<b>1.1073</b>		<b>4,059.721</b>

**3.2 Demolition - 2017**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0463	0.0599	0.5804	1.2800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310	101.1147	101.1147	5.2800e-003	101.2257		101.2257
<b>Total</b>	<b>0.0463</b>	<b>0.0599</b>	<b>0.5804</b>	<b>1.2800e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>	<b>101.1147</b>	<b>101.1147</b>	<b>5.2800e-003</b>	<b>101.2257</b>		<b>101.2257</b>

**3.3 Site Preparation - 2017**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391	2.7542	2.7542	2.7542	2.5339	2.5339	2.5339	4,003.0859	4,003.0859	1.2265	1.2265		4,028.8432
<b>Total</b>	<b>4.8382</b>	<b>51.7535</b>	<b>39.3970</b>	<b>0.0391</b>	<b>18.0663</b>	<b>2.7542</b>	<b>20.8205</b>	<b>9.9307</b>	<b>2.5339</b>	<b>12.4646</b>	<b>4,003.0859</b>	<b>4,003.0859</b>	<b>1.2265</b>	<b>1.2265</b>		<b>4,028.8432</b>



**3.3 Site Preparation - 2017**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0556	0.0719	0.6965	1.5400e-003	0.1369	9.7000e-004	0.1379	0.0363	9.0000e-004	0.0372	121.3376	121.3376	6.3400e-003	121.4708		121.4708
<b>Total</b>	<b>0.0556</b>	<b>0.0719</b>	<b>0.6965</b>	<b>1.5400e-003</b>	<b>0.1369</b>	<b>9.7000e-004</b>	<b>0.1379</b>	<b>0.0363</b>	<b>9.0000e-004</b>	<b>0.0372</b>	<b>121.3376</b>	<b>121.3376</b>	<b>6.3400e-003</b>	<b>121.4708</b>		<b>121.4708</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307	0.0000	0.0000	0.0000	0.0000		0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391	2.7542	2.7542	2.7542	2.5339	2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
<b>Total</b>	<b>4.8382</b>	<b>51.7535</b>	<b>39.3970</b>	<b>0.0391</b>	<b>18.0663</b>	<b>2.7542</b>	<b>20.8205</b>	<b>9.9307</b>	<b>2.5339</b>	<b>12.4646</b>	<b>0.0000</b>	<b>4,003.0859</b>	<b>4,003.0859</b>	<b>1.2265</b>		<b>4,028.8432</b>



**3.3 Site Preparation - 2017**  
**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0556	0.0719	0.6965	1.5400e-003	0.1369	9.7000e-004	0.1379	0.0363	9.0000e-004	0.0372		121.3376	121.3376	6.3400e-003		121.4708
<b>Total</b>	<b>0.0556</b>	<b>0.0719</b>	<b>0.6965</b>	<b>1.5400e-003</b>	<b>0.1369</b>	<b>9.7000e-004</b>	<b>0.1379</b>	<b>0.0363</b>	<b>9.0000e-004</b>	<b>0.0372</b>		<b>121.3376</b>	<b>121.3376</b>	<b>6.3400e-003</b>		<b>121.4708</b>

**3.4 Grading - 2017**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757		3.043.6667	3.043.6667	0.9326		3,063.2507
<b>Total</b>	<b>3.4555</b>	<b>35.9825</b>	<b>25.3812</b>	<b>0.0297</b>	<b>6.5523</b>	<b>2.0388</b>	<b>8.5912</b>	<b>3.3675</b>	<b>1.8757</b>	<b>5.2432</b>		<b>3,043.6667</b>	<b>3,043.6667</b>	<b>0.9326</b>		<b>3,063.2507</b>

**3.4 Grading - 2017**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0463	0.0599	0.5804	1.2800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		101.1147	101.1147	5.2800e-003		101.2257
<b>Total</b>	<b>0.0463</b>	<b>0.0599</b>	<b>0.5804</b>	<b>1.2800e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>		<b>101.1147</b>	<b>101.1147</b>	<b>5.2800e-003</b>		<b>101.2257</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388	1.8757	1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
<b>Total</b>	<b>3.4555</b>	<b>35.9825</b>	<b>25.3812</b>	<b>0.0297</b>	<b>6.5523</b>	<b>2.0388</b>	<b>8.5912</b>	<b>3.3675</b>	<b>1.8757</b>	<b>5.2432</b>	<b>0.0000</b>	<b>3,043.6667</b>	<b>3,043.6667</b>	<b>0.9326</b>		<b>3,063.2507</b>



**3.4 Grading - 2017**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0463	0.0599	0.5804	1.2800e-003	0.1141	8.1000e-004	0.1149	0.0303	7.5000e-004	0.0310		101.1147	101.1147	5.2800e-003		101.2257
<b>Total</b>	<b>0.0463</b>	<b>0.0599</b>	<b>0.5804</b>	<b>1.2800e-003</b>	<b>0.1141</b>	<b>8.1000e-004</b>	<b>0.1149</b>	<b>0.0303</b>	<b>7.5000e-004</b>	<b>0.0310</b>		<b>101.1147</b>	<b>101.1147</b>	<b>5.2800e-003</b>		<b>101.2257</b>

**3.5 Building Construction - 2017**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>		<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>



**3.5 Building Construction - 2017**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.3533	1.9813	4.9590	5.4100e-003	0.1528	0.0293	0.1820	0.0435	0.0269	0.0704		529.0333	529.0333	4.1100e-003		529.1196
Worker	0.2037	0.2636	2.5538	5.6300e-003	0.5021	3.5600e-003	0.5056	0.1332	3.2900e-003	0.1365		444.9047	444.9047	0.0233		445.3930
<b>Total</b>	<b>0.5570</b>	<b>2.2450</b>	<b>7.5128</b>	<b>0.0110</b>	<b>0.6548</b>	<b>0.0328</b>	<b>0.6877</b>	<b>0.1767</b>	<b>0.0302</b>	<b>0.2068</b>		<b>973.9380</b>	<b>973.9380</b>	<b>0.0274</b>		<b>974.5126</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
<b>Total</b>	<b>3.1024</b>	<b>26.4057</b>	<b>18.1291</b>	<b>0.0268</b>		<b>1.7812</b>	<b>1.7812</b>		<b>1.6730</b>	<b>1.6730</b>	<b>0.0000</b>	<b>2,639.8053</b>	<b>2,639.8053</b>	<b>0.6497</b>		<b>2,653.4490</b>

**3.5 Building Construction - 2017**  
**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3533	1.9813	4.9590	5.4100e-003	0.1528	0.0293	0.1820	0.0435	0.0269	0.0704	529.0333	529.0333	4.1100e-003	4.1100e-003		529.1196
Worker	0.2037	0.2636	2.5538	5.6300e-003	0.5021	3.5600e-003	0.5056	0.1332	3.2900e-003	0.1365	444.9047	444.9047	0.0233	0.0233		445.3930
<b>Total</b>	<b>0.5570</b>	<b>2.2450</b>	<b>7.5128</b>	<b>0.0110</b>	<b>0.6548</b>	<b>0.0328</b>	<b>0.6877</b>	<b>0.1767</b>	<b>0.0302</b>	<b>0.2068</b>	<b>973.9380</b>	<b>973.9380</b>	<b>0.0274</b>	<b>0.0274</b>		<b>974.5126</b>

**3.5 Building Construction - 2018**  
**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>		<b>2,609.9390</b>	<b>2,609.9390</b>	<b>0.6387</b>		<b>2,623.3517</b>



**3.5 Building Construction - 2018**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2878	1.7848	4.5674	5.3800e-003	0.1527	0.0269	0.1796	0.0435	0.0247	0.0682	519.2505	519.2505	519.2505	4.0100e-003		519.3347
Worker	0.1810	0.2373	2.2849	5.6300e-003	0.5021	3.4900e-003	0.5056	0.1332	3.2300e-003	0.1364	428.0768	428.0768	428.0768	0.0214		428.5262
<b>Total</b>	<b>0.4688</b>	<b>2.0221</b>	<b>6.8523</b>	<b>0.0110</b>	<b>0.6548</b>	<b>0.0304</b>	<b>0.6852</b>	<b>0.1767</b>	<b>0.0280</b>	<b>0.2046</b>	<b>947.3273</b>	<b>947.3273</b>	<b>947.3273</b>	<b>0.0254</b>		<b>947.8609</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
<b>Total</b>	<b>2.6687</b>	<b>23.2608</b>	<b>17.5327</b>	<b>0.0268</b>		<b>1.4943</b>	<b>1.4943</b>		<b>1.4048</b>	<b>1.4048</b>	<b>0.0000</b>	<b>2,609.9389</b>	<b>2,609.9389</b>	<b>0.6387</b>		<b>2,623.3517</b>



### 3.5 Building Construction - 2018

#### Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2878	1.7848	4.5674	5.3800e-003	0.1527	0.0269	0.1796	0.0435	0.0247	0.0682		519.2505	519.2505	4.0100e-003		519.3347
Worker	0.1810	0.2373	2.2849	5.6300e-003	0.5021	3.4900e-003	0.5056	0.1332	3.2300e-003	0.1364		428.0768	428.0768	0.0214		428.5262
<b>Total</b>	<b>0.4688</b>	<b>2.0221</b>	<b>6.8523</b>	<b>0.0110</b>	<b>0.6548</b>	<b>0.0304</b>	<b>0.6852</b>	<b>0.1767</b>	<b>0.0280</b>	<b>0.2046</b>		<b>947.3273</b>	<b>947.3273</b>	<b>0.0254</b>		<b>947.8609</b>

### 3.6 Paving - 2018

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.4060	14.3192	12.2631	0.0187		0.8272	0.8272		0.7628	0.7628		1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.2620					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.6680</b>	<b>14.3192</b>	<b>12.2631</b>	<b>0.0187</b>		<b>0.8272</b>	<b>0.8272</b>		<b>0.7628</b>	<b>0.7628</b>		<b>1,845.0348</b>	<b>1,845.0348</b>	<b>0.5587</b>		<b>1,856.7667</b>

**3.6 Paving - 2018**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0549	0.0719	0.6924	1.7100e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413	129.7203	129.7203	129.7203	6.4800e-003		129.8564
<b>Total</b>	<b>0.0549</b>	<b>0.0719</b>	<b>0.6924</b>	<b>1.7100e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.8000e-004</b>	<b>0.0413</b>		<b>129.7203</b>	<b>129.7203</b>	<b>6.4800e-003</b>		<b>129.8564</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.4060	14.3192	12.2631	0.0187		0.8272	0.8272		0.7628	0.7628	0.0000	1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.2620					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.6680</b>	<b>14.3192</b>	<b>12.2631</b>	<b>0.0187</b>		<b>0.8272</b>	<b>0.8272</b>		<b>0.7628</b>	<b>0.7628</b>	<b>0.0000</b>	<b>1,845.0348</b>	<b>1,845.0348</b>	<b>0.5587</b>		<b>1,856.7667</b>



**3.6 Paving - 2018**

**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0719	0.6924	1.7100e-003	0.1521	1.0600e-003	0.1532	0.0404	9.8000e-004	0.0413		129.7203	129.7203	6.4800e-003		129.8564
<b>Total</b>	<b>0.0549</b>	<b>0.0719</b>	<b>0.6924</b>	<b>1.7100e-003</b>	<b>0.1521</b>	<b>1.0600e-003</b>	<b>0.1532</b>	<b>0.0404</b>	<b>9.8000e-004</b>	<b>0.0413</b>		<b>129.7203</b>	<b>129.7203</b>	<b>6.4800e-003</b>		<b>129.8564</b>

**3.7 Architectural Coating - 2018**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	121.1404					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>121.4390</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>



**3.7 Architectural Coating - 2018**  
**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0357	0.0467	0.4501	1.1100e-003	0.0989	6.9000e-004	0.0996	0.0262	6.4000e-004	0.0269		84.3182	84.3182	4.2100e-003		84.4067
<b>Total</b>	<b>0.0357</b>	<b>0.0467</b>	<b>0.4501</b>	<b>1.1100e-003</b>	<b>0.0989</b>	<b>6.9000e-004</b>	<b>0.0996</b>	<b>0.0262</b>	<b>6.4000e-004</b>	<b>0.0269</b>		<b>84.3182</b>	<b>84.3182</b>	<b>4.2100e-003</b>		<b>84.4067</b>

**Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	121.1404					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
<b>Total</b>	<b>121.4390</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.0102</b>





**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		

**4.3 Trip Type Information**

Land Use	Miles				Trip %				Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	10.00	5.00	6.50	0.00	0.00	0.00	0.00	0.00	0	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504263	0.068212	0.178684	0.146863	0.044671	0.006294	0.020946	0.016568	0.002299	0.002275	0.006187	0.000564	0.002174

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**





**5.2 Energy by Land Use - NaturalGas Mitigated**

Land Use	NaturalGas Use kBTU/yr	CO	NOx	SO2	PM10 Fugitive	PM10 Exhaust	PM10 Total	PM2.5 Fugitive	PM2.5 Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Category	ROG	NOx	CO	SO2	PM10 Fugitive	PM10 Exhaust	PM10 Total	PM2.5 Fugitive	PM2.5 Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	3.9533	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	7.9000e-004	0.0000	0.0000	8.3000e-004
Unmitigated	3.9533	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	7.9000e-004	0.0000	0.0000	8.3000e-004



**6.2 Area by SubCategory**

**Unmitigated**

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.5974				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3559				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		7.9000e-004	7.9000e-004	0.0000		8.3000e-004
<b>Total</b>	<b>3.9533</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>		<b>8.3000e-004</b>

**Mitigated**

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Architectural Coating	0.5974				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	3.3559				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	4.0000e-005	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		7.9000e-004	7.9000e-004	0.0000		8.3000e-004
<b>Total</b>	<b>3.9533</b>	<b>0.0000</b>	<b>3.7000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>7.9000e-004</b>	<b>7.9000e-004</b>	<b>0.0000</b>		<b>8.3000e-004</b>

**7.0 Water Detail**



**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

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Fair Deal Waste Recycling Facility & Transfer Station - Equipment Emissions Estimates

	HP	Load Factor	Usage Factor	Daily Hours	Emission Factors (g/hp-hr)									
					TOG	ROG	CO	NOX	SO2	PM10	PM2.5	CO2	CH4	
Loader	98	0.37	0.45	12	0.60	0.50	3.78	4.81	0.00	0.36	0.33	503	0.15	
Grinder Engine	84	0.74	0.42	12	10.6	0.52	3.44	4.07	0.01	0.27	0.27	568	0.05	
Water Truck	400	0.38	0.59	12	0.39	0.33	1.75	3.67	0.00	0.14	0.13	501	0.15	
Excavator	163	0.38	0.67	12	0.40	0.33	3.15	3.70	0.00	0.18	0.17	499	0.15	
Street Sweeper	64	0.46	0.13	12	0.86	0.72	4.01	6.02	0.00	0.52	0.48	500	0.15	

Daily Emissions (lb/day)										Annual Emissions (tons/year)				
ROG	CO	NOx	CO2	PM10	PM2.5	SO2	ROG	CO	NOx	CO2	PM10	SO2		
0.43	3.27	4.15	434	0.31	0.29	0.00	0.08	0.60	0.76	79.2	0.06	0.00		
0.36	2.38	2.81	393	0.19	0.19	0.00	0.07	0.43	0.51	71.6	0.03	0.00		
0.77	4.15	8.70	1,190	0.32	0.30	0.01	0.14	0.76	1.59	217	0.06	0.00		
0.37	3.46	4.06	547	0.20	0.18	0.01	0.07	0.63	0.74	99.9	0.04	0.00		
0.07	0.41	0.61	50.7	0.05	0.05	0.00	0.01	0.07	0.11	9.25	0.01	0.00		

Fair Deal Waste Recycling Facility & Transfer Station - Grinder Emissions Estimates

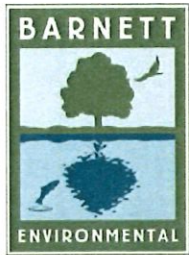
$$\text{PM10 (lb/yr)} = (\text{THROUGHPUT tons/yr})(0.024 \text{ lb TSP/ton})(0.50 \text{ lb PM10/lb TSP})(0.50)$$
$$\text{PM2.5 (lb/yr)} = (\text{THROUGHPUT tons/yr})(0.024 \text{ lb TSP/ton})(0.25 \text{ lb PM2.5/lb TSP})(0.50)$$

- 0.59 PM10 tons per year
- 0.29 PM2.5 tons per year
- 3.21 PM10 pounds per day
- 1.61 PM2.5 pounds per day

To approximate the particulate emissions for wood grinding, the emission factor for "Log Debarking" from a previous edition of AP-42, Table 10.3-1 of (0.024 lb TSP/ton) will be used with the throughput quantity of wood processed, as provided by the applicant. Approximately 60% of the particulate emissions are assumed to be PM10. Water suppression will also provide 50% abatement of particulate emissions.



**Attachment D**  
**Biological Resources**



Environmental Consulting,  
Regulatory Compliance and  
Aerial Photographic Services

5214 El Cemente Avenue  
Davis, CA 95618-4418  
Tel/Fax: 530.758.9235  
Cell: 530.902.9670

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flickr.com/photos/bloflyer

March 29, 2017

**City of Sacramento Community Development Department**  
300 Richards Blvd., Third Floor  
Sacramento, CA 95811

**ATTN: Dana Mahaffey, Associate Planner ([DMahaffey@cityofsacramento.org](mailto:DMahaffey@cityofsacramento.org))**

**RE: 8191 Elder Creek Road, Sacramento, CA 95824 (APNs 038-0290-004 & -016) – Biological/Wetland Resources Assessment.**

Ms. Mahaffey:

I conducted biological and wetlands assessment of this 3.66-acre industrial site (Figure 1) on March 28, 2017 to identify any potential constraints to development of this parcel

#### **METHODS**

I searched the entire site for existing or potential wetlands and/or wildlife habitat, including all areas that still support minimal natural conditions, including onsite structures or debris that could be used by particular species (burrowing owl, swallows, bats) for some portion of their life cycle (e.g. nesting, roosting, etc). We also queried the CNDDDB for special status species observation records within a one-mile radius of the project site (Table 1 & Figure 2).

#### **RESULTS**

The parcel has supported industrial activity for at least 50 years and was cleared in the past year of all structures except for the 2 large buildings onsite. Queries of the National Wetlands Inventory (NWI) and California Aquatic Resources Inventory (CARI) revealed no historic wetlands on or near the site, apart from Morrison Creek – across the railroad tracks, approximately 400' from eastern project boundary.

I encountered no wetlands or “other waters of the U.S.” or “waters of the state” that could require consultation with federal or state resource agencies prior to development, nor did he identify any use of the parcel by wildlife, except for a single black-tailed jackrabbit hiding in the grassy area in the northwestern corner of the property. Dr. Barnett did not encounter any burrows that could be used by burrowing owls and found no owls using any of the concrete debris scattered through the site. No birds or bats were nesting or roosting in the eaves of the two extant warehouses at the time of the survey and, apart from the remnants of a single swallow’s nest in the larger of the two buildings, saw no evidence of prior use by birds or bats.

From this survey, I can conclude that no wildlife are using potential habitat in or around this property at this time. Similarly, no features that satisfy the definition of wetlands or “other waters” exist onsite. Consequently, development or other project activities should not adversely affect wetlands or wildlife habitat at this location.

Please do not hesitate to contact me with any questions or to discuss the results of this survey further.

Sincerely,

Bruce D. Barnett, Ph.D.





SOURCE: Google Earth, 2016; RCH Group 2016

Fair Deal Recycling and Transfer Station

**Figure 1 - Project Site**





**Table 1**  
**Selected Elements by Element Code**  
**California Department of Fish and Wildlife**  
**California Natural Diversity Database**

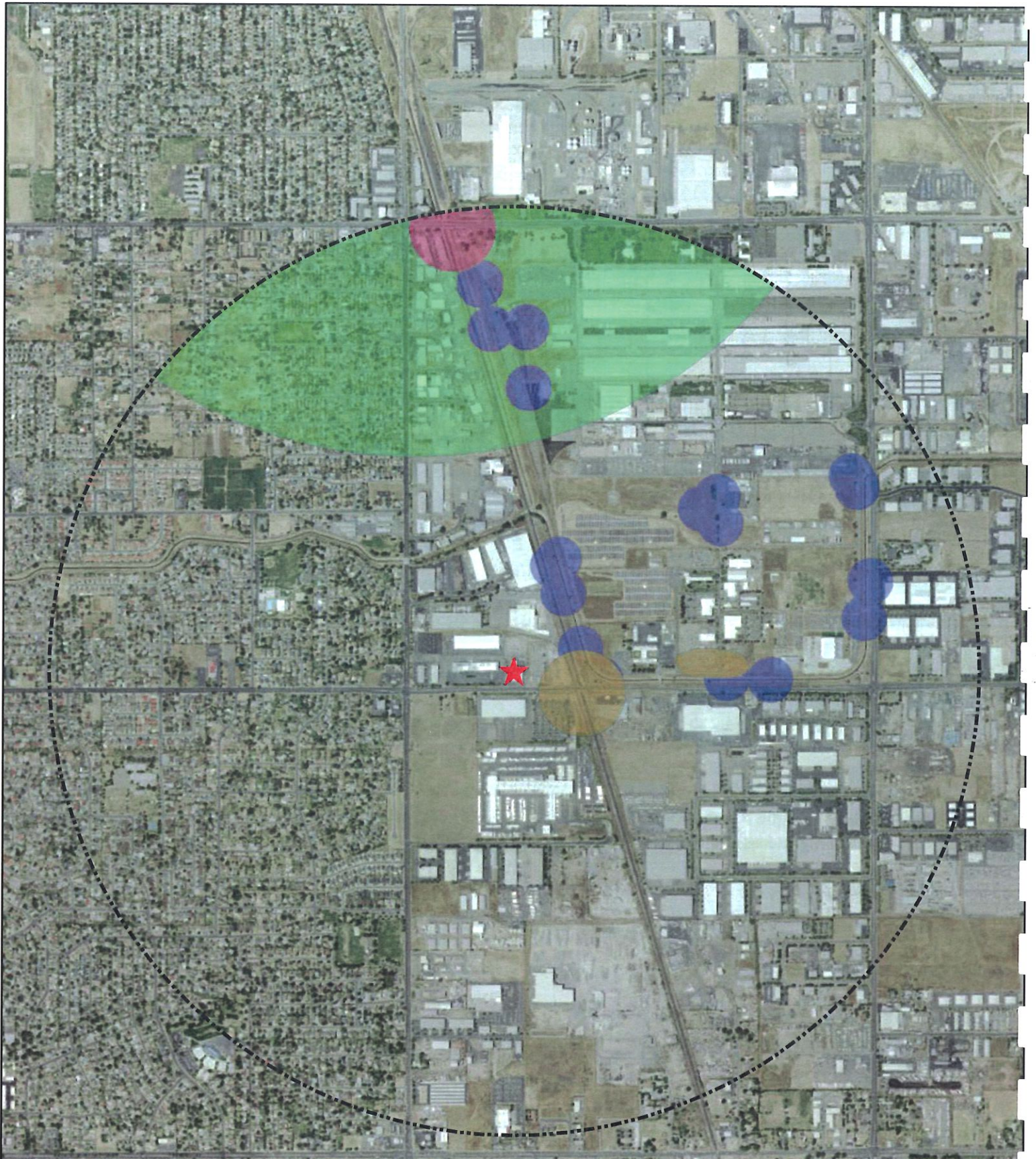


**Query Criteria:** Quad IS (Sacramento East (3812154))

Element Code	Species	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
ABNGA04010	<i>Ardea herodias</i> great blue heron	None	None	G5	S4	
ABNKC06010	<i>Elanus leucurus</i> white-tailed kite	None	None	G5	S3S4	FP
ABNKC12040	<i>Accipiter cooperii</i> Cooper's hawk	None	None	G5	S4	WL
ABNKC19070	<i>Buteo swainsoni</i> Swainson's hawk	None	Threatened	G5	S3	
ABNRB02022	<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	Threatened	Endangered	G5T2T3	S1	
ABNSB10010	<i>Athene cunicularia</i> burrowing owl	None	None	G4	S3	SSC
ABPAU01010	<i>Progne subis</i> purple martin	None	None	G5	S3	SSC
ABPAU08010	<i>Riparia riparia</i> bank swallow	None	Threatened	G5	S2	
ABPBXA3010	<i>Melospiza melodia</i> song sparrow ("Modesto" population)	None	None	G5	S3?	SSC
AFCHA0209K	<i>Oncorhynchus mykiss irideus</i> steelhead - Central Valley DPS	Threatened	None	G5T2Q	S2	
AMAJF04010	<i>Taxidea taxus</i> American badger	None	None	G5	S3	SSC
CTT63440CA	<i>Elderberry Savanna</i> Elderberry Savanna	None	None	G2	S2.1	
ICBRA03030	<i>Branchinecta lynchi</i> vernal pool fairy shrimp	Threatened	None	G3	S3	
ICBRA06010	<i>Lindieriella occidentalis</i> California linderiella	None	None	G2G3	S2S3	
ICBRA10010	<i>Lepidurus packardii</i> vernal pool tadpole shrimp	Endangered	None	G4	S3S4	
IICOL48011	<i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle	Threatened	None	G3T2	S2	
PMALI040Q0	<i>Sagittaria sanfordii</i> Sanford's arrowhead	None	None	G3	S3	1B.2

**Record Count: 17**





**Figure 2 - CNDDDB Records Within One Mile**





## Attachment E

### Draft Transfer/Processing Report (TPR)

Attached here is the Fourth Draft Transfer/Processing Report (TPR) for the Fair Deal Waste Recycling and Transfer Station. This revision includes additional information to address the comments from the Sacramento County Environmental Management Department (EMD) that were received on May 2017. This Fourth Draft TPR has not yet been formally submitted to EMD, but informs the public and CEQA decision makers of the current status of the TPR. A major modification in this draft is the reduced capacity of 450 tons per day.



**Fair Deal Waste Recycling Facility & Transfer Station**

**Transfer/Processing Report for a Large Volume  
Transfer/Processing Facility**

Submitted by:

Fair Deal Waste Recycling, LLC  
8191 Elder Creek Road  
Sacramento, CA 95824

**Fourth Draft**

Submitted to:

Sacramento County Environmental Management Department  
Environmental Compliance Division

July 2017

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# CHAPTER 1.0

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## Facility Overview

### 1.1 Introduction

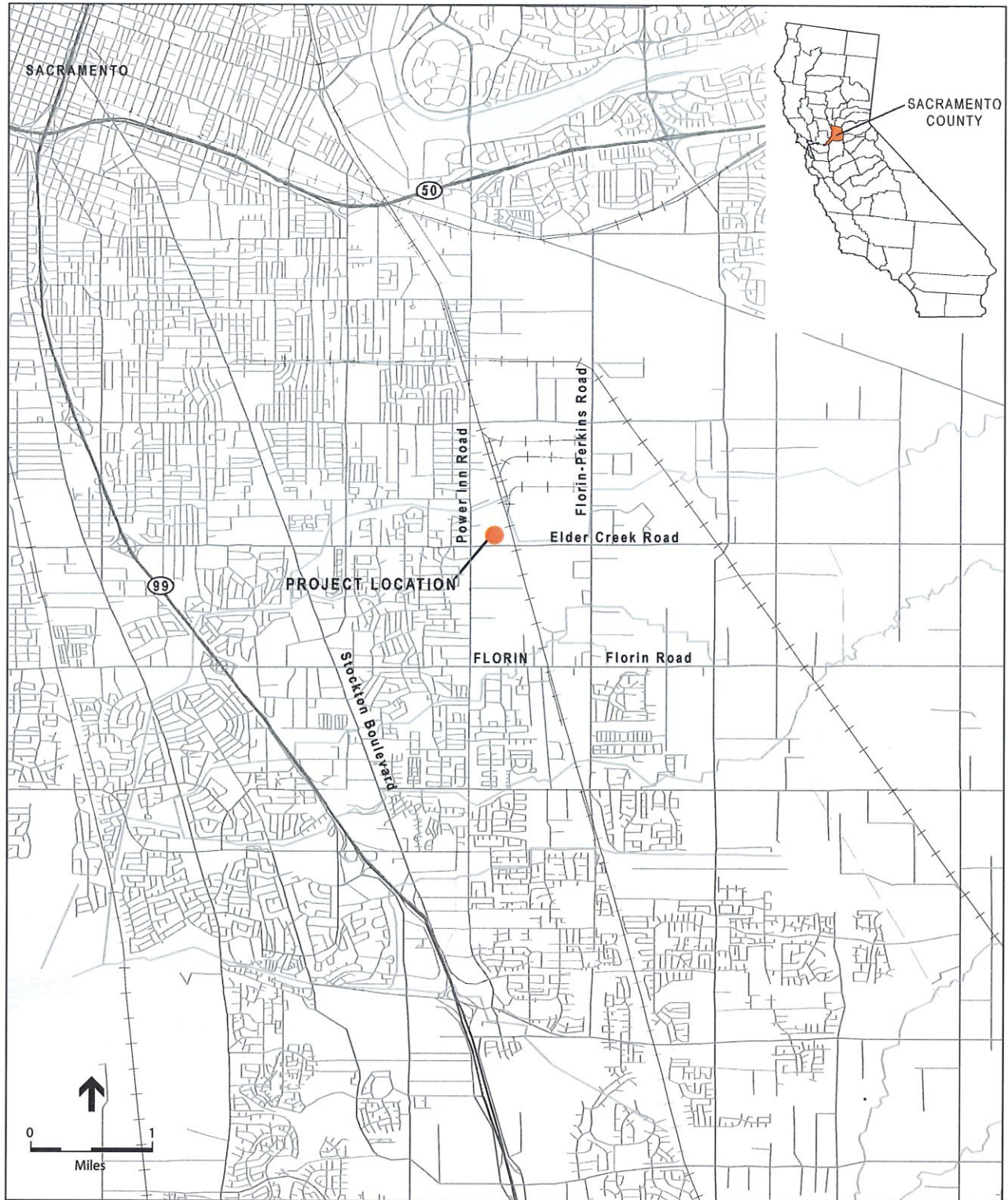
This is the Transfer/Processing Report (TPR) for the Fair Deal Waste Recycling and Transfer Station

<b>Name of Operation:</b>	Fair Deal Waste Recycling and Transfer Station
<b>Facility Address:</b>	8191 Elder Creek Road Sacramento, CA 95824 APN: 038-029-004-0000 & 038-0290-016-0000
<b>Owner Name:</b>	Scott & Donna Eastman
<b>Owner Mailing Address:</b>	Scott & Donna Eastman Family Trust 5812 Claridge Ct Elk Grove, CA 95758
<b>Operator Name:</b>	Sean Dutt
<b>Facility Contact:</b>	Sean Dutt 916-832-1158
<b>Proposed Permitted Capacity:</b>	450 Tons per Day (TPD)

### 1.2 Site Location

The approximately 3.61 acre site is located at 8191 Elder Creek Road in Sacramento in the M-2(S) Heavy Industrial Zone and is surrounded by compatible industrial land uses.

**Figure 1** shows the regional location of the facility relative to nearby rail lines, streets, and freeways. Access to the site is off of Elder Creek Road.



SOURCE: DeLorme Street Atlas USA, 2000; ESA, 2011; and RCH Group 2016

Fair Deal Recycling and Transfer Station

Figure 1  
Regional Locator Map



## **1.3 Site Plan Description**

### **1.3.1 Site Description**

The site is a large, flat parcel that is approximately two-thirds paved. Structures on the property include a 4,857 square foot (sf) single-story wood framed building (Business Office), a 7,880 sf post & beam shade structure (location of construction and demolition debris [C&D] Sort Line), and a 3,084 sf shed (for material storage of processed recyclable C&D material).

The majority of the site is open to accommodate the recycling operations and facilitate the maneuvering of the trucks. A six-foot high chain link and in most locations a solid concrete wall borders the site on the property lines. All activities on the site would be screened from public view. The frontage along Elder Creek Road will be improved to City of Sacramento standards.

### **1.3.2 Description of Project Operations**

#### **Project Operations**

Fair Deal Waste Recycling shall operate as follows:

- Owner/operator shall receive up to 450 tons of total materials per day, as a transfer station. Identified materials shall include green waste, wood products, rock, dirt, asphalt, appliances, metals, E-waste, cardboard, plastic, aluminum, cans, clean wood, and other recyclable materials.
- These and other similar recyclable materials should not result in odor or vector problems as best management practices would be employed. The facility will have a load checking program to prevent the acceptance of waste which is not allowed at the facility, and will make changes in site operations as necessary to reduce objectionable odors.
- The facility would have a Construction and Demolition (C&D) Debris Recycling Sort Line under the Post & Beam Shade Structure directly behind the business office. Using handpicking, the sort line could recover various materials such as lumber, drywall, metals, brick, concrete, carpet, plastic, pipe, rocks, paper, cardboard and other recoverable and recyclable materials.
- The facility would have flexibility to accept up to 450 TPD of green waste, and not limit the various waste types within the overall 450 TPD total.
- The facility shall have an entrance sign that complies with 14 CCR, Section 17409.4.
- Owner/operator shall be responsible for removal of all litter generated by the recycling operation. The owner/operator shall provide litter control at the entrance of the facility and along the street, sidewalk, and setback areas adjacent to the facility.
- Owner/operator shall control dust generated by the operation. Dust shall not be allowed to cross the overall site perimeter property lines.
- A sign indicating a 24-hour emergency phone number and contact person shall be kept current and posted on the site in a clearly visible place.



- Fire Prevention, Control and Mitigation Plan (Emergency Plan) and Site Plan shall be submitted to the fire code official for review and approval. The onsite piles shall not exceed limits approved by the fire code official.
- The site currently relies upon a septic system, which served the previous tenants at the project site. Long-term sewer service will be supplied by Sacramento Area Sewer District (SASD).
- Piles shall be separated from adjacent piles with clearance for fire trucks (20' clearance).
- Each truck shall be weighed in and the weights shall be recorded, or alternatively, self-haul vehicles may be assigned weight/volumes based upon vehicle type and visual assessment.
- Each incoming load shall be removed from the truck and sorted by material type (green waste, wood products, rock, dirt, asphalt, appliances, metals, Ewaste, cardboard, plastic, aluminum, cans, clean wood, and other recyclable materials). Sorted material shall be placed on individual bins/bunkers and hauled away for recycling. Green waste shall be directed to the grinding area.
- The delivery truck shall haul the ground wood and green waste to a power plant to produce power. If truck loads are not accepted at the power plant they will go to a permitted landfill.
- Operations will be conducted on the paved and fenced yard in open areas or under the 7,880 sf covered post and beam shade structure. The northern portion of the site will be paved prior to full operations under the Solid Waste Facility Permit (450 TPD).
- Two truck scales will be used to weigh incoming and outgoing vehicles. One scale will weigh vehicles entering the facility and one scale will weigh vehicles exiting the facility.
- The facility will need a permitted traffic volume for up to 323 vehicles per day (18 employees, 2 visitors, 70 roll-off trucks, 200 self-haul vehicles and 33 transfer vehicles). The daily traffic counts will be tracked by the facility and available to the LEA staff.

The proposed operating levels are summarized in **Table 1**.

### 1.3.3 Adjacent Land Uses

The project site is within a major industrial area and separated from the nearest residences (to the west) by approximately 1,150 feet and the nearest residences to the south by 5,500 feet. The adjacent land uses are a vacant industrial warehouse to the north, Baketech and Bimbo Bakeries to the west, Northwood Commerce Center across Elder Creek Road to the south and Truck & Auto Centers of America to the east. See **Figure 2**. Appendix D lists the APN's, address, land use code and zoning for all properties within 1,000 feet of the proposed project property line.

### 1.3.4 Service Area

The facility would accept deliveries from commercial accounts and would also be open to the public. There would be no defined service area.





## 1.4 Nature and Quantity of Wastes

### 1.4.1 Waste Types

The facility will receive C&D waste, inert debris, recyclable materials, non-curb-side collected green waste, wood waste, mixed loads of waste, and materials from curbside (bulky item) clean-ups.

- The inert debris will be separated, contaminants will be removed, and then inert debris will be moved to A&A or Golden State Debris.
- Recyclable materials will be sorted for recycling, further processing, or for transfer and off-site processing (not a buy back).
- Mixed loads of waste are not mixed municipal solid waste but mixed C&D and/or green waste mixed loads. “Green waste” or “green material” means any plant material except food material and vegetative food material that is separated at the point of generation, contains no greater than 1% of physical contaminants by dry weight, and meets the requirements of section 17868.5 (Title 14, Chapter 3.1, Article 1, Section 17852[a][21]).
- Putrescible waste is typically not part of C&D or green waste and will be minimized for odors and vectors through load checking and rejection of unacceptable loads. The facility will not accept residential food wastes or household hazardous wastes. Load checkers will reject loads with greater than 1% putrescible wastes. Additional information on load checking is in section 6.18 and in Appendix C.
- Materials from curbside (bulky item) clean-ups.



## 1.4.2 Waste Quantities

The permitted maximum tonnage is 450 TPD.

**TABLE 1  
SUMMARY OF PROPOSED OPERATIONS**

<b>Parameter</b>	<b>Proposed Status</b>
Maximum arriving daily tonnage of waste and recyclables	450 tons per day
Maximum arriving waste hauling vehicles	303 per day (200 self-haul vehicles, 70 roll-off trucks and 33 transfer trucks)
Facility Truck Scales	Two Truck Scales
Vehicle Control to Elder Creek Road	Future turn lane – there will be room after sidewalk is added. There is room now for two east-bound lanes – room for a truck turning left into the facility and room for vehicles to pass on the right the trucks waiting to turn
Hours for operations	24 hours per day, every day
Chipping and Grinding Hours	7 a.m. – 7 p.m. every day
Hours open to the public	6 a.m. – 6 p.m. every day
Nighttime Loading and Material Removal	7 p.m. to 6 a.m.
Receive wood and green waste	Grind to produce fuel for biomass facility.
Zoning	Heavy Industrial Zone M-2(S)
Acceptable Materials	Commercial and public waste including: construction and demolition debris, inert debris, recyclable materials, non-curb-side collected green waste, wood waste, mixed loads of waste, and materials from curbside (bulky item) clean-ups. Incidental putrescible waste from accepted loads shall not exceed 1% by weight
Restricted Material – in general all wet garbage (i.e., putrescible waste). <sup>1</sup>	Not accepted

<sup>1</sup> Putrescible wastes are wastes that are capable of being decomposed by microorganisms with sufficient rapidity as to cause nuisances because of odors, vectors, gases or other offensive conditions, and include materials such as, but not limited to food wastes, offal and dead animals. The facility does not want to handle putrescible wastes, but some minor contaminants such as foodwastes are likely to be included in some loads. The facility will visually inspect incoming loads and reject loads that appear to have putrescible wastes that are greater than 1% by weight. The facility will also reject any incoming loads that have strong, offensive odors because they include putrescible wastes. Any putrescible wastes that are sorted from the tipping floor will be placed in a bin or dumpster in a designated area and will be loaded into a transfer truck for off-haul to a landfill (within 48 hours).

## 1.5 Type of Vehicles

The following types of vehicles may use the facility:

- Incoming Waste Materials: collection trucks, wood and green waste collection trucks, end dumps hauling C&D debris, and public self-haul vehicles
- Outgoing Waste Materials (for disposal): transfer trucks
- Outgoing Recyclable Materials: transfer trucks, roll-off trucks, flatbed trucks

The facility is proposing a maximum of 303 arriving waste hauling vehicles (not including employee vehicles). Employee vehicles or other visitors to the site (not hauling in waste materials) would not count towards the limit because they would not be hauling waste materials and would not be required to use the incoming scale. Employee and visitor vehicles would account for an additional 20 vehicles arriving per day.

# CHAPTER 2.0

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## Regulatory Requirements

### 2.1 Permits and Approvals

The following is a list of the permits and approvals that may be required for the facility:

<b>Permit Description</b>	<b>Permit Agency</b>
Conditional Use Permit	City of Sacramento
Solid Waste Facility Permit (Transfer Processing Facility (MRF)) Maximum of 450 tons of total materials per day.	County of Sacramento Environmental Management Dept. Solid Waste Local Enforcement Agency (LEA)
Authority to Construct / Permit to Operate	Sacramento Metropolitan Air Quality Management District (SMAQMD)
General Industrial Stormwater Permit	Sacramento Regional Water Quality Control Board
Hazardous Materials Plan	Plan Submitted to: Sacramento County Environmental Management Department (Certified Unified Program Agency [CUPA])



# CHAPTER 3.0

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## Facility Design

### 3.1 Design Plans

#### 3.1.1 Site Plan

**Figure 3** is an overall site plan of the facility, including the traffic circulation. It shows the locations of buildings, parking and other structures with the layout and general dimensions. The major components of the facility are:

- Wood and green waste unloading, staging and storage areas (northern portion of the site)
- Wood and green waste Grinding Operations Project Area (northeast portion of the site)
- C&D unloading, staging and storage areas (southeast portion of site)
- C&D Sorter and Material Processing (7,880 sf; post and beam shade structure)
- Office Building (4,857 sf)
- Shed for maintenance, HHW storage, and materials and equipment storage (2,300 sf)
- Two scale houses (160 sf each) and two scales
- Shed-A (914 sf) (miscellaneous storage)

Mixed waste loads (C&D and green waste) would be dropped at most locations, and the operator will separate, sort, and deliver the materials appropriately. For example, if a mixed load is mainly C&D it will be dropped off in the C&D processing area and any green waste will be sorted out and moved to the green waste processing area.

The location of stockpile areas in **Figure 3** is a rough estimate, as the locations of stockpiles will change over time. Taking this into account, there will be adequate room for traffic and vehicle loading.

#### Tipping Area

As identified in **Figure 3**, waste will be tipped at the northeast and southeast areas of the project site.

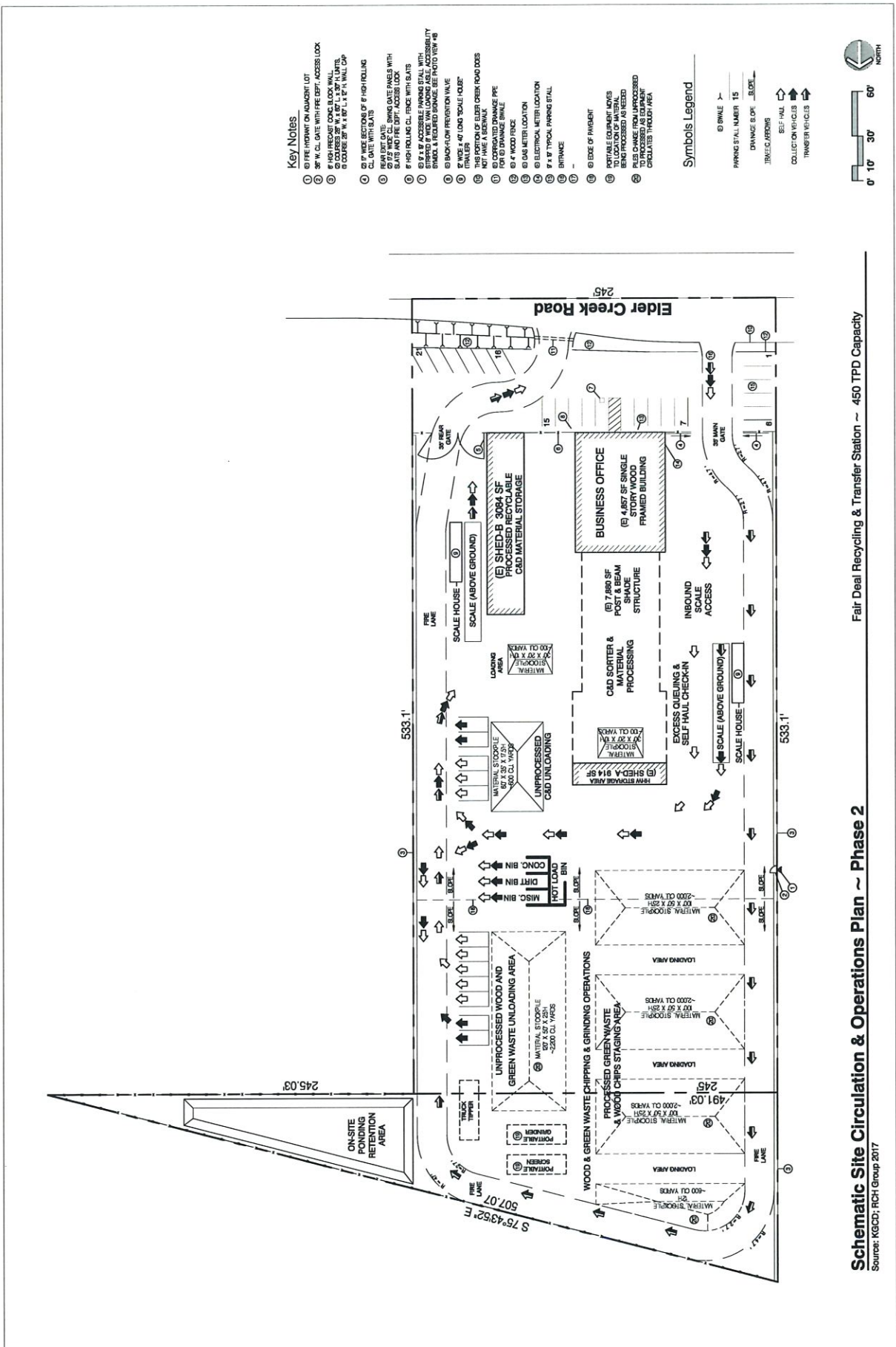
#### Staging Areas

Incoming wood and green wastes are sorted in the northeast portion of the site and transferred to the Wood Grinding Area or bins as appropriate. Incoming C&D loads are sorted in the southeast portion of the site.

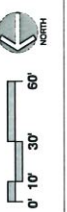
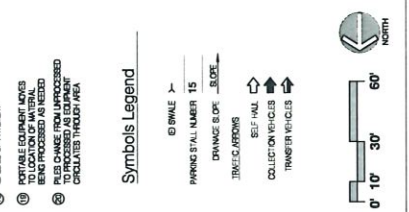
Residual wastes will be picked up from the sorting area on a first-in, first-out basis. Residual waste will be removed from the site within 48 hours of receipt to comply with 14 CCR 17410.1.



REVISIONS



- Key Notes**
- ① FIRE HYDRANT ON ADJACENT LOT
  - ② 36" W. CL. DATE WITH FIRE DEPT. ACCESS LOCK
  - ③ HIGH PRECAST CONC. BLOCK WALL, 8" REINFORCED WITH #4 BARS, 4" COURSE @ 8' W. W. L. E.P.N. WALL TOP
  - ④ 12" WIDE SECTIONS OF HIGH ROLLING CL. DATE WITH SLATS
  - ⑤ 12" WIDE CL. SWING DATE PANELS WITH SLATS AND FIRE DEPT. ACCESS LOCK
  - ⑥ HIGH ROLLING CL. FENCE WITH SLATS
  - ⑦ 8" P.V. PIPES WITH 1" WOOD SHELVE ACCESSIBILITY SHIMLS & REDUCED DRAINAGE SEE PHOTO VIEW #8
  - ⑧ BACK-FLOW PREVENTION VALVE
  - ⑨ 2" WIDE - 40' LONG SCALE HOUSE
  - ⑩ 2" WIDE - 40' LONG SCALE HOUSE TRAILER
  - ⑪ 2" WIDE - 40' LONG SCALE HOUSE TRAILER ON EIDER OTHER ROAD DOGS
  - ⑫ CORRUGATED DRAINAGE PIPE
  - ⑬ 4" DIAMETER DRAINAGE PIPE
  - ⑭ 4" DIAMETER LOCATION
  - ⑮ 4" DIAMETER LOCATION
  - ⑯ ELECTRICAL METER LOCATION
  - ⑰ 4" X 8" TYPICAL PARKING STALL
  - ⑱ BRIMBLE
  - ⑲
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**Schematic Site Circulation & Operations Plan ~ Phase 2**  
 Fair Deal Recycling & Transfer Station ~ 450 TPD Capacity  
 Source: KGCD; RCH Group 2017

## **Parking Areas**

Onsite parking will be provided in compliance with City of Sacramento requirements. Full or partially-full Transfer trucks may park temporarily onsite at night, until they drive their loads to receiving facilities.

### **3.1.2 Traffic Plan**

**Figure 3** shows the onsite traffic pattern for the site that accounts for a mix of large transfer trucks, roll-off (collection) vehicles and smaller self-haul vehicles.

As shown, vehicles enter from Elder Creek Road via the main gate on the west side of the Business Office. Transfer vehicles utilize the fire lane along the west, north, and east perimeter of the facility to access material stockpiles. Upon entry, collection vehicles pass through the scale house along the west side of the C&D sorter and material processing building. Self-haul vehicles would be assigned weight/volumes based upon vehicle type and visual assessment or be weighed in and out at the scales. Self-haul and collection vehicles then pass to the east side of the facility where they back in to unloading areas for C&D, wood and green waste, and other materials.

- The unloading area for C&D material is just to the northeast of the C&D sorter and material processing building. Vehicles back in to the unloading area from the fire lane on the east side of the facility. There are three unloading areas for self-haul, and two unloading areas for collection vehicles.
- The unloading area for wood and green waste is in the northeastern section of the facility. Vehicles back in to the unloading area from the fire lane on the east side of the facility. There are five unloading areas for self-haul, and two unloading areas for collection vehicles. Collection vehicles are expected to be flat-bed trucks and debris boxes from commercial haulers.
- The unloading bins for miscellaneous, dirt, concrete, and A/C are between the C&D and wood/green waste unloading areas on the eastern side of the facility. Vehicles back into the bins from the east side of the facility.

The vehicle flow will generally be clockwise, entering the facility at the west gate and exiting the facility from the east gate.

## **3.2 Design Calculations**

### **3.2.1 Station Capacity**

The purpose of this section is to substantiate that the facility can safely handle the throughput capacity of 450 TPD of wood and green waste and construction and demolition recyclable materials at a traffic rate of 323 incoming vehicles per day, without backing up vehicles onto Elder Creek Road. While the rate would be 323 incoming vehicles per day, only 303 of these



vehicles would be carrying waste materials and passing through the scale house. The other vehicles (employees and visitors) are allowed but are not part of the permit.

The proposed volumes will not exceed the capacity of the storage areas and can be managed in a manner that does not create nuisance and operational issues and is protective of public health and safety and the environment, including fire safety and protection of the public. This is based on professional judgment of the Applicant. The Applicant has significant solid waste experience and the proposed Operations Supervisor (Sunil Dutt) has operated Sierra Waste Wood Grinding Co. and Sierra Waste Recycling and Transfer Station in Sacramento since 2002.

Total Compliance Management (TCM) analyzed the site capacity under the proposed operating parameters (see Appendix B). The capacity report reviewed the constraints on incoming waste vehicles that included: queuing space before the incoming scale, vehicle length, tons per vehicle, the time to process incoming vehicles and the time for vehicles to unload. Vehicle trips included employees, vendors and visitors, roll-off trucks, self-haul loads and outbound transfer vehicles. Using these assumptions the report indicates that the site can provide required traffic circulation patterns to support delivery vehicles for the transfer and recycling of up to 450 tons a day of wood and green waste and construction and demolition recyclable materials.

### **Processing Capacity**

**Figure 3** shows key operational areas for processing a mix of roll-off trucks and self-haul vehicles.

### **3.2.2 Traffic Loading**

The traffic flow has been designed to reduce cross traffic onsite and at the entrance to the facility. All truck traffic will access the facility using the main entrance gate off of Elder Creek Road.

### **3.2.3 Peak Loading**

During unusual peak loadings the following measures will be taken to ensure adequate throughput and safe operations:

- Extra employees may be added
- Extra shifts may be added (within approved hours of operation)
- Operator will monitor vehicles and tonnage to ensure daily limits are not exceeded. As the limit is approached, there will be an automated alert to the incoming scale house operator from the facility's tracking system showing the total. The automated alert will ensure that the scale house operator will know in advance of 450 TPD that they are approaching the limit so they can close the gate as necessary to assure that the limit is not exceeded.
- When maximum tonnage is reached, no material will be accepted and customers will be directed to the nearest open landfill or transfer station.

# CHAPTER 4.0

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## Station Improvements

### 4.1 Signs

The following signs will be posted at the facility:

- At the entrance gate, a large sign will be posted which states the name, address, and phone number of the facility; name of the facility operator and the facility hours.
- In the vicinity of the scale house, a sign will display the rates for various materials accepted by the transfer station. This sign will primarily be directed towards members of the public who use the facility.

### 4.2 Security

The site is secured by a combination of existing 6-foot high chain link fence and solid walls, as a means of providing security and prohibiting unmonitored dumping of loads. Access is controlled through the gated entrance and exit. During hours when waste is not received the gate will be closed to the public. The east and west boundaries have chain link fence and a precast concrete block wall; the southern boundary has a chain link fence with opaque fabric and the northern boundary has a precast concrete block wall.

To adequately secure the facility from theft and arson, overnight onsite personnel, night lighting, and locked gates will be incorporated.

### 4.3 Roads

Access to the facility is on paved city streets, all adequate for heavy truck traffic and currently used by heavy industrial vehicles, including waste collection trucks. All onsite roads will be paved with either concrete or asphalt, and will be cleaned by a litter crew and routinely swept to control dust. The site is accessible during dry and wet weather periods.

Approximately one-third of the site (the rear, or northern portion) is currently unpaved but it is hard-packed gravel. The area will be paved as necessary to avoid muddy, unstable conditions in the winter and air-borne dust issues in the summer, and so as to make site sweeping and cleaning less difficult. In addition, the existing pavement in the southern portion of the site will be repaired and seal coated to make sweeping and cleaning less difficult.

## **4.4 Visual Screening**

The facility is currently screened from public view by 6-foot high chain link fence (with opaque fabric) and/or precast concrete block walls on the east, west and north borders of the property.

Given the current site plan, the Business Office and Shed B will likely be visible from Elder Creek Road, but other buildings will be shielded from view.



# CHAPTER 5.0

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## Operations

### 5.1 Hours of Operation

The proposed hours open to the public are 7 days a week from 6:00 am to 6:00 pm. However, the facility may operate for fewer hours if the maximum tonnage (450 TPD) is received before closing.

Chipping and grinding will be 7 days a week, but limited to the hours from 7:00 am to 7:00 pm. Transfer trucks will be loaded to remove processed materials 24 hours a day, when needed, including nighttime loading from 7 p.m. to 6 a.m.

### 5.2 Station Personnel

Key management personnel assigned to the facility have significant work experience in the recycling industry and there will be approximately 18 employees onsite during operating hours. There will be a supervisor and load checker onsite at all times during working hours. The management organization structure is shown in **Figure 4**. See **Appendix A** that is a resume of management personnel. **Table 2** outlines the estimated number of facility personnel at the maximum tonnage of 450 TPD.

**TABLE 2**  
**ESTIMATED NUMBER OF FACILITY PERSONNEL**

<b>Job Description</b>	<b># Staff @ 450 TPD</b>
General Manager	1
Administration	2
Transfer Floor Operations	8
Traffic Control/Spotters	1*
Loader Operators	2
Sweeper/Scrubber Operator	1
Water Truck Operator	1
Landscape/Litter Control	1
Equipment Maintenance	1
<b>Total # of Personnel</b>	<b>18</b>

\* More spotters will be used when needed

**FAIR DEAL RECYCLING  
AND TRANSFER STATION**

**PRESIDENT**  
**SEAN DUTT**

**OPERATION SUPERVISOR**  
**SUNIL DUTT**

**ADMINISTRATION**

**TRANSFER RECYCLING OPERATIONS**

**SCALE OPERATOR/OFFICE PERSONNEL**

**LOAD OPERATORS**

Fair Deal Recycling and Transfer Station

**Figure 4**  
Management Organization Structure

## 5.2.1 Training

Fair Deal Waste Recycling will be committed to providing a safe and healthful workplace for employees. Development and maintenance of safety training programs will be an important part of their dedication to safety. Every new employee will be required to go through an orientation to adequately train them in health and safety issues. The orientation training includes topics on:

- Health and Safety
- Protective Equipment
- Emergency Response
- Customer Service
- Hazardous Materials Load Checking
- Environmental Compliance

Employees will also participate in monthly safety briefings and be trained in emergency procedures. Equipment and vehicle operators will be given operating and maintenance instructions. Copies of training records will be kept on file at the facility offices. Employees will also be trained on solid waste regulatory requirements and the permit conditions of the site's Solid Waste Facility Permit. Additional information on training is discussed in Section 5.7, Health and Safety Programs.

## 5.2.2 Emergency Contact List

In the case of an emergency, the persons listed serve as the contacts for the facility. The daytime phone is (916) 389-0785. Off-duty numbers are:

- **Sean Dutt** (916) 832-1158

**Table 3** lists the emergency numbers to contact, if an emergency cannot be handled by facility management.

**TABLE 3  
OUTSIDE EMERGENCY CONTACT LIST**

Type of Emergency	Agency	Phone Number
General Emergency	Emergency Dispatch	911
Hazardous Waste Spill or Explosives	Sacramento County Fire Department	(916) 808-1300
Security	Sacramento Police Department	(916) 264-5471
Unidentified/Known Hazardous/Suspected Hazardous Waste; Unknown Sludges, Slurries, and Liquids	County of Sacramento Environmental Management Department Hazardous Materials Division	(916) 875-8444
Medical Waste (Producer Known) (Producer Unknown)	California Department of Public Health Medical Waste Management Program	(916) 449-5671

## 5.3 Station Equipment

**Table 4** lists the equipment (or similar equipment) at the facility that will assist in achieving the throughput capacity of 450 TPD. The type of equipment and number of units may change based



on changes in the waste stream, new processing technology, and new regulatory and diversion requirements.

**TABLE 4  
EQUIPMENT LIST**

<b>Equipment Type</b>	<b>Description</b>
Loaders, Model 95 (2)	2 x 7 yds. bucket
Electric or Diesel Grinder, Model 7400	80 – 100 tons/hour
2,000 -- 4,000 gallon Water truck	
Commercial Weigh Scale (2)	80,000# to 100,000#
Sorting Line and Screen	35+ tons/hour
Trommel Screen	Silver Screen
Excavator	TBD – start with rental

The operator has access to back-up equipment (multiple outside grinders and loaders) from multiple sources since they have been in the wood grinding business for a long time. Trommels can be rented out of Dixon if needed. The LEA will be notified in the event wastes cannot be removed within the required timeframes.

## 5.4 Equipment Maintenance

A comprehensive preventive maintenance program will be implemented to ensure the reliability of all equipment and vehicles, and to maintain equipment in good working order. Stationary equipment will be maintained onsite on a regular basis. The following maintenance schedule applies:

- **Grinder:** daily, weekly preventative maintenance program
- **Loaders:** daily inspection and CAT maintenance service every 250 operating hours

## 5.5 Materials Handling

The following subsections provide a general overview of the types of wastes received, processed, and/or transferred.

The facility will only accept materials identified in Section 1.4.1 (Waste Types) of this -TPR. . Waste brought to the facility will be weighed at the scale-house as vehicles enter the facility, self-haul vehicles may be assigned weight/volumes based upon vehicle type and visual assessment. Daily tonnage logs will be maintained and reported to the LEA on a periodic basis. Vehicles will proceed to the transfer station tipping/unloading area as indicated on **Figure 3**. Waste will be moved to the transfer station sorting area for sorting and material recovery. Waste will be transferred and processed on a first-in, first-out basis. All material will be processed and all solid waste will be removed from the site within 48 hours.

### 5.5.1 C&D and Inert (CDI) Debris

See Section 5.5, second paragraph.

## **5.5.2 Recyclable Materials**

Trucks picking up recyclable material in roll-offs (glass, bulk metal, inerts, white goods) weigh-in empty on the incoming scale and proceed to the loading area to collect their loads. Once they have picked up their load, these trucks weigh-out and exit the facility onto Elder Creek Road. Generally, recyclable materials will be stored about 2-3 weeks or less if full loads are accumulated (full bins or bunkers). If market conditions are poor for recyclables, recyclable materials could be stored onsite up to 30 days. These materials will be managed and monitored as to prevent harborage of vectors and nuisance conditions.

## **5.5.3 Wood/Green waste**

Wood and green waste delivered to the facility will be separated from the other waste, grinded, then stockpiled temporary while waiting to be loaded into transfer trucks and delivered to biomass plants. Wood and green waste will be removed within 48 hours or at an alternate frequency approved by LEA. It is understood that the LEA can extend the time that materials can be held onsite if operations indicate that a time extension will not result in any nuisance conditions (based on the materials being stored) and the materials held for an extended time will not interfere with site operations. The facility will prepare and implement an Odor Control Plan for odor control measures related to green waste. Temperatures of green waste will be monitored and recorded daily to make sure green waste temperatures remains below 122°F and therefore no active composting. Green waste piles will be broken down if monitoring finds temperatures are 122°F or above. The facility will not accept curbside-collected green waste.

Processing will be on a first in first out basis. Stockpiles for wood and green waste will be separated, with individual stockpiles separated by 20-foot access areas for fire. Temperatures of unprocessed green waste and processed green/wood waste will be monitored and controlled. To help track 48 hour removal requirements, stockpiles will be separated by day of receipt or some other means of tracking. If the facility is unable to process the material within 48 hours, green waste shall be moved off-site to a permitted landfill permitted to accept municipal solid waste for immediate disposal.

## **5.5.4 Mixed Loads of Waste**

See Section 5.5, second paragraph.

## **5.5.5 Materials from Curbside [Bulky Item] Clean-Ups**

See Section 5.5, second paragraph.

## **5.5.6 Waste Disposal**

After material is received and sorted, front-end loaders will load residual waste into transfer trailers. Fully loaded trucks then leave the facility for permitted disposal locations.



## **5.5.7 Public Tipping**

The public (self-haul vehicles) is allowed to drop-off acceptable materials during operating hours as identified in Section 5.1. Self-haul vehicles will be charged a minimum flat fee if their load is less than a pre-determined posted amount, and charged per ton if in excess of this posted amount. Self-haul vehicles can weigh in at the scale, tip, and then weigh out. Alternatively, self-haul vehicles may be assigned weight/volumes based upon vehicle type and visual assessment.

## **5.5.8 Hazardous Waste Load Check Program**

A Hazardous Waste Load Check Program will be implemented at the facility. The program will include: visual inspection, a minimum of two random load checks per day, emergency response procedures, and employee training. The weighmaster and spotters will continuously look for hazardous wastes in all vehicles entering the facility. See Section 5.2.2 for a list of emergency contact and numbers. The Hazardous Material Program is in Attachment A of the IS/MND.

## **5.5.9 Solid Waste Storage**

Waste will be removed from the site within 48 hours from the time of receipt (CCR 14, Section 17401.1).

## **5.5.10 Hazardous Waste Storage**

A temporary hazardous waste storage area will be located at the facility [in Shed A]. No waste will be stored longer than 90 days, per regulations. All hazardous waste incidentally recovered from the waste-stream will be temporarily stored onsite, manifested, and transported off-site according to Federal and State regulation requirements. A spill response locker, supplied with emergency response equipment, will be located near the hazardous waste storage area.

## **5.6 Station Maintenance**

### **5.6.1 Maintenance**

Buildings, equipment, and paved areas will be maintained and kept in good working order to ensure public safety. The general manager is responsible for inspecting the facility to assess the overall level of maintenance. As needed, repairs will be made to maintain the facility.

### **5.6.2 Cleaning**

The site will be cleaned daily. Station personnel will patrol the general site area, including the access driveways and surrounding areas to control debris and dust accumulation. This cleanup will usually occur at the end of the last shift of the day, and includes the use of the mechanical street sweeper, as well as hand-brooming and cleaning. Cleaning is also addressed in section 6.2.



## 5.7 Health and Safety Program

### 5.7.1 Health and Safety Programs

Fair Deal Waste Recycling and Transfer Station will develop and implement safety-training programs for their workers as summarized in **Table 5**. These program manuals will be kept onsite and available for review by LEA personnel.

In addition, an Injury, Illness, and Prevention Program (IIPP) shall be developed, maintained, and available for review by local and state inspectors during normal business hours.

**TABLE 5  
HEALTH AND SAFETY PROGRAMS**

- 
- Load Check Program
  - SB 198 Illness & Injury Prevention Program
  - Emergency Response Program
  - Hazard Communication Program (Right-to-Know)
  - Storm Water Pollution Prevention Program
- 

### 5.7.2 Sanitary Facilities

Sanitary facilities are located onsite and accessible to all employees. Facilities consist of toilets, urinals, and sinks.

### 5.7.3 Water Supply

The City of Sacramento provides the potable water supply (there is no groundwater being used). The City water will provide adequate quench and process water.

Dust mitigation does involve spraying of water from hand held hoses onto excessively dust-producing materials during transfer operations. The amount of liquids needed for dust suppression is minimal.

The retention basin in the northeastern part of the site would capture water that could be reused on the site to reduce the water demand of the project.

### 5.7.4 Communications

The office will be equipped with an outside radio/speaker system.

### 5.7.5 Fire

The operator will provide fire prevention, protection and control measures, including, but not limited to, temperature monitoring of piles, adequate water supply for fire suppression, and the isolation of potential ignition sources from combustible materials.

On-site processing buildings are designed and constructed with appropriate fire control equipment, which may include sprinklers, fire extinguishers, or other requirements.

There will be 10 fire extinguishers (3 in the office and 7 in the yard) and a 2,000 -- 4,000 gallon water truck kept onsite at the facility. Chipping material will be stored in piles that will not exceed limits in the Fire Plan. Piles will be monitored periodically with long temperature thermometers or remote sensors.

Fire protection will be available from the 4" outlets that cover the entire project site.

A fire hydrant is located at the midpoint of the western boundary of the facility. Fire hoses, also used on-site for dust suppression purposes, are available to suppress small fires, should they occur. Process water may be used for dust or fire control or other operational requirements, and will be minimized only to what is necessary.

Access to the fire hydrant will be provided consistent with details in the Fire Plan. The facility will submit a Fire Plan to the City Fire Department and will operate under the applicable requirements and information in the Fire Plan.

Front-end loaders and excavator are available to aid in the management of materials to combat fire or prevent its spread. All firefighting equipment will be properly maintained and available on a continuous basis.

The Fire Prevention, Control, and Mitigation Plan is in Attachment A of the IS/MND.

## **5.7.6 Safety Equipment**

Personal Protective Equipment (PPE) will be assigned to each new employee. Hard hats, reflective vests, gloves, safety glasses, and safety boots must be worn by all employees working at the facility. In addition, ear protection is provided for all employees. The employees are responsible for care and storage of their equipment. If replacement equipment is needed, the employee must notify their supervisor for replacement. The offices are equipped with first aid supplies.

In case hazardous waste is accidentally included in the loads brought to the facility, hazardous waste response equipment is located in a spill response locker to be used for emergency response. This equipment typically includes absorbent, brooms, 55-gallon drums, protective gloves, clothing, boots, goggles and respiratory equipment.

## **5.7.7 Power Failure**

During brief power outages, waste unloading and manual sorting operations will be able to continue with no interruption of service. If electrical power to the site is lost for an extended period, the site could be closed, and vehicles attempting to use the site would be directed to other facilities.

Compliance with 48 hour (or alternate) solid waste removal requirements will be considered in the event of an extended power failure, especially if an electric grinder is used. If, due to power

failure, the requirements can't be met, the operator will take steps to manage over-limit materials, and notify the LEA. In this unusual condition, the site supervisor would ask the LEA for an extension of time to process the green waste (closely monitoring the green waste for any nuisance conditions until the power is restored), or begin hauling the green waste to a permitted landfill.



## **CHAPTER 6.0**

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### **Station Controls**

This section discusses how the facility is designed and operated to meet State Minimum Standards relating to transfer stations, Title 14, Article 6.2, Section 17406.1 et.seq.

#### **6.1 Burning Wastes and Open Burning (17407.1)**

There will be no open burning of waste at the facility. A hot load bin will be maintained for placing separated burning or smoldering loads (back of inert bins see Figure 3). Should the facility accidentally receive burning waste or experience accidental ignition of wastes, the following will occur:

- Burning materials will be separated from other materials, if possible.
- If the fire is small and manageable, the workers and loader operators will put it out with water hoses and portable extinguishers.
- If the fire appears to be a greater threat, 911 will be called immediately for assistance from the Fire Department and the LEA will be notified within 24 hours of the incident. Loader operators may be able to isolate the burning material, to minimize spread of the fire until help arrives.

In either case, facility personnel will backtrack the waste to alert the generator and eliminate future occurrences.

#### **6.2 Cleaning (17407.2)**

The site will be cleaned daily. Litter crews will police the site daily, and a mechanical street sweeper cleans all paved areas, driveways, and the frontage site of Elder Creek Road.

A vacuum-type sweeper truck will be used to reduce dust, as opposed to a sweeper attachment on a Bobcat. Refer to section 5.6.2 for other cleaning information.

#### **6.3 Drainage control (17407.3)**

Wastewater will be minimized through dry sweeping methods. The small, infrequent amount of wastewater from floor cleanup will be routed to the on-site treatment system in the southern portion of the site before any discharge. Filters will be added at the drain inlets prior to operations to remove coarse and fine sediments from the wastewater. Additional treatment options would be implemented, as needed, following the initial stormwater sampling conducted under the Industrial General Permit.

The facility would seek coverage under the NPDES Industrial General Permit from the State Water Resources Control Board. Surface water runoff from the northern third of the site, including process water, would be directed to an on-site retention basin in the northeastern part of the site (as shown in Figure 3), by use of grading design, drain pipes, and/or drainage ditches, where it will be properly treated, if necessary, prior to any discharge. Water would be pumped from the retention basin for facility use in operations, including fire and dust control. The northern third of the site would have hard packed gravel during Phase 1 (Enforcement Agency Notification) and be paved for Phase 2 (operation under the Solid Waste Facilities Permit).

For the southern third of the site, stormwater would be directed to a stormwater collection and treatment system by use of grading design, drain pipes, and/or drainage ditches, where it will be properly treated, if necessary, prior to any discharge. The southern two-thirds currently has aging pavement that would be improved for Phase 2.

A program will be implemented to monitor water quality and to evaluate the effectiveness of storm water management practices at the facility.

## **6.4 Dust Control (17407.4)**

Dust generated through waste tipping and handling will be controlled through a variety of mechanical and operational methods, including spray bars in and out of conveyors. The water truck is used to reduce airborne dust by regularly watering the site and can be used to hose dusty loads prior to or during unloading. In addition, the facility and the equipment are cleaned at the end of each day by the mechanical street sweeper and by hand-brooming and wipe down, to remove dirt and dust. Dust monitoring measures will be implemented and there will be outreach to neighbors so they know who to contact if there is a problem.

The Dust Control Plan is in Attachment A of the IS/MND.

## **6.5 Hazardous, Liquid, and Special Wastes (17407.5)**

This facility will not intentionally accept or store hazardous materials including batteries, oil, paint, and special wastes. The facility will implement a load checking program and also procedures to separate and safely handle any hazardous material discovered in the wastes. The facility will not accept any liquid waste or sludges.

## **6.6 Litter Control (17408.1)**

Litter will be controlled at the site in several ways:

- All unloading, processing and loading of material occurs within the designated area
- A litter crew polices the site once per day, picking up litter from the site perimeter, driveways, and along the frontage
- A mechanical street sweeper will patrol the site daily, cleaning paved surfaces, driveways and the frontage along Elder Creek Road.



- Measures for enforcement will include warnings, refusal of loads, and possible banning from the facility for vehicles that cause litter. Appropriate tarping of loads will be encouraged.

The Litter Prevention Program is in Attachment A of the IS/MND.

## **6.7 Medical Wastes (17408.2)**

The facility would not knowingly accept any medical waste. Untreated medical waste will be managed as hazardous waste. If untreated medical waste is discovered in the tipping pad, it will be moved to the hazardous waste storage and a licensed medical waste hauler will be contacted to remove the medical waste. The Department of Health Services (DHS) will be contacted. The same administrative procedures outlined for hazardous waste will be initiated while the driver is questioned as to the possible originator.

Any waste material which may assist in identifying the medical waste generator will be kept for inspection by the DHS, if required. Following its inspection, the DHS will instruct the station manager on the required procedures to handle and dispose of the untreated medical waste. The DHS (State) contact person can be reached at 916- 449-5671. If body parts are discovered, the County Coroner's Office will be notified.

## **6.8 Noise Control (17408.3)**

A previous project expanded operations of the Sierra Waste Recycling and Transfer Station. The Fair Deal project is similar to the Sierra Waste project in that both are recycling and transfer stations, are managed by Mr. Sunil Dutt, and are only one mile away from each other. In 2011, noise levels of a primary grinder and two front-end loaders that would be used at the Sierra Waste site were monitored and analyzed by staff from Environmental Science Associates (ESA). They concluded that the project would comply with the City of Sacramento's noise standards at any hour of the day at the nearest sensitive receptors and no mitigation would be required. Given these results, the Fair Deal project should also comply with City noise standards and no mitigation should be required. The CEQA Initial Study does include start-up noise testing at the nearest residence to assure that the project meets the City of Sacramento Noise Ordinance.

## **6.9 Non-Salvageable Items (17408.4)**

Drugs, cosmetics, foods, beverages, hazardous wastes, poisons, medical supplies or syringes, needles, pesticides and other materials capable of causing health or safety problems are not salvaged. The facility will not salvage any materials. All employees will be trained in this regard.

## **6.10 Nuisance Control (17408.5)**

Strict operating practices, such as daily cleaning and prompt removal of waste material, continue to ensure that the facility poses no nuisance to the community.



There are several actions the facility will take to minimize odors and vectors, including but not limited to:

- As identified in section 6.23, to eliminate rodents, birds, and insects, wastes will be loaded into trailers on a first-in, first-out basis. If loaded trucks need to be staged overnight, these parking areas will be inspected and cleaned daily. A pest control company will be used if necessary.
- If the operator detects objectionable onsite odor they will follow the following protocol:
  1. Investigate and determine the likely source of the odor.
  2. Determine if on-site management actions could remedy the problem and take steps to remedy the situation.
  3. Log the odor source/cause and any corrective actions taken in the Site Operations Log.
  4. Make changes in site operations as necessary to reduce objectionable odors. Odor may be reduced by limiting certain types of incoming feedstocks, removal and disposal of the odiferous materials, or other activities.

The operator will develop an Odor Control Plan, in consultation with LEA, to address the actions for odor control at the site. The Odor Control Plan is in Attachment A of the IS/MND.

Temperature of green waste materials will be monitored daily to make sure it remains below 122°F. This will prevent active composting. Temperature monitoring and steps to take when monitoring reveals elevated temperatures are discussed in section 5.5.3.

Dust control will be as described in section 6.4 using a water truck and spray bars.

## **6.11 Maintenance Program (17408.6)**

See Section 5.4

## **6.12 Personnel Health and Safety (17408.7)**

See Section 5.7.

## **6.13 Protection of Users (17408.8)**

The protection of users will include the use of spotters trained to direct users and watch out for user safety concerns and provide signage, railings, marked pavement, etc. to ensure users know where to unload and what activities are not allowed.

As shown on **Figure 3**, the transfer station tipping/unloading area is separated from the transfer station sorting area for safety purposes. After unloading customers will be able to leave the facility according to the traffic circulation pattern shown on **Figure 3**. The transfer station tipping/unloading area will also be separated from the wood and green waste unloading and grinding areas.

Users will be protected from dust. All onsite roads will eventually be paved with either concrete or asphalt. The facility and equipment will be cleaned at the end of each day by the mechanical

street sweeper and by hand-brooming and wipe down. Dust generated through waste tipping and handling will be controlled through spray bars and a water truck will regularly water the site.

Pile heights are limited to 25 feet for green waste and wood waste and 20 feet for C&D debris to more readily manage materials, and facilitate safe handling of materials with on-site equipment and minimize risk to public, drivers and on-site personnel. Site personnel will monitor and maintain pile construction to prevent potential hazards due to unstable or poorly configured piles.

## **6.14 Roads (17409.1)**

All traffic areas will eventually be paved. The site is approximately two-thirds paved, currently unpaved areas are hard-packed gravel. This paving is kept clean by a street sweeper to keep dust down, and prevent trucks from tracking dirt onto adjacent public roads. Unpaved areas would be watered appropriately to control dust.

## **6.15 Sanitary Facilities (17409.2)**

See Section 5.7.2.

## **6.16 Scavenging and Salvaging (17409.3)**

Scavenging is prohibited. Salvaging is the controlled separation of solid waste material, which do not require further processing, for reuse or recycling prior to transfer activities.

It should be noted that an integral part of the operation will be sorting materials suitable for recycling or further processing (e.g., cardboard, wood, glass, paper and metal) into piles for further processing on the site (e.g., grinding wood) or for transfer and off-site processing. Activities for recovered materials that would be processed off-site would be salvaging activities that need to be included as part of the allowed facility activities. In some cases these activities are considered transfer/processing.

## **6.17 Signs (17409.4)**

See Section 4.1

## **6.18 Load Checking (17409.5)**

The facility will have a load checking program that includes: visual inspections, a minimum of two random load checks per day, emergency response procedures, and employee training (see Section 5.5.8). The purpose of the program is to prevent the acceptance of waste which is not allowed at the facility.

Any prohibited wastes will be identified, separated, and removed or stored as appropriate. Hazardous waste will be stored as discussed in section 5.5.10. Any prohibited solid waste (i.e., food waste) will be loaded into bins or transfer trucks along with other residual materials for off-haul to a landfill.



A copy of the load check program and copies of load checking records for the last year will be maintained in the operating record and be available for review by the appropriate regulatory agencies.

## **6.19 Parking (17409.6)**

Off-street parking is provided for employees, company vehicles and visitors to the site. There will be no on-street parking on Elder Creek Road.

## **6.20 Solid Waste Removal (17410.1)**

Green waste delivered to the site will be processed and removed within 48 hours of receipt, unless an alternative frequency is approved by the LEA.

C&D loads will be processed separately from the green waste loads. C&D material is typically non-putrescible and will not present a vector attraction or odor problem. The C&D debris would be processed and sorted for resale or reuse within 15 days (17383.6(a)). Storage of unprocessed material will not exceed 15 days. Mixed C&D debris that has been processed and sorted for resale, or reuse, will not remain onsite for more than 1 month. Processed mixed C&D debris will not be stored for more than 30 days. Any residual solid wastes remaining from sorting are containerized for transport to a permitted landfill within 48 hours of receipt, unless an alternative frequency is approved by the LEA. Putrescible waste will be removed within 48 hours of receipt.

There will be debris boxes onsite for residual material and/or at least one transfer trailer. One debris box will be located next to the C&D Processing Area. Transfer trailers may replace debris boxes as the tonnages increase. The type of residual is typically non-putrescible and will not present a vector attraction or odor problem.

The Operations Supervisor will direct incoming material to specific site areas, allowing for a logical flow of material, so the materials needing to be processed (within 48 hours, if required) can be identified by location. The locations may change due to typical variations in incoming and outgoing material flow.

## **6.21 Supervision and Personnel (17410.2)**

See Section 5.2.

## **6.22 Training (17410.3)**

Personnel are trained on subjects pertinent to site solid waste operations and maintenance, hazardous materials recognition and screening, use of mechanized equipment, environmental controls, emergency procedures and other requirements of the Minimum Standards for Solid Waste Handling and Disposal. Training records will be available for inspection. Refer to section 5.2.1 for more information on training.



## **6.23 Vector, Bird, and Animal Control (17410.4)**

Because the facility would not accept food wastes, there should be minimal attraction of vectors and birds. To eliminate rodents, birds, and insects, wastes will be loaded into trailers on a first-in, first-out basis and the facility and surrounding areas will be kept clean to minimize creation of a food source or attractive nuisance. If a vector problem develops onsite, the operator will devise the control measures at that time according to the scope of the problem with approval of the LEA. It is anticipated that these control measures may be limited to trapping and removal or other approved vector control method. An outside contractor can be hired for vector control purposes should the onsite control not work.

## **6.24 Record Keeping (17414)**

See Section 7.

## **6.25 Documentation of LEA Actions (17414.1)**

The operator maintains a record of LEA approvals, determinations, and other requirements.

## **6.26 Communications Equipment (17415.1)**

See Section 5.7.4.

## **6.27 Fire Fighting Equipment (17415.2)**

See Section 5.7.5.

## **6.28 Housekeeping (17416.1)**

See Section 5.

## **6.29 Lighting (17416.2)**

The facility's lighting system is installed in the parking lots, material processing areas, and at the scale. All lighting will be installed to meet the requirements of the Sacramento Building Department.

## **6.30 Equipment (17416.3)**

See Section 5.3 and Table 4.

## **6.31 Site Security (17418.1)**

See Section 4.2.

## **6.32 Site Attendant (17418.2)**

An attendant is on duty during the hours the facility is open to the public.

## **6.33 Traffic Control (17418.3)**

Onsite traffic is controlled by the following means:

- Enforced speed limit of 5 mph
- Tipping directions from scale house operator
- Sufficient queuing space
- The controlled metering of trucks into the tipping areas as necessary by the site supervisor, traffic spotter, or lead floor man.

## **6.34 Visual Screening (17419.1)**

A combination of perimeter walls, fencing and landscaping will screen the facility along Elder Creek Road.

## **6.35 Water Supply (17419.2)**

The City of Sacramento provides potable water.

## **6.36 Unusual Peak Loads**

In the event of unusual peak loading (i.e., a natural disaster) the following can be done:

- Bring stand-by equipment on-line, including: loader and transfer trailers, or add additional staff.

Tonnage will be monitored by the scale operator. As tonnage approaches the permitted limit, the operator will receive an automated alert from the facility's tracking system showing the total and the operator will prepare to close the facility to avoid any receipts beyond 450 TPD. The automated alert will ensure that the scale hour operator will know in advance of 450 TPD that they are approaching the limit so they can close the gate before the limit is exceeded. In case of a tonnage overage, the gates will be closed, no material will be accepted after the limit is reached on that day, and customers will be directed to the nearest open landfill or transfer station. In addition, the LEA may be notified and an emergency waiver may be requested.

## **6.37 Final Disposal**

All residual solid waste will be disposed at approved landfills.

## **CHAPTER 7.0**

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# **Records and Reporting**

## **7.1 Weight/Volume Records**

The facility will implement a monitoring and reporting program that will reflect the requirements of the Solid Waste Facility Permit.

## **7.2 Special Occurrences**

A special Occurrences Log will be kept on a daily basis to document the following: any loads refused entry to the facility, fires, vectors, injuries, property damage, inspections, notices of violations, and other occurrences as needed. The log will be completed by the facility operator and kept in the office. Reports of all special occurrences and the operator's actions in response will be reported to the LEA within 24 hours.

## **7.3 Complaints**

Records shall be kept of any public complaints received by the operator (written, by phone, or in person), including:

1. The nature of the complaint,
2. The date the complaint was received
3. If available, the name, address, and telephone number of the person or persons making the complaint, and
4. Any actions taken to respond to the complaint.
5. The LEA shall be notified of all public complaints within 24 hours of receipt of the complaint.

## **7.4 Inspection of Records**

The operator will comply with all record requirements specified in 17414 and the Solid Waste Facility Permit. Records will be submitted on a quarterly basis.

The facility will keep the following records in a form and manner approved by the LEA.

1. Record of incoming weights or volumes and outgoing material or residual weights. Tonnage records will be broken down by waste types and presented in a manner that allows LEA staff to verify compliance. Records of outgoing material and residual waste



will be tracked and kept for LEA review. Daily vehicle tracking records and green waste temperature monitoring records will also be recorded and available for LEA review.

2. A daily log book or file of special occurrences including but not limited to: fires, injury and property damage, accidents, explosions, receipt or rejection of prohibited wastes, lack of sufficient personnel, flooding, earthquake damage and other unusual occurrences. Operator will notify LEA by telephone within 24 hours of all incidents requiring emergency procedures. Notice to LEA and local health agency of the name, address and telephone number of the operator or other person(s) responsible for the operations.
3. Records of employee training as required by section 17410.3.

# APPENDICES

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## **Appendix A**

### **Management Resume**





**Fair Deal Waste Recycling and Transfer Station**

**8191 Elder Creek Road**

**Sacramento, CA 95828**

**Sunil Dutt**

**Operation Handling**

**Mr. Sunil Dutt, will be Operation Supervisor for the full operation of Fair Deal Waste Recycling and Transfer Station.**

**Mr. Sunil Dutt, has a total of 16-years of Recycling Business experience as follows:**

**2002 to present, Operations Supervisor or Consulting Supervisor, Sierra Waste Wood Grinding Co. and Sierra Waste Recycling and Transfer Station, 8260 Berry Ave., Sacramento, CA.**

**1998-2002, Florin Perkins Landfill Station.**

**Mr. Sunil Dutt has also owned a Trash Hauling Company for the last 12 years.**

## Appendix B

### Site Capacity Overview



**Appendix B**  
**Fair Deal Waste Recycling Facility**  
**Site Capacity Overview**

The capacity of the facility to handle recyclables and waste materials has been analyzed to demonstrate that the facility is adequately designed to receive 450 tons per day of green materials and construction and demolition debris. Assumptions and analysis of operating parameters are as follows:

- Incoming tonnage – The facility has been designed to manage 450 tons per day; approximately 350 TPD of green materials and 100 TPD of mixed construction and demolition debris are expected, but may vary on a daily and seasonal basis.
- Incoming traffic – based upon our analysis of the operator’s current commercial contracts and expected self-haul traffic, we have prepared the attached Traffic Summary (Table B-1) for the facility. We have estimated the expected incoming volume of self-haul vehicles (200 vehicles x 0.5 tons/vehicle) and roll-off trucks (70 x 5.0 tons/vehicle) to generate an overall daytime traffic of 292 vehicles (including 2 transfer vehicles, between 6:00 AM and 6:00 PM). We have disbursed this traffic, including typical morning and afternoon peaks for this type of recycling facility, and analyzed the expected peak volume of vehicles stacking at the scales in Table B--2. We have considered that up to 25% of the hourly traffic – as defined by specific vehicle type – may arrive at one time, and anticipate that up to 170 feet of cueing lanes will be required to prevent traffic from encroaching onto Elder Creek Road.
- Receiving and off-loading — Tables B-3 and B-4 analyze the management of vehicles using the facility and how the facility circulation is designed to process the vehicles through the weighing and load checking system, and direct them to unloading areas. Peak vehicles arriving at the facility gate are analyzed in the same proportions as that discussed above.
  - Roll-off trucks are typically contracted operators with commercial accounts, requiring no more than an average 15 seconds for processing at the scale; we have used a conservative factor of 30 seconds for each of these vehicles, estimating a total of 4 minutes needed to handle the peak of 6 vehicles per hour. A typical roll-off vehicle requires no more than 10 minutes to unload; we have designed the facility with 4 designated unloading bays, well above what is needed to manage 6 vehicles per hour.
  - Self-haul vehicles are typically a combination of small commercial vehicles, pickup trucks and a few cars, with a mix of towed trailers. Multiple surveys conducted at like facilities indicate approximate scale time of two minutes, allowing over the expected peak of 18 vehicles to be weighed in one hour. Self-haul loads are typically unloaded in under 15 minutes and the facility has been designed with 8 bays to manage at least 32 vehicles per hour.



- Storage — The area available in the facility (considering fire access requirements) for unloading the materials delivered, moving them into temporary surge piles, and storage of baled or loose recyclable materials and residuals. Storage areas are shown on the site plans and are limited to no more than 50' in width to enhance fire safety.
- Load out — Areas for load out of the recyclables and residuals are shown on the site plan. Vehicles loading out – typically 48' to 53' transfer trucks will be scheduled to load after hours and will have little to no impact on site traffic during receiving hours.
- Green Material Grinding – The wood grinder to be employed at the facility, a Peterson Model 7400, is capable of processing approximately 80-100 tons per hour, meaning the grinder could process the full 450 tons per day of wood and green materials received in 4.5 to 5.625 hours, well within the typical operating day.

**Table B-1: Traffic Summary**

**for 450 tons per day (peak), 6 day per week, typical operation**

TIME	EMPLOYEES		VENDORS & VISITORS		ROLL-OFF TRUCKS		SELF-HAUL WASTE LOADS		OUTBOUND TRANSFER		TOTAL TRAFFIC	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
12:00 - 0:59 AM									3	3	3	3
1:00 - 1:59 AM									3	3	3	3
2:00 - 2:59 AM									3	3	3	3
3:00 - 3:59 AM		1									0	1
4:00 - 4:59 AM											0	0
5:00 - 5:59 AM	9										9	0
6:00 - 6:59 AM	1				6	6	18	18		0	25	24
7:00 - 7:59 AM					6	6	18	18		0	24	24
8:00 - 8:59 AM					6	6	18	18		0	24	24
9:00 - 9:59 PM	7		1	1	6	6	15	15	1	1	30	23
10:00 - 10:59 PM			1	1	5	5	15	15	1	1	22	22
11:00 - 11:59 PM					5	5	15	15		0	20	20
12:00 - 12:59 PM					5	5	15	15		0	20	20
1:00 - 1:59 PM					6	6	15	15		0	21	21
2:00 - 2:59 PM					7	7	17	17		0	24	24
3:00 - 3:59 PM					7	7	18	18		0	25	25
4:00 - 4:59 PM		9			6	6	18	18		0	24	33
5:00 - 5:59 PM					5	5	18	18		0	23	23
6:00 - 6:59 PM	1	8							4	4	5	12
7:00 - 7:59 PM									4	4	4	4
8:00 - 8:59 PM									4	4	4	4
9:00 - 9:59 PM									4	4	4	4
10:00 - 10:59 PM									3	3	3	3
11:00 - 11:59 PM									3	3	3	3
<b>TOTALS</b>	<b>18</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>70</b>	<b>200</b>	<b>200</b>	<b>33</b>	<b>33</b>	<b>323</b>	<b>323</b>

**Peak Hours**

**NOTES:**

1. All values shown are informed estimates of peak traffic volumes and loads. Actual traffic and load values may vary.
2. Total number of employees is 18.

**Table B-2: Peak Volume of Vehicles Stacking at the Scales**

Vehicle Type	Vehicle Length (Feet)	Peak Vehicle Volume at any Hour	Approximate Vehicles Arriving at Same Time	Distance Required (Feet)
Roll-off	35	6	2	70
Self-haul	20	18	5 +/-	100
Transfer	63	4	0	0
Total Distance Needed				170

Bumper to bumper

**Table B-3: Scale Time**

Vehicle Type	Peak Vehicle Volume at any Hour	Time at Scale (Minutes)	Minutes needed to weigh vehicles on one scale in one hour
Roll-off	6	0.5	3
Self-haul	18	2.0	36
Total	24	-	39

**Table B-4: Unloading Time**

	Unload time minutes	per hr /bay	# bays	Total per hour capacity	Peak Vehicle Volume at any Hour
Roll-off	10	6	4	24	6
Self-haul	15	4	8	32	18
Total				56	24



## **Appendix C**

### **Load Checking Training Support Materials**



## We do NOT accept:

- Hazardous Waste
- Putrescible Waste, or Wet Garbage
- Curbside Greenwaste
- Curbside Municipal Wastes
- Food Waste
- Gases
- Liquids, such as Paint, Oil
- Medical Waste
- Radioactive Material
- On-site Composting
- Scavenging (street waste)
- Treated Wood
- Dead Animals
- Other wastes requiring special treatment

# TRAINING LOG FOR LOAD CHECKING

Business Name: **Sierra Waste Recycling & Transfer Station**  
 Address: **8260 Berry Ave Sacramento CA 95828**

Employees must sign this form stating they have received load check training.

EMPLOYEE NAME	TITLE	EMPLOYEE SIGNATURE	DATE	TYPE OF TRAINING
Ajay Singh	Load Checker	<i>Ajay Singh</i>	5-6-14	Load checking*
Andrew Saetern	Load Checker	<i>Andrew Saetern</i>	5-6-14	Load checking*
Daniel Rogers	Supervisor	<i>D. Rogers</i>	5-6-14	Load checking*
Jose Luis Santos	Load Checker	<i>Jose Santos</i>	5-6-14	Load checking*
Noe Lopez	Supervisor	<i>Noe Lopez</i>	5-6-14	Load checking*
Romesh Soin	Supervisor	<i>Romesh Soin</i>	5-6-14	Load checking*
Warren Kulink	Load Checker			Load checking*
Genaro Lizarraga	Equipment Operator	<i>GENARO LIZARRAGA</i>	5-6-14	Load checking*
Miguel Camargo	Equipment Operator	<i>MIGUEL CAMARGO</i>	5-6-14	Load checking*
Oscar Camargo	Equipment Operator	<i>OSCAR CAMARGO</i>	5-6-14	Load checking*

Trainer Name: Bal Soin

Operator: Sunil Dutt

\*THIS TRAINING INCLUDES:

- IDENTIFICATION OF MATERIALS
- KNOWLEDGE OF ACCEPTED MATERIALS
- KNOWLEDGE OF UNACCEPTED MATERIALS
- HANDLEING INSTRUCTIONS FOR ALL MATERIALS
- PROCEDURES FOR REFUSING LOADS
- DOCUMENTATION FOR ALL REFUSED LOADS
- DOCUMENTATION FOR SPECIAL OCCURANCES
- DOCUMENTATION FOR SPOT CHECKING



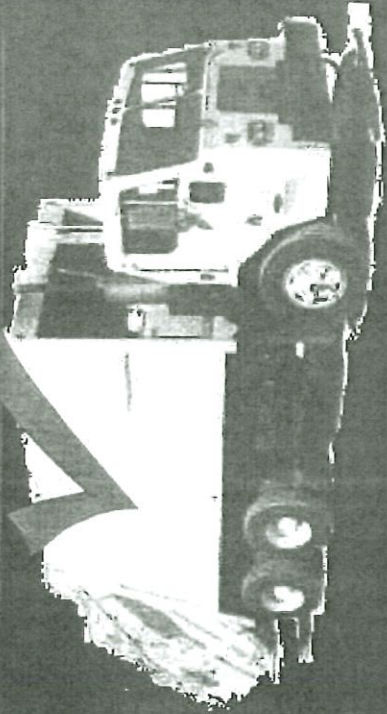
# Load Checking Training





# Load Checking

- What is it?
- Why look?
- What to look for?
- What do you do with it?





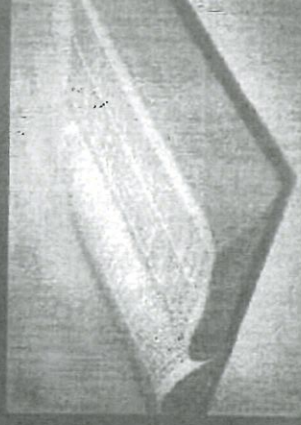
# Load Checking Definition

(NOT REGULATORY DEFINITION)

A best efforts program to prevent hazardous and other prohibited materials from being accepted at a solid waste facility or operation

Also known as

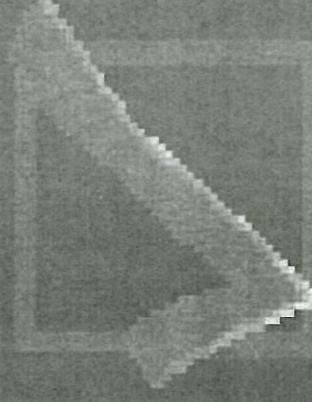
- Waste screening
- Hazardous waste exclusion





# Load Checking Fundamentals

- Best efforts to prevent prohibited wastes
  - Occurs throughout the facility
  - Is visible to customers
  - Cannot find everything
  - Cannot check every load
  - Inform customers of their responsibility
  - Do not confront customer
- Ensure your safety**





# Prohibited Wastes

- Hazardous waste
- Designated waste
- Medical waste
- Radioactive
- Universal waste
- aka PROHIBITED WASTES





# Universal Waste

*"Universal waste" means a hazardous waste identified as a listed universal waste and is exempt from hazardous waste management requirements and, therefore, are not fully regulated as hazardous waste. [Health & Safety Code → 25123.8, CCR Title 22, →66261.9]*

Fluorescent lights

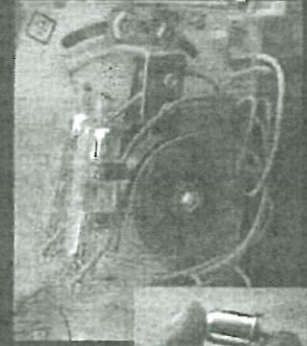
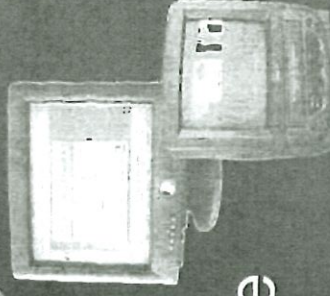
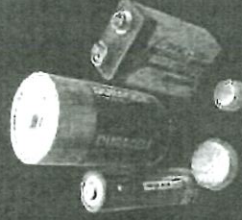
Batteries, dry cell

CRTs

Consumer electronic devices (CED) E-waste

Mercury devices

Aerosol cans





# Medical Waste

- Regulated
- Non-regulated



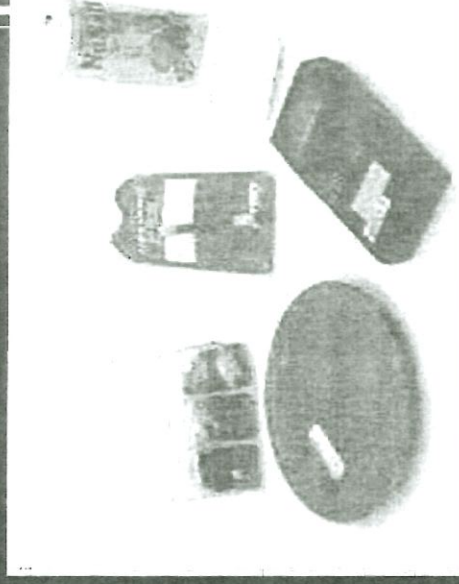
Inside Red Bag





# Radioactives

- Natural and manmade sources
- Some smoke alarms, mantles, medicine
- Photo = fiesta ware plate, radioactive rocks, heliarc welding rods, and KCl salt substitute
- Decommissioned wastes
- SWRCB landfill study - tritium



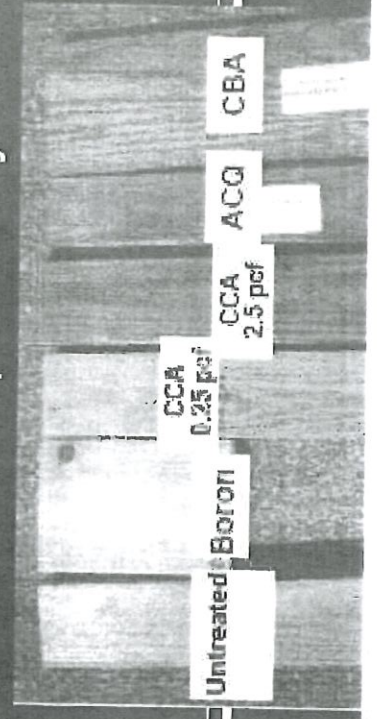




# AB 1353 (Mathews) Treated Wood Ban

Treated wood is wood treated with a chemical preservative to protect against attacks from insects, microorganisms, fungi, and other environmental conditions that can lead to the decay of the wood and the chemical preservative is registered under FIFRA.

On January 1, 2005 all existing variances were inoperative. Emergency regulations require treated wood waste to be disposed of in either a class I hazardous waste landfill or in a composite-lined portion of a solid waste landfill unit that accepts designated wastes or treated wood is specifically listed in the WDR





# “Empty” means:

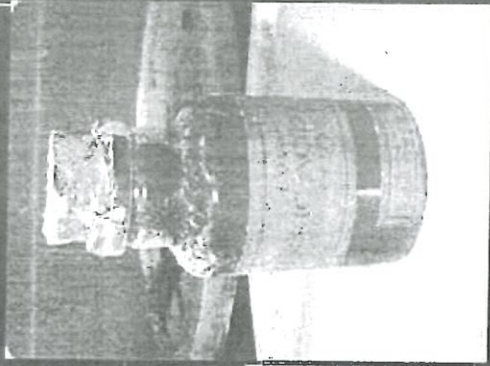
- No hazardous material can be poured or drained ... when the container or inner liner is held in any orientation (e.g., tilted, inverted, etc.)
- No hazardous material remains in or on the container that can feasibly be removed by physical methods (A thin uniform layer or dried material or powder is considered acceptable)
- Emptied household hazardous material and pesticide container, of five gallon or less in capacity  
*(Not including used oil filters and PCB containers)*
- A compressed gas cylinder is exempt from regulation ... when the pressure in the container approaches atmospheric pressure.
- Aerosol containers are exempt from regulation ... if the aerosol container was emptied of the contents and propellant to the maximum extent practical under normal use



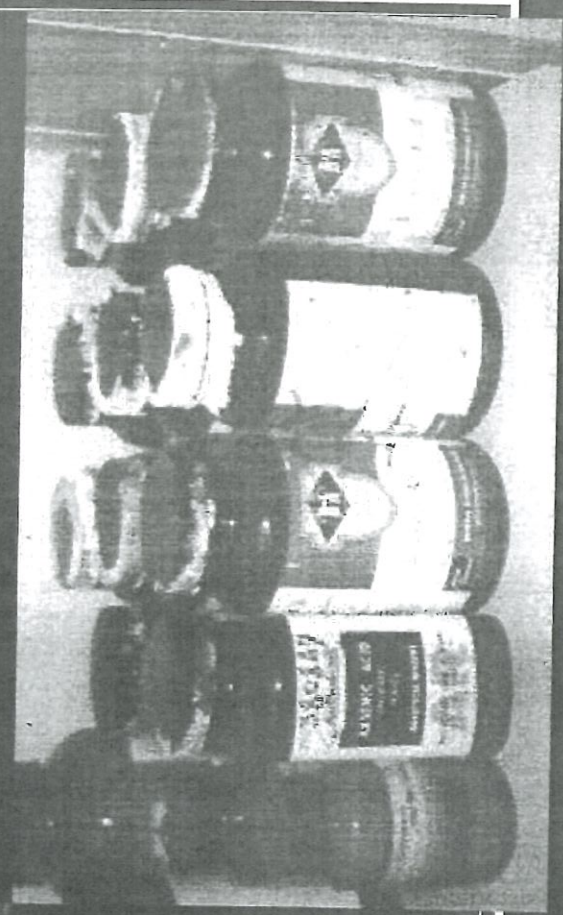
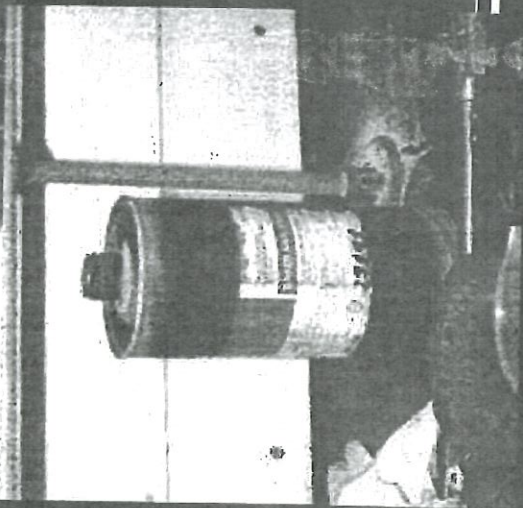
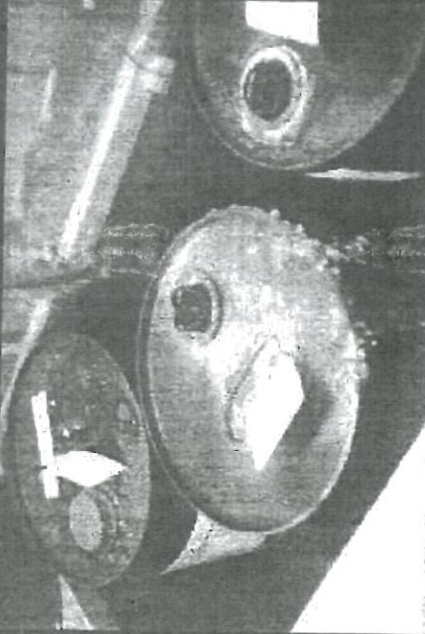
CCR Title 22, §66261.7, Contaminated Containers.



# Dangerous Containers



Picric Crystals  
Highly unstable!





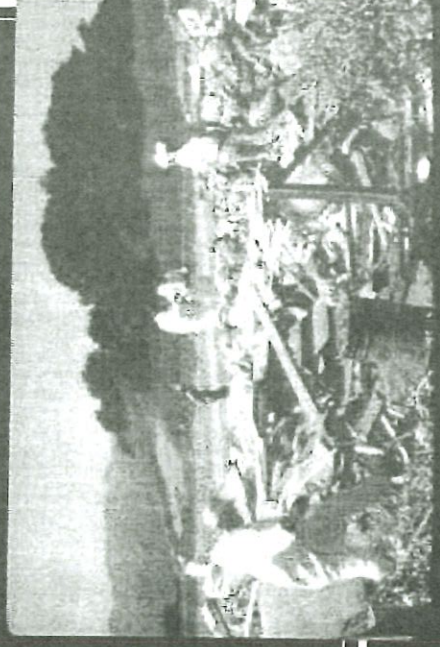
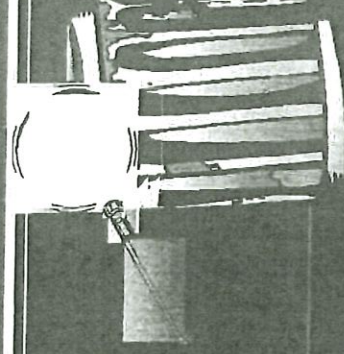
# Waste Inspection

- More intense review of a select load

- Open bags
- Check most of load

- Frequency varies

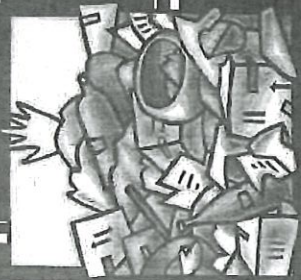
- DOCUMENT





# Waste Inspection Procedures

- Watch out for vehicles moving nearby
- Stay away from the back of the vehicle when the driver opens the back
- Attempt to examine the back of the load from a safe angle before the load dumps
  - If prohibited wastes are visible, you may need to instruct the driver that the load is unacceptable





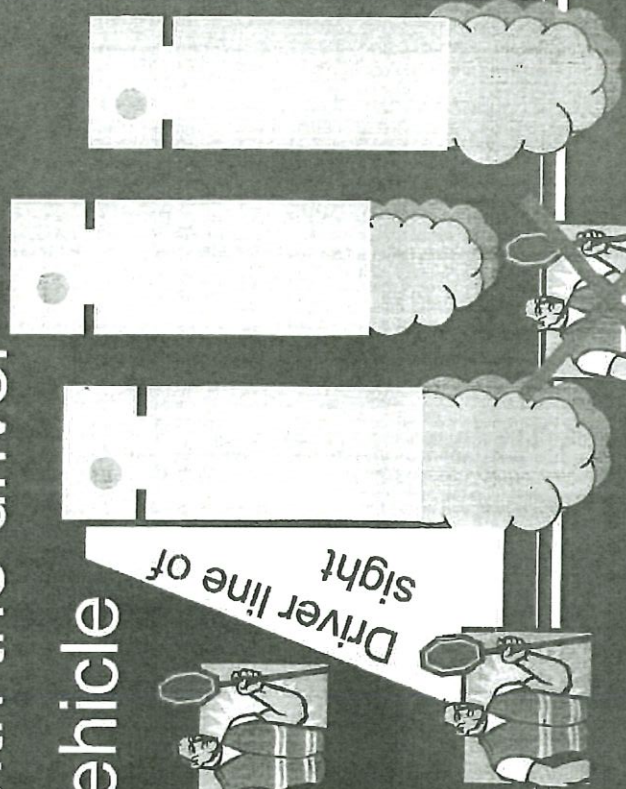
# Inspection Location

SAFETY FIRST

- Stay to the side of the vehicle
- Maintain eye contact with the driver
- Do not approach the vehicle until unloading is complete



Driver line of sight



## Appendix D

Properties within 1,000 Feet of the Facility Property Line









APN	Address	LandUseCode	Zoning
038-0151-005-0000	6204 POWER INN RD	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0151-006-0000	7925 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0151-008-0000	7917 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0151-009-0000	7913 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0151-010-0000	7909 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0151-019-0000	LEMON HILL AVE	WFAC0A	R-1 - Single Family Residential 6-8 Units/Acre
038-0151-020-0000	POWER INN RD	WDAC0A	R-1 - Single Family Residential 6-8 Units/Acre
038-0151-021-0000	7919 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0151-022-0000	7921 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0152-002-0000	7908 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0152-003-0000	7916 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0152-004-0000	7920 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0152-005-0000	6221 SUN RIVER DR	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0242-001-0000	7924 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0242-002-0000	7917 ELDERGLEN WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0242-003-0000	7911 ELDERGLEN WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0242-004-0000	7905 ELDERGLEN WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0242-006-0000	6223 SUN RIVER DR	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0243-001-0000	6208 POWER INN RD	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0243-002-0000	8019 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0243-003-0000	8013 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0243-004-0000	8007 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0243-005-0000	8001 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-002-0000	7904 ELDERGLEN WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-003-0000	7908 ELDERGLEN WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-004-0000	7912 ELDERGLEN WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-005-0000	7916 ELDERGLEN WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-006-0000	7920 ELDERGLEN WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-007-0000	8000 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-008-0000	8004 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-009-0000	8008 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-010-0000	8012 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-011-0000	8016 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0244-012-0000	8020 43RD AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre





038-0273-011-0000	8050 CAPISTRANO WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0273-013-0000	7941 ELDER CREEK RD	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0273-014-0000	7931 ELDER CREEK RD	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0273-015-0000	7921 ELDER CREEK RD	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
038-0273-022-0000	6300 power inn RD	BCE00A	C-2 - General Commercial
038-0273-023-0000	7945 ELDER CREEK RD	IBEDFA	C-2 - General Commercial
038-0273-024-0000	6368 POWER INN RD	BCE00A	C-2 - General Commercial
038-0280-010-0000	6165 POWER INN RD	WDAC0A	M-2S - Heavy Industrial - Site Improvements
038-0280-011-0000	POWER INN RD	WDAC0A	M-2S - Heavy Industrial - Site Improvements
038-0280-016-0000	POWER INN RD	MSMALA	M-2S - Heavy Industrial - Site Improvements
038-0280-024-0000	POWER INN RD	WDAC0A	M-2S - Heavy Industrial - Site Improvements
038-0290-004-0000	8191 ELDER CREEK RD	GD0C0A	M-2S - Heavy Industrial - Site Improvements
038-0290-006-0000	8201 ELDER CREEK RD	GCDC0A	M-2S - Heavy Industrial - Site Improvements
038-0290-007-0000	8195 ELDER CREEK RD	GCDC0A	M-2S - Heavy Industrial - Site Improvements
038-0290-016-0000	8191 ELDER CREEK RD	GCDA0A	M-2S - Heavy Industrial - Site Improvements
038-0290-021-0000	8101 ELDER CREEK RD # K	GC0CBA	M-1S - Light Industrial - Site Improvements
038-0290-022-0000	6331 POWER INN RD	GCKC0A	M-1S - Light Industrial - Site Improvements
038-0290-023-0000	8115 ELDER CREEK RD	GC0C0A	M-1S - Light Industrial - Site Improvements
038-0290-024-0000	8141 ELDER CREEK RD	GCJC0A	M-2S - Heavy Industrial - Site Improvements
038-0290-025-0000	8137 ELDER CREEK RD	CGAC0A	M-2S - Heavy Industrial - Site Improvements
038-0302-007-0000	6161 POWER INN RD	GACC0A	M-1S - Light Industrial - Site Improvements
038-0302-008-0000	INDUSTRIAL PKWY	WDAC0A	M-2S - Heavy Industrial - Site Improvements
038-0302-009-0000	INDUSTRIAL PKWY	WDAC0A	M-2S - Heavy Industrial - Site Improvements
038-0320-001-0000	6211 POWER INN RD	GCAA0A	M-1S - Light Industrial - Site Improvements
038-0320-002-0000	8145 SIGNAL CT # D	GMG00A	M-1S - Light Industrial - Site Improvements
038-0320-003-0000	8165 SIGNAL CT	GCGB0A	M-1S - Light Industrial - Site Improvements
038-0320-008-0000	POWER INN RD	WHCC0A	M-2S - Heavy Industrial - Site Improvements
038-0320-015-0000	8100 SIGNAL CT	GAAA0A	M-1S - Light Industrial - Site Improvements
038-0320-017-0000	POWER INN RD	GCAA02	M-1S - Light Industrial - Site Improvements
038-0320-019-0000	8175 SIGNAL CT	GC0B0A	M-2S - Heavy Industrial - Site Improvements
038-0320-020-0000	8185 SIGNAL CT	GCAB0A	M-2S - Heavy Industrial - Site Improvements
038-0320-021-0000	8160 SIGNAL CT	CAB00A	M-1S - Light Industrial - Site Improvements
038-0320-022-0000	8150 SIGNAL CT	GCGB0A	M-1S - Light Industrial - Site Improvements
038-0320-023-0000	8180 SIGNAL CT	GCAA0A	M-2S - Heavy Industrial - Site Improvements
040-0062-001-0000	6400 79TH ST	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre

040-0062-002-0000	6404 79TH ST	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0062-003-0000	6408 79TH ST	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0062-004-0000	7861 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-009-0000	7850 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-010-0000	7900 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-011-0000	7930 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-012-0000	7950 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-013-0000	7990 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-014-0000	8012 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-015-0000	8016 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-016-0000	8020 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-017-0000	8024 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0063-018-0000	POWER INN RD	WGAC0A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-002-0000	8000 ELDER CREEK RD	CBA00A	C-2 - General Commercial
040-0064-005-0000	8021 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-006-0000	8017 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-007-0000	8013 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-008-0000	7981 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-009-0000	7941 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-010-0000	7901 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-011-0000	6409 79TH ST	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-012-0000	6405 79TH ST	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-013-0000	6401 79TH ST	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0064-015-0000	8008 ELDER CREEK RD	A1B00A	C-2 - General Commercial
040-0064-019-0000	8024 ELDER CREEK RD	BFA002	C-2 - General Commercial
040-0064-020-0000	ELDER CREEK RD	CBA00A	C-2 - General Commercial
040-0064-021-0000	8024 ELDER CREEK RD	BFA0BA	C-2 - General Commercial
040-0064-022-0000	ELDER CREEK RD	CBA00A	C-2 - General Commercial
040-0064-024-0000	8025 48TH AVE	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0081-008-0000	7729 VALLECITOS WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0081-009-0000	7733 VALLECITOS WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0081-010-0000	7737 VALLECITOS WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0081-011-0000	7741 VALLECITOS WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0081-012-0000	7745 VALLECITOS WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre
040-0081-013-0000	7749 VALLECITOS WAY	A1A00A	R-1 - Single Family Residential 6-8 Units/Acre



040-0101-001-0000	6451 POWER INN RD	IGFBFA	M-1S - Light Industrial - Site Improvements
040-0101-003-0000	8128 ELDER CREEK RD	WDAO0A	M-1S - Light Industrial - Site Improvements
040-0101-009-0000	8152 ELDER CREEK RD	A1B00A	M-1S - Light Industrial - Site Improvements
040-0101-012-0000	6441 POWER INN RD	BDB00A	M-1S - Light Industrial - Site Improvements
040-0101-013-0000	POWER INN RD	IGFBFA	M-1S - Light Industrial - Site Improvements
040-0101-019-0000	8144 ELDER CREEK RD	A1B00A	M-1S - Light Industrial - Site Improvements
040-0101-020-0000	8140 ELDER CREEK RD	IGEDFA	M-1S - Light Industrial - Site Improvements
040-0111-008-0000	8205 BERRY AVE	GFKC0E	M-2S - Heavy Industrial - Site Improvements
040-0111-009-0000	8170 ELDER CREEK RD	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-010-0000	8170 ELDER CREEK RD # 2	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-011-0000	8172 ELDER CREEK RD # 3	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-012-0000	8174 ELDER CREEK RD	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-013-0000	8176 ELDER CREEK RD	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-014-0000	8178 ELDER CREEK RD # 6	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-015-0000	8180 ELDER CREEK RD # 1	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-016-0000	8182 ELDER CREEK RD # 8	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-017-0000	8184 ELDER CREEK RD	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-019-0000	8188 ELDER CREEK RD	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-020-0000	8188 ELDER CREEK RD # 11	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-0111-021-0000	8190 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-022-0000	8192 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-023-0000	8194 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-024-0000	8196 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-025-0000	8198 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-026-0000	8200 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-027-0000	8202 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-028-0000	8204 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-029-0000	8206 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-030-0000	8208 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-031-0000	8210 ELDER CREEK RD	IGEDFA	M-2S - Heavy Industrial - Site Improvements
040-0111-032-0000	8212 ELDER CREEK RD	IGEDFA	M-2S - Heavy Industrial - Site Improvements
040-0111-033-0000	8214 ELDER CREEK RD	IGECMA	M-2S - Heavy Industrial - Site Improvements
040-0111-034-0000	8216 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-035-0000	8218 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-0111-036-0000	8220 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements



040-01111-037-0000	8222 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-01111-038-0000	8224 ELDER CREEK RD	IGEDFA	M-2S - Heavy Industrial - Site Improvements
040-01111-039-0000	8226 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-01111-040-0000	8228 ELDER CREEK RD	IGECFA	M-2S - Heavy Industrial - Site Improvements
040-01111-041-0000	8186 ELDER CREEK RD	GQ0X0A	M-2S - Heavy Industrial - Site Improvements
040-01111-042-0000	8186 ELDER CREEK RD	GCAX0A	M-2S - Heavy Industrial - Site Improvements
040-01111-043-0000	8186 ELDER CREEK RD # 10A	GCAX0A	M-2S - Heavy Industrial - Site Improvements
062-0010-002-0000	FRUITRIDGE RD	WHCC0A	A-OS-SPD; M-2-SPD
062-0010-006-0000	FRUITRIDGE RD	WHCC0A	A-OS-SPD; M-2-SPD
062-0010-011-0000	ELDER CREEK RD	IGFEMB	M-2 - Heavy Industrial
062-0010-013-0000	ELDER CREEK RD	IGEBFA	M-2 - Heavy Industrial
062-0010-038-0000	8361 GILBERT ST	GAGAMA	A-OS-SPD; M-2-SPD
062-0010-039-0000	8277 ELDER CREEK RD BLDG 1	GCGC0A	M-2-SPD - Heavy Industrial/Special Planning District
064-0010-002-0000	ELDER CREEK RD	MSMALA	M-2S - Heavy Industrial - Site Improvements
064-0010-028-0000	8280 ELDER CREEK RD	GABCOA	M-2S - Heavy Industrial - Site Improvements
064-0010-053-0000	ELDER CREEK RD	IGGBEA	M-2S - Heavy Industrial - Site Improvements
064-0010-054-0000	ELDER CREEK RD	IGEBEA	M-2S - Heavy Industrial - Site Improvements
064-0010-061-0000	8400 ROVANA CIR	IGBDMA	M-2S - Heavy Industrial - Site Improvements
064-0010-095-0000	ELDER CREEK RD	WHA00A	M-2S - Heavy Industrial - Site Improvements
064-0010-133-0000	ROVANA CIR	GCGB0A	M-2S - Heavy Industrial - Site Improvements

**Attachment F**  
**Response to Comments**

# RESPONSE TO COMMENTS

This Response to Comments document contains agency comments received during the public review period of the Fair Deal Waste Recycling Facility / Large Volume Transfer Station Project (proposed project) Initial Study/Mitigated Negative Declaration (IS/MND).

## BACKGROUND

The City of Sacramento Community Development Department, as lead agency, released the IS/MND for public review beginning on July 19, 2017 and ending on August 17, 2017 pursuant to CEQA Guidelines Section 15105. The IS/MND and supporting documents were made available at the public counter of the City of Sacramento Community Development Department located at 300 Richards Boulevard, Third Floor, Sacramento, California 95811. According to CEQA Guidelines Sections 15073 and 15074, the lead agency must consider the comments received during consultation and review periods together with the negative declaration. However, unlike with an Environmental Impact Report, comments received on a negative declaration are not required to be attached to the negative declaration, nor must the lead agency make specific written responses to public agencies. Nonetheless, the lead agency has chosen to provide responses to the comments received during the public review process for the IS/MND.

## LIST OF COMMENTERS

The City of Sacramento received seven comment letters during the open comment period on the IS/MND for the proposed project. The comment letters were authored by the following representatives of the State and local agencies noted:

- Letter 1 ..... Kamal Atwal, Sacramento County Department of Transportation
- Letter 2 ..... Will Scheffler, Sacramento County Environmental Management Department
- Letter 3 ..... Angela C. McIntire, Sacramento Municipal Utility District
- Letter 4 ..... Teri Duarte, Sacramento Metropolitan Air Quality Management District
- Letter 5 ..... Alyssa Gagnon, CA. Department of Resources Recycling and Recovery, CalRecycle
- Letter 6 ..... Stephanie Tadlock, Central Valley Regional Water Quality Control Board
- Letter 7 ..... Scott Morgan, Governor's Office of Planning and Research, State Clearing House

## RESPONSE TO COMMENTS

The Response to Comments below include responses to the comment letters submitted regarding the proposed project. The letters are numbered and bracketed with assigned comment numbers. The bracketed comment letters are followed by numbered responses corresponding to each bracketed comment. Where revisions to the IS/MND text were made, new text is double underlined and deleted text is struck through.



**From:** [Atwal, Kamal](#)  
**To:** [Dana Mahaffey](#)  
**Cc:** [Cress, Tim](#); [Wick, Kenneth](#); [Darrow, Matthew](#); [Pandey, Mahesh](#)  
**Subject:** RE: Fair Deal Waste Recycling Facility/Large Volume Transfer Station project (P16-022) NOA/I  
**Date:** Thursday, August 17, 2017 10:06:11 AM

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Hi Dana,

We have following comment on the subject project at this time.

1-1

The submitted Initial Study/Mitigated Negative Declaration for the project does provide anticipated truck types and frequency for the facility. However, no information regarding anticipated haul routes and existing truck traffic volumes along those hauls routes has been provided. The project applicant shall provide a project specific report identifying this information to determine the pavement impacts to the surrounding County roadways.

Thanks.

Sincerely,

**KAMAL ATWAL, P.E., T.E.**  
ASSOCIATE TRANSPORTATION ENGINEER

**SACRAMENTO COUNTY • DEPARTMENT OF TRANSPORTATION**  
827 7TH ST, SUITE 304 • SACRAMENTO, CA 95814  
DIRECT: (916) 875-2844

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**From:** Dana Mahaffey [mailto:[DMahaffey@cityofsacramento.org](mailto:DMahaffey@cityofsacramento.org)]  
**Sent:** Wednesday, July 19, 2017 3:07 PM  
**To:** Dana Mahaffey  
**Subject:** Fair Deal Waste Recycling Facility/Large Volume Transfer Station project (P16-022) NOA/I

Good Afternoon,

Attached is the Notice of Availability/Intent for the Fair Deal Waste Recycling Facility/Large Volume Transfer Station project (P16-022). The Initial Study/Mitigated Negative Declaration is available for review.

Thank you,

*Dana Mahaffey, Associate Planner*  
**Environmental Planning Services**  
Community Development Department  
City of Sacramento  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
(916) 808-2762

**Response to Comment 1-1**

The proposed project has not identified specific haul routes. Most of the traffic will be self-haul vehicles and roll-off trucks that would be bringing materials to the site from the location of landscaping projects and demolition projects in the region. The actual location of the waste-generating activities would continually be changing. The pick-up of C&D materials would also change based on materials and available processors. The only known part of the self-haul vehicle and roll-off routes route for the vehicles would be the final portion of the trip on Elder Creek Road to the site entrance. The maximum of 33 transfer vehicles (at full capacity) would mainly haul wood chips to bioenergy facilities to the north on I-5 or to the south on SR 99. The wood chip trips to the north could use 47<sup>th</sup> Ave. to HWY 99 north or Power Inn Road north to US 50 to access the highways and the trips to the south could use 47<sup>th</sup> Ave. to HWY 99 south or Power Inn Road south to access HWY 99 south.

Environmental Management  
Department  
Marie Woodin, Interim Director



August 17, 2017

Dana Mahaffey  
City of Sacramento  
Development Services Department, Planning Division  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

Dear Dana Mahaffey:

**SUBJECT: LEA COMMENTS ON INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR FAIR DEAL WASTE RECYCLING FACILITY – 8191 ELDER CREEK RD., SACRAMENTO, CA 95824; APN: 038-0290-004 AND 038-0290-016**

2-1

**Authority and Background** The Sacramento County Environmental Management Department (EMD) is the Local Enforcement Agency (LEA) for the California Department of Resources, Recycling, and Recovery (CalRecycle). EMD enforces Titles 14 and 27 of the California Code of Regulations (14CCR, 27CCR) at solid waste facilities in the Cities and County of Sacramento.

On July 19, 2017, EMD received notification of the City of Sacramento's Notice of Availability/Intent to Adopt the Mitigated Negative Declaration (MND) for the Initial Study (IS), for Fair Deal Waste Recycling Facility, located at 8191 Elder Creek Road in Sacramento. EMD staff has reviewed the aforementioned documents and the included Transfer Processing Report (TPR) and provides comments below.

2-2

**LEA Comments**

1) Based upon the information provided, the facility would be regulated as a **Large Volume Transfer Processing Facility** under the Transfer Processing Regulations (14CCR, section 17403.7) and a **full Solid Waste Facility Permit (SWFP)** would be required. The applicant will need to submit a SWFP application (CalRecycle Form E-1-77) to the LEA. 27CCR, section 21570, specifies what the application package must contain. Per section 21570(f)(3), this includes CEQA compliance information consisting of either evidence of compliance with CEQA or information regarding the applicant's status in complying with CEQA.

2-3

2) On page 7, the IS/MND indicates the applicant's intent to carry out "nighttime operations" from 7 p.m. to 6 a.m. which would include loading transfer trucks with material and related activities. The IS/MND considers noise and lighting disturbances associated with these activities and finds that there would be no significant environmental effects. The IS/MND specifically states that there are no sensitive receptors (ie. single-family



2-3 Cont'd	<b>LEA Comments, continued</b>	residences) nearby, however, in addition to the surrounding businesses, the IS/MND identifies two residential structures located just 300 feet to the southwest as well as residential structures located 1,150 feet to the west. Truck loading noises, equipment back-up alarms, and other noises associated with heavy vehicle operations may be considerable during operating hours. In addition, the lighting necessary for nighttime operations could pose a nuisance to the nearby residents. Any owners and residents of the homes within 1,200 feet of the site should be included in the circulation of the IS/MND and any comments received from them thoroughly considered.
2-4		3) The IS/MND discusses the phasing of solid waste activities on page 14. Phase 1 Chip and Grind Operations would have a daily tonnage limit of 200 tons per day (TPD) and occur under a LEA, non-discretionary, Enforcement Agency (EA) Notification. The daily maximum tonnage would increase to 450 TPD at Phase 2, requiring a full SWFP be issued by the LEA prior to commencement of Phase 2, where the facility will then be regulated as a Large Volume Transfer/Processing Facility.
2-5		The IS/MND states that site improvements such as grading, paving, and drainage control, to reduce environmental impacts such as dust generation and leachate runoff, would not need to be completed until Phase 2. Since the EA Notification is a non-discretionary permit tier, the LEA lacks the ability to require these needed site improvements. Further, as evidenced at similar operations, grading and paving should be required <u>prior to</u> Phase 1 operations since, in our experience, completing a long-lasting and functional operations pad is unlikely if piecemealed after site operations have begun. We respectfully request that the City of Sacramento condition the Use Permit so that site improvements will be completed prior to Phase 1. A less desirable alternative at minimum would be to condition the Use Permit so that the grading, paving, and drainage control measures for the entire site be completed prior to Phase 2 operations.
2-6		4) On page 4, the IS/MND indicates that the applicant will not receive curbside collected green waste. Since the LEA is unable to write a SWFP condition with this restriction nor enforce this restriction until we issue a full SWFP at Phase 2, we request that the City of Sacramento condition the Use Permit to prohibit the acceptance of curbside collected green waste at the site.
2-7		5) In regards to EA Notification, Phase 1 operations, 14CCR, section 17862.1(a) states that a Chipping and Grinding Operation may receive up to 200 TPD of green material. Green material is defined as "any plant material except food material and vegetative food material that is separated at the point of generation, contains no greater than 1% of physical contaminants by dry weight, and meets the requirements of section 17868.5. Green material includes, but is not limited to tree and yard trimmings, untreated wood wastes, natural fiber products, wood waste from silviculture and manufacturing, and construction and demolition wood waste. Green

2-7  
Cont'd

**LEA  
Comments,  
continued**

material does not include food material, vegetative food material, biosolids, mixed material, material separated from commingled solid waste collection or processing, wood containing lead-based paint or wood preservative, or mixed construction and demolition debris". As such, the applicant shall not receive mixed construction and demolition debris for wood waste separation and processing until a full SWFP for a Large Volume Transfer/Processing Facility is issued.

2-8

6) EMD has the following comments regarding the Air Quality section:

Odors:

The response to Question H on page 34 states, "Under a 100% green waste material scenario (where the facility would receive 450 tons of green waste in one day and no other waste), the facility would not be expected to generate substantial odors because all of operations staff would be redirected to monitoring, processing, and removing green waste material from the site. The control measures in the Odor Control Plan and the odor mitigation measures that will be implemented by the applicant ensure that green material piles would not generate temperatures above 122°F (or piles would be broken down), would not begin composting on the site, and thus would not generate substantial odors." Facilities that handle green waste are listed as an example of facilities that typically generate significant odor impacts in the Sacramento Metropolitan Air Quality Management District's (SMAQMD) CEQA Guide. In EMD's experience green waste can cause odors even when the material temperatures are maintained below 122°F. Green waste is one of the most likely sources of odor generation. Odors associated with green waste at solid waste facilities within the county have generated significant, and at times, reoccurring complaints. Furthermore, the composition and odor generation potential of green waste is highly variable by season. EMD may condition the SWFP to limit the amount of green waste the site receives based on odor complaints received or any LEA observed violations while the site operates as an EA Notification Chipping and Grinding Operation.

2-9

Dust:

In the LEA's experience, wood and green waste grinding operations generate considerable dust. The dust particles generated during these operations may be larger than the narrow PM10/2.5 standard that was assessed and as a result, the complete extent of possible dust related air quality impacts may not have been considered. EMD's dust and air quality concerns are compounded by the applicant's plans to forego site improvements, such as grading and paving, until Phase 2. EMD may require additional mitigation measures related to dust generation in the SWFP or TPR based on dust complaints received by the LEA or SMAQMD or any observed violations while the site operates as an EA Notification Chipping and Grinding Operation.



2-10	<b>LEA Comments, continued</b>	7) The IS/MND indicates that the attached "Fire Prevention Plan" will be implemented at the site to minimize the threat of fire and damage to property and injury. However, the attached plan does not indicate how the site will implement fire prevention measures for the day to day operations associated with operating a transfer station and handling a large volume of combustible waste. EMD recommends that the City of Sacramento require the plan include additional details including, but not limited to, how waste shall be managed and maintained to preclude the threat of fire, maximum sizing of waste stockpiles, and how site staff will identify and manage suspected "hot loads" of received waste.
2-11		8) The IS/MND indicates on pages 46-47 that, prior to Phase 2, the applicant intends to develop and implement an "Asbestos Control Plan" for the handling and processing of potential asbestos containing demolition material. The Asbestos Control Plan should be incorporated in the facility's TPR when the applicant submits the SWFP application to EMD.

**Contact** If you have any questions regarding this letter, please contact me at (916) 875-8651.

Sincerely,



Will Scheffler, REHS  
Environmental Specialist  
Solid Waste Program

LJ:WS:tk

C: Alyssa Gagnon, CalRecycle  
Teri Duarte, SMAQMD



**Response to Comment 2-1**

The comment is an introductory statement discussing the role of the Sacramento County Environmental Management Department (EMD) as the Local Enforcement Agency (LEA) and does not address the adequacy of the IS/MND.

**Response to Comment 2-2**

Comment noted. This comment describes the process for the proposed project to obtain a full Solid Waste Facilities Permit from the LEA. The process is described on page 13 of the IS/MND. Coordination between the City, Applicant, and the County EMD began early in the process of preparing the IS/MND, with development of an informal Draft Transfer/Processing Report (TPR) (see Attachment E) that describes how the site would operate in more detail than a typical Use Permit. The goal of these efforts has been to prepare an IS/MND that complies with CEQA for the City Use Permit and the County full Solid Waste Facility Permit (SWFP). As described on introduction page of Attachment E, a major modification to the proposed project was a reduced capacity for the facility of 450 tons per day (TPD). At the request of EMD and the City, the Applicant has agreed to a reduced capacity of 450 TPD (reduced from the original plan for a capacity of 750 TPD).

**Response to Comment 2-3**

As described on page 7 of the IS/MND chipping and grinding would occur from 7 a.m. to 7 p.m. and nighttime operations (7 p.m. to 6 a.m.) would include loading trucks (and related activities) and trucks entering and exiting the facility to take products to markets. The proposed project would need to comply with the nighttime standards in the City Noise Ordinance (Table 7, page 55 of the IS/MND). The project Noise Control Program (Attachment A of the IS/MND) adds additional noise controls to the facility.

While back-up beepers can be a source of annoyance in some situations, the nearest residences to the proposed project are adjacent to Elder Creek Road and Power Inn Road. Traffic from those roadways (within 50 feet) would be louder to the residences than the back-up beepers operating in the back area of the project site (300 to 1,200 feet away). Noise Mitigation Measure 8-1 on page 58 of the IS/MND would also identify if there is project noise that is out of compliance with the Noise Ordinance at the nearest residential structures. If there is a violation, Mitigation Measure 8-1 requires additional source-specific noise control measures.

As stated on Page 22 of the IS/MND:

“Glare and lighting in the area would not be affected because the proposed project would be required to adhere to Policy LU 6.1.14 that requires lighting to be shielded and directed downward.”

The 2035 General Plan Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant. The 2035 General Plan Draft Master EIR states the following on Page 4.13-5:

“Nighttime lighting is necessary to provide safe environments (i.e., roadways, sidewalks, parking lots) and promote nighttime activities (i.e., signs for movie theaters, restaurants, nightclubs). Light dissipates with increased distance from the source. Light sources that are directed to illuminate specific areas are less likely to spillover onto other areas. The design of commercial lighting next to residential areas would need to comply with relevant General Plan policies and attendant City building code requirements, which would maintain night lighting effects at less-than-significant levels.”

#### **Response to Comment 2-4**

This discussion describes the phasing of solid waste activities described on page 14 of the IS/MND. Initial activities under the Enforcement Agency (EA) Notification would be limited to 200 TPD.

#### **Response to Comment 2-5**

The City of Sacramento intends to condition the Use Permit so that the grading, paving, and drainage control measures for the entire site be completed prior to Phase 2 operations. The City would have additional control (the Use Permit conditions) to limit operations during the Enforcement Agency (EA) Notification operations.

#### **Response to Comment 2-6**

The project description clearly indicates that the facility would not accept curbside collected green wastes (IS/MND page 8, last full paragraph).

#### **Response to Comment 2-7**

Comment noted. The applicant will not receive mixed construction and demolition debris for wood waste separation and processing until a full SWFP for a Large Volume Transfer/Processing Facility is issued. This is consistent with the IS/MND description on page 14 that indicates the Phase I operations plan is for the Enforcement Agency Notification to operate a chip and grind green waste facility which would be limited to no more than 200 TPD.

#### **Response to Comment 2-8**

The concern for odors is noted, including the statement that EMD may condition the SWFP to limit the amount of green waste the site receives based on odor complaints received or any LEA observed violations while the site operates as an EA Notification Chipping and Grinding Operation.

It should be noted that green waste has the most potential to generate odors when it is processed for long periods of time on site (compost and anaerobic digester facilities) or permanently disposed on a site (landfill). Neither of those conditions apply to the proposed project.

The chipping and grinding activities proposed by this project limit the temperature to below 122 degrees F (to avoid unwanted composting on the site) (Mitigation 2-1 on page 36 of the IS/MND) and Mitigation measure 2-3 on page 36 requires that

“Green waste that cannot be processed on-site within 48 hours shall be removed and disposed of at a permitted landfill. The green waste shall not be taken to another transfer station or compost facility to restart the 48-hour time period.”

Normal operations will be for green waste to be processed and sent to a bioenergy facility within 48 hours. Mitigation Measure 2-3 assures that if green waste can't be processed in 48 hours, the green waste shall be removed and disposed of at a permitted landfill.

The applicant has prepared an Odor Control Plan, which was included in Attachment A of the IS/MND. The Odor Control Plan includes best management practices to prevent odors and an odor response protocol that the operator will follow if objectionable odors are detected at the project site.

#### **Response to Comment 2-9**

The analysis considers the particulate matter that is regulated by the local air district (SMAQMD) and other air districts nationwide. Standards that included larger dust particles (Total Suspended Particulates [TSP]) have been replaced by PM10/2.5 because the larger particles fall to the ground quickly (due to their mass),



which is why PM10/2.5 are the size fractions regulated by the air district. Furthermore, the larger particles are less of a respiratory concern as they are filtered out before they enter the lungs.

A Dust Control Plan is included in the IS/MND to reduce the level of dust that could be generated by the project. The Dust Control Plan contains traffic dust control measures and processing and handling dust control measures. Operations at the project site would employ several watering techniques to control fugitive dust such as water spray nozzles on grinding equipment, watering of materials prior to unloading or processing, watering of material stockpiles and the use of a water truck.

EMD states that they may require additional mitigation measures related to dust generation in the SWFP or TPR based on dust complaints received by the LEA or SMAQMD or any observed violations while the site operates as an EA Notification Chipping and Grinding Operation.

**Response to Comment 2-10**

See Section IV of the Fire Prevention Plan for an entire section on implementation.

Page 8 of the IS/MND states the following:

“Stockpiles for green waste would be separated, with individual stockpiles separated by 20-foot access areas for fire protection.”

See Chapter 6 of the Draft TPR regarding hot loads, as the facility would include a hot load bin. The hot load bin for the full facility operations is shown on Figure 3 (page 9) of the IS/MND. In response to this comment, a hot load bin would also be added to the Phase 1 operations, at the same or approximate location as shown on Figure 3 for Phase 2.

**Response to Comment 2-11**

Comment noted. The applicant should incorporate the Asbestos Control Plan in the TPR submittal to the County.



Powering forward. Together.



Sent Via E-Mail

August 17, 2017

Dana Mahaffey  
City of Sacramento  
Community Development Department  
300 Richards Boulevard, 3<sup>rd</sup> Floor  
Sacramento, CA 95811  
[dmahaffey@cityofsacramento.org](mailto:dmahaffey@cityofsacramento.org)

Subject: Mitigated Negative Declaration for Fair Deal Waste Recycling Facility/Large Volume Transfer Station (Project No. P16-022/ Clearinghouse No. 2017072040)

Dear Ms. Mahaffey:

3-1

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Mitigated Negative Declaration (MND) for Fair Deal Waste Recycling Facility/Large Volume Transfer Station (Project). SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

3-2

It is our desire that the MND for the Fair Deal Waste Recycling Facility/Large Volume Transfer Station will acknowledge any Project impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on [smud.org](http://smud.org) for more information regarding transmission encroachment:
  - o <https://www.smud.org/en/business/customer-service/support-and-services/design-construction-services.htm>
  - o <https://www.smud.org/en/do-business-with-smud/real-estate-services/transmission-right-of-way.htm>

3-3

- Utility line routing

3-4

- Electrical load needs/requirements

3-5

- Energy Efficiency

3-6

SMUD has existing facilities within the vicinity of the Project, including existing overhead/underground 12kV facilities along Elder Creek Road and on the Project site. Based on our review of the MND and our understanding of the proposed Project, SMUD offers the following input for your consideration:

3-6  
Cont'd

1. Planning and CEQA Considerations: As a Responsible Agency, SMUD requests that the following issues be considered during the Project design and planning and any associated impacts be considered in the MND:

- All structural setbacks should be a minimum of 14-feet from the edge of the roadway right-of-way. Structural setbacks less than 14-feet may create clearance issues with SMUD facilities and the facilities of other utilities.
- The Applicant should not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).
- Proposed SMUD facilities located on the customer's property outside of the existing or proposed PUE(s) may require a dedicated SMUD easement.
- The Applicant may need to provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.
- The Applicant may need to dedicate a 12.5-foot public utility easement for underground facilities and appurtenances adjacent to all public street rights-of-ways.
- The Applicant may need to dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication (and 10-feet adjacent thereto) as a public utility easement for (overhead and) underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads.

3-7

2. Pre-Construction/Construction: SMUD is committed to helping the City of Sacramento during the pre-construction/construction phase of the Project to control energy costs and use energy more efficiently. Please review Energy Management Solutions on SMUD's website for additional information: <https://www.smud.org/en/business/save-energy/energy-management-solutions/>

3-8

3. Energy Needs: We encourage the City to ensure that the proposed Project's energy needs are compatible with existing SMUD facilities.

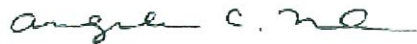
3-9

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

3-9  
Cont'd

Environmental leadership is a core value of SMUD and we look forward to collaborating with you on this Project. Again, we appreciate the opportunity to provide input on this MND. If you have any questions regarding this letter, please contact Rob Ferrera at [rob.ferrera@smud.org](mailto:rob.ferrera@smud.org) or (916)732-6676.

Sincerely,



Angela C. McIntire  
Regional & Local Government Affairs  
Sacramento Municipal Utility District  
6301 S Street, Mail Stop A313  
Sacramento, CA 95817  
[angela.mcintire@smud.org](mailto:angela.mcintire@smud.org)

Cc: Rob Ferrera, SMUD



**Response to Comment 3-1**

The comment is introductory information and does not address the adequacy of the IS/MND.

**Response to Comment 3-2**

The commenter requests that the IS/MND acknowledge any impacts the proposed project may have on overhead and/or underground transmission and distribution line easements. No impacts to the existing electrical lines or easements have been identified.

**Response to Comment 3-3**

The applicant's engineer has confirmed that frontage improvements will not require utility line rerouting.

**Response to Comment 3-4**

The proposed project's electrical load needs and requirements are addressed in the IS/MND. As stated on page 12:

"Electricity is supplied to the site from the Sacramento Municipal Utility District (SMUD) overhead power line. Sufficient energy is available from SMUD to serve the proposed project with no detriment to other users. During brief power outages, waste unloading and manual sorting operations would be able to continue with no interruption of service. If electrical power to the site is lost for an extended period of time, the site could be closed, and vehicles attempting to use the site would be directed to other facilities."

The applicant has no plans to increase the existing load available to the project site, which was previously sufficient to run a lumber truss business.

**Response to Comment 3-5**

The IS/MND addresses energy impacts on page 18. The IS/MND states:

"The Master EIR discussed energy conservation and relevant general plan policies in section 6.3 (page 6-3). The discussion concluded that with implementation of the general plan policies and energy regulation (e.g., Title 24) development allowed in the general plan would not result in the inefficient, wasteful or unnecessary consumption of energy."

**Response to Comment 3-6**

Comment noted. This comment pertains to the dedication of public utility easements on the proposed project site, and does not address the adequacy of the IS/MND. However, the comment will be forwarded to the decision-makers for their consideration.

**Response to Comment 3-7**

This comment does not address the adequacy of the IS/MND.

**Response to Comment 3-8**

Comment noted. This comment does not address the adequacy of the IS/MND.

**Response to Comment 3-9**

This comment does not address the adequacy of the IS/MND. However, the comment will be forwarded to the decision-makers and Project proponents for their consideration.



August 17, 2017

SENT VIA E-MAIL ONLY

Dana Mahaffey  
City of Sacramento  
Community Development Department  
300 Richards Blvd., 3<sup>rd</sup> Floor  
Sacramento, CA 95811

RE: Initial Study/ Mitigated Negative Declaration for Fair Deal Waste Recycling Facility  
(SAC201601622)

- 4-1 

Dear Ms. Mahaffey:

Thank you for providing the Notice of Availability for the Initial Study / Mitigated Negative Declaration for the Fair Deal Waste Recycling Facility to the Sacramento Metropolitan Air Quality Management District (SMAQMD) for review. The proposed project is the development of a new facility to receive and process or transfer recyclable waste materials at 8191 Elder Creek Road. SMAQMD staff comments on the project follow.
- 4-2 

Permit

We urge the applicant to contact the SMAQMD (Brian Krebs, [bkrebs@airquality.org](mailto:bkrebs@airquality.org)) to begin the permitting process for equipment to be used at the site, including the grinder.
- 4-3 

Odor Control

The proposed site is small, at 3.66 acres, and is surrounded by active uses, with residents located as close as 300 feet from the site. The facility's intake includes green waste. As these waste materials remain onsite, odors may become a nuisance to the users of the adjacent or nearby parcels. The SMAQMD recommends that the project include the odor control plan and all best management practices for odor control of green waste material as recommended by the Environmental Management Department as a condition of project approval and/or mitigation measure.
- 4-4 

Dust Control

The Dust Control Plan included in the IS/MND includes limiting vehicle speeds, frequent watering, and suspension of transfer and processing activities when wind speeds are high. However, the back one-third of the site will remain unpaved until Phase 2 of the project. Any movement of vehicles and material storage and processing on the unimproved area will generate dust. Because of the site's small size and the proximity of other active land uses, the SMAQMD recommends that the entire site be improved before operations commence to reduce nuisance dust, as a condition of project approval. Additionally, implementation of the dust control plan should be included as a condition of approval and/or mitigation measure.



4-5	<p><u>Parking Lot Shade</u> The project includes a total of 23 parking spaces. No landscape plan was available in the IS/MND. Any passenger vehicle parking spaces should comply with the City's parking requirements for shade, which is that all new parking lots include tree plantings designed to result in 50 percent shading of parking lot surface areas within 15 years. Shade trees will aid in pollutant dispersion from Elder Creek Road and reduce emissions of volatile organic chemicals from parked cars.</p>
4-6	<p><u>Air Quality Analysis</u> In Attachment C, Air Quality, the CalEEMod report did not indicate any operational emissions for the project, because the land uses selected, "other asphalt surfaces" and "other non-asphalt surfaces," do not represent land uses with buildings or other operational infrastructure. The land uses selected for this project's emissions calculations should have included an industrial land use corresponding to the site, in addition to the paved surfaces. This would result in an emissions report that captures operational emissions from fugitive dust, employee vehicles, delivery trips, energy usage, etc.</p>
4-7	<p>On page 30, in the discussion of Checklist Questions A-C, it is stated under "Operational Emissions" that "No new emissions would be created by truck trips as a result of the proposed project" because "the proposed project is expected to result in relocated activities." However, since this is a new facility that is not associated with the closure of another facility, a justification for the assumption of "no new emissions" is lacking. The vehicle trips that will be associated with the operation of this new facility should be included in the air quality analysis.</p>
4-8	<p>On page 32, in the third paragraph, the report states that the project "would not exceed the maximum daily disturbed area of 15 acres" and would not therefore exceed the threshold for significance for PM<sub>10</sub>. The correct SMAQMD screening level for construction project emissions is 35 acres.<sup>1</sup> Also, the SMAQMD thresholds for significance for construction activities are now based on mass emissions, and no longer on pollutant concentration levels, as indicated in the analysis. Similarly, in the sixth paragraph on page 32, the report refers to PM concentration thresholds as five percent of the state AAQS; the PM thresholds in place since May 2015 are based on mass emissions instead of concentrations.</p>
4-9	<p>On page 34, the final paragraph of the section on Questions F and G states "Overall, the proposed project would not be expected to result in TAC exposures that would create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TAC from mobile sources." No modeling was included to justify this statement; however, an analysis will be completed as part of the air permitting process, and a permit will not be granted if the health risk exceeds the threshold.</p>

<sup>1</sup> <http://www.airquality.org/LandUseTransportation/Documents/Ch3ConstructionFINAL5-2017.pdf>

Ms. Mahaffey  
Fair Deal Waste Recycling Facility  
August 17, 2017  
Page 3

- 4-10 On page 35, the second-to-last paragraph indicates that the construction and operational greenhouse gas emissions would be below the SMAQMD threshold of significance of 1,100 metric tons of CO<sub>2</sub>e. The construction threshold is 1,100 metric tons of CO<sub>2</sub>e; but the operational threshold for a stationary source is 10,000 metric tons of CO<sub>2</sub>e.
- 4-11 Transportation  
In the table at the bottom of page 67, Project Trip Generation, the Total Daily Project Trips is listed as 760, which does not match the estimate of 1,004 total daily project trips indicated in Attachment B, Traffic Assessment. Please clarify if this difference is due to the change (reduction) in material tonnage being requested by the applicant.
- 4-12 Mandatory Findings of Significance  
On page 74, the table of Mandatory Findings of Significance indicates that all of the project's potential environmental impacts have "No additional significant environmental impact." This raises the question of whether a Negative Declaration is needed for this project instead of a Mitigated Negative Declaration. Some of the impacts listed may need to be considered as having effects that can be mitigated to less than significant.

Please contact me at 916-874-4816 or [teriduarte@airquality.org](mailto:teriduarte@airquality.org) if you have any questions regarding these recommendations.

Sincerely,



Teri Duarte, MPH  
Planner/Analyst

Cc: Paul Philley, SMAQMD  
Brian Krebs, SMAQMD  
Will Scheffler, Environmental Management Department

**Response to Comment 4-1**

The comment is introductory information and does not address the adequacy of the IS/MND.

**Response to Comment 4-2**

Comment noted. The applicant will contact the SMAQMD when ready to begin the permitting process for on-site equipment. The comment does not address the adequacy of the IS/MND.

**Response to Comment 4-3**

The applicant has prepared an Odor Control Plan, which was included in Attachment A of the IS/MND. The Odor Control Plan includes best management practices to prevent odors and an odor response protocol that the operator will follow if objectionable odors are detected at the project site. Air Quality Mitigation Measures 2-1, 2-2 and 2-3 in the IS/MND were also implemented to ensure odor impacts would be less than significant. Implementation of the Odor Control Plan will be added as Mitigation Measure 2-5 on page 36 of the IS/MND as follows:

"2-5 Implement the applicant prepared Odor Control Plan contained in Attachment A of the IS/MND. This Odor Control Plan addresses actions for odor control at the site. Accepted materials are generally not the source of foul odors and should not result in odor problems, regardless best management practices would be employed.

Odor Prevention Protocol: Materials will be handled on a first-in, first-out basis such that compostable materials will remain on site no longer than 48 hours after its arrival.

The site will be cleaned daily. Site personnel will patrol the general site area, including the access driveways and surrounding areas to control debris accumulation.

Odor Response Protocol: If the operator detects objectionable on-site odor they will follow this protocol:

1. Investigate and determine the likely source of the odor.
2. Determine if onsite management actions could remedy the problem and take steps to remedy the situation.
3. Log the odor source/cause and any corrective actions taken in the Site Operations Log.
4. Make changes in site operations as necessary to reduce objectionable odors. Odor may be reduced by limiting certain types of incoming feedstocks, disposal of the odiferous materials, or other activities."

**Response to Comment 4-4**

The applicant has prepared a Dust Control Plan, which addresses actions for dust control at the project site and includes a comprehensive list of best management practices for controlling dust. The Dust Control Plan contains traffic dust control measures and processing and handling dust control measures. Operations at the project site would employ several watering techniques to control fugitive dust such as water spray nozzles on grinding equipment, watering of materials prior to unloading or processing, watering of material stockpiles and the use of a water truck.

The City acknowledges the SMAQMD comment recommending that the entire site be improved before operations commence to reduce nuisance dust. The City intends to include this as a Condition of Approval.



Implementation of the Dust Control Plan will be added as Mitigation Measure 2-6 on page 36 and 36B of the IS/MND as follows:

"2-6 Implement the applicant prepared Dust Control Plan contained in Attachment A of the IS/MND. The Dust Control Plan addresses actions for dust control at the site. The potential lies largely in the unloading and handling of materials and the wood grinding operations.

Traffic Dust Control Measures: Incoming and outgoing traffic could potentially generate dust. The following measures will minimize dust generation from traffic:

- Traffic speeds shall be limited to 5 miles per hour.
- The facility shall employ the frequent use of a regenerative street sweeper or water truck to remove fugitive dust sources from paved operational areas.
- The facility shall employ the frequent use of a regenerative street sweeper or water truck for dust control in traffic areas, and for off-site track off on Elder Creek Road.

Processing and Handling Dust Control Measures: Processing and handling of materials could potentially generate dust. The following measures will minimize dust generation from processing and handling of materials:

- The site supervisor will regularly monitor dust conditions when wind speeds are 15 mph or greater. As necessary, dust control watering will be increased for the grinder, material piles and unloading operations to eliminate fugitive dust emissions crossing the property boundaries. If fugitive dust is leaving the property boundaries the supervisor will shut down dust causing operations until effective controls are in place.
- Grinding equipment shall be equipped with water spray nozzles to reduce dust generation when in operation.
- Watering of C&D, wood, or yard waste shall be performed to control dust as the material is being unloaded or prior to processing, when necessary. The watering may be done using water trucks or handheld hoses. Employees may water the materials as it is unloaded from delivery vehicles and/or loaded into transfer trailers. The materials are not sprayed so much as to generate runoff.
- Transfer and processing operations for C&D or organic materials may be suspended during periods of high winds where conventional methods (described herein) are unsuccessful at preventing dust migration.
- Regular watering of the debris stockpiles shall be conducted to control dust. The material will absorb much of the water, and will not be watered to a level that will produce run-off.
- The facility shall comply with the requirements of the Sacramento Metropolitan Air Quality Management District (specifically District Rule 403 for Fugitive Dust).
- The facility shall investigate and respond to all concerns regarding dust."

#### **Response to Comment 4-5**

The City of Sacramento parking lot tree ordinance applies to new parking lots or parking lot expansions. The proposed project would reconfigure and use the existing parking lot on the project site and add some additional spaces. The addition of shade trees will depend on the final site plan and the available location for shade trees given the maneuvering space needed for the larger vehicles that would access the facility.

#### **Response to Comment 4-6**

The proposed project includes the construction of paved surfaces within the project site. CalEEMod was only used to estimate construction emissions. Operational emissions from onsite equipment were estimated using CARB's OFFROAD Model. The proposed project does not include additional buildings;

thus, the construction emissions inventory included land uses associated with other asphalt surfaces and other non-asphalt surfaces only. The proposed project does not include additional buildings thus, the project would not include new emissions from building energy usage. See Response to Comment 4-7 for additional information on operational emissions from employee vehicles and solid waste transport vehicles.

**Response to Comment 4-7**

For purposes of assessing the impacts to air quality from vehicle emissions (within the IS/MND), the proposed project would not create additional waste in the Air Basin. Truck trips associated with recyclable and wood waste materials that would be coming to and leaving the project site are currently occurring within the Air Basin. The proposed project would provide an additional option for waste haulers to take their waste, which may actually reduce emissions because waste haulers typically choose the closest facility when choosing a location to drop off waste. Thus, minimal new emissions would be created by truck trips as a result of the proposed project.

However, to address the comment and to be conservative (overestimation), the emissions from truck (and employee/visitor) trips as a result of the proposed project were estimated. The total daily NOx emissions from onsite equipment would be 20.3 pounds per day. The total daily NOx emissions from vehicles would be 37.3 pounds per day. The total daily NOx emissions from the project operations would 57.6 pounds per day, which is below the significance threshold of 65 pounds per day. With the onsite equipment and the onroad vehicles, the maximum daily operational emissions would be less than the significance thresholds.

**Daily Operational Air Emissions (pounds)**

<b>Emission Source</b>	<b>ROG</b>	<b>NOx</b>	<b>PM10</b>	<b>PM2.5</b>
Loader	0.43	4.15	0.31	0.29
Grinder – Engine Exhaust	0.36	2.81	0.19	0.19
Water Truck	0.77	8.70	0.32	0.30
Excavator	0.37	4.06	0.20	0.18
Grinder – Fugitive Dust	-	-	3.21	1.61
Sweeper	0.07	0.61	0.05	0.05
Workers/Visitors	0.01	0.05	0.02	0.01
Self-Haul Trucks	0.20	1.77	0.24	0.11
Roll-off Trucks	1.66	23.1	0.76	0.72
Transfer Trucks	0.35	12.4	0.09	0.09
<b>Grand Total</b>	<b>4.22</b>	<b>57.6</b>	<b>5.40</b>	<b>3.55</b>
SMAQMD Significance Thresholds	65	65	80	82
Exceeds Thresholds?	No	No	No	No



Vehicular emissions were computed using the CARB's emission factor model, EMFAC2014<sup>1</sup>, to estimate on-road emissions. Employee trips were modeled using the light-duty auto classification. Transfer trucks and roll-off trucks were modeled using the T6 Instate Heavy classification. Self-haul trucks would have substantially smaller payload capacities and were modeled using light-heavy duty truck emission factors. Paved road dust, brake wear, and tire wear particulate emissions were also accounted for and included in the analysis using EMFAC2014 factors.

The proposed project proposes a maximum throughput of up to 450 tons per day. A maximum of 303 waste hauling vehicles (200 self-haul vehicles, 70 roll-off trucks, and 33 transfer trucks) per day would drop off or pick up material at the facility. There would also be 18 employee trips and two visitor trips per day. The average one-way travel distances were estimated to be 20, 5.1, and 5.9 miles for the roll-off trucks, self-haul trucks, and employees, respectively. Transfer truck travel distances were based on destination; 44 miles to Stockton, 28.8 miles to Woodland, and 159 miles to Anderson. Employee vehicles, visitors and self-haul trucks were assumed to be a composite of gasoline and diesel vehicles. Roll-off trucks and transfer trucks were assumed to all be diesel. Transfer truck trip distances (and emissions) were separated into SMAQMD and other air districts in which the activities occur. The most conservative analysis was to assume all the TPD capacity was hauled by transfer trucks to bioenergy facilities. Employee/visitor trips, self-haul trips, and roll-off truck trips were assumed to occur entirely within the SMAQMD.

Criteria pollutant emissions associated with on-road vehicles were calculated by combining the activity information with emissions factors, in grams per mile, derived using the EMFAC2014. Emissions calculations were based on **Equation 1**. The EMFAC2014 emissions factors are summarized for employee vehicles and haul trucks for the year of 2018.

**Equation 1**

$$\text{Emission Rate (lbs/day)} = \text{EMFAC Emission Factor (gram/mile)} * \text{trips per day} * \text{miles per trip} * (1 \text{ pound} / 453.59 \text{ grams})$$

$$\text{Emission Rate (lbs/day)} = \text{EMFAC Emission Factor (gram/hour)} * \text{idle hours per day} * (1 \text{ pound} / 453.59 \text{ grams})$$

**Emissions Factors (g/mile)**

Vehicle Type	ROG	NOx	PM10	PM2.5
Workers/Visitors	0.02	0.10	0.05	0.02
Self-Haul Trucks	0.04	0.39	0.05	0.02
Roll-off Trucks	0.27	3.74	0.12	0.12
Transfer Trucks	0.12	4.11	0.03	0.03

Notes:

NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter with diameter equal to or less than 10 microns; PM<sub>2.5</sub> = particulate matter with diameter equal to or less than 2.5 microns; ROG = reactive organic gas

**Response to Comment 4-8**

<sup>1</sup> California Air Resources Board, *EMFAC User's Guide*, December 30, 2014, [http://www.arb.ca.gov/msei/emfac2014\\_users\\_guide.pdf](http://www.arb.ca.gov/msei/emfac2014_users_guide.pdf)

EMFAC is the latest emission inventory model that calculates emission inventories and emission rates for motor vehicles operating on roads in California. This model reflects CARB's current understanding of how vehicles travel and how much they emit. EMFAC can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future.



Comment noted. The proposed project would not exceed the SMAQMD screening level for construction projects of 35 acres. The proposal project would also not exceed the mass emission thresholds for construction activities (see Table 4, page 30 of the IS/MND).

**Response to Comment 4-9**

Operation of stationary equipment at the project site would be regulated by federal, state, and local regulations, including SMAQMD rules, regulations, and permits to operate. The applicant understands a health risk assessment will be completed during the air permitting process for stationary sources of air emissions. The project would need to meet the SMAQMD performance standard for toxic air contaminants (TACs) of an incremental increase in cancer risk less than 10 in one million at any off-site receptor to receive a permit to operate stationary sources of emissions. If diesel-powered equipment would exceed this performance standard then additional emission controls would be required, or electric-powered equipment, or other alternative powered equipment could be used.

**Response to Comment 4-10**

Comment noted. The construction threshold is 1,100 metric tons of CO<sub>2</sub>e; but the operational threshold for a stationary source is 10,000 metric tons of CO<sub>2</sub>e. The proposed project is less than both of these thresholds.

**Response to Comment 4-11**

The commenter is correct. The difference in trips in the traffic section of the IS/MND compared to the Traffic Assessment in Attachment B in the IS/MND is due to the change (reduction) in material tonnage being requested by the applicant (750 versus 450 tons per day), as discussed in Response to Comment 2-2.

**Response to Comment 4-12**

The commenter is correct. The Mandatory Findings of Significance table on page 74, is hereby revised as follows:

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>13. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u></p> <p>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?</p>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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.)</p>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



DEPARTMENT OF RESOURCES RECYCLING AND RECOVERY

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P.O. BOX 4025, SACRAMENTO, CALIFORNIA 95812

*check  
8/14/17  
DLE*

August 14, 2017

Dana Mahaffey  
City of Sacramento  
Development Services Department, Planning Division  
300 Richards Blvd, 3<sup>rd</sup> Floor  
Sacramento, CA 95811

Governor's Office of Planning & Research

AUG 14 2017

STATE CLEARINGHOUSE

**Subject: SCH No. 2017072040 – Initial Study/Mitigated Negative Declaration for Fair Deal Waste Recycling Facility – Sacramento County**

Dear Dana:

Thank you for allowing the Department of Resources Recycling and Recovery (CalRecycle) staff to provide comments on the proposed project and for your agency's consideration of these comments as part of the California Environmental Quality Act (CEQA) process.

**PROJECT DESCRIPTION**

The City of Sacramento, acting as Lead Agency, has prepared and circulated a Notice of Completion (NOC) of a Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) in order to comply with CEQA and to provide information to, and solicit consultation with, Responsible Agencies in the approval of the proposed project.

The proposed Fair Deal Waste Recycling Facility is located at 8191 Elder Creek Road within Sacramento County, north of Florin Road, east of Power Inn Road, and west of the Florin-Perkins Road in the City of Sacramento. The project site is approximately 3.66 acres, and the site is currently zoned for Heavy Industrial (MS-2) and surrounded by industrial land uses. The site is surrounded by the Truck and Auto Centers of America to the east, Baketech and Bimbo Bakeries to the west, Northwood Commerce Center across Elder Creek to the south, and a vacant industrial warehouse to the north. The project site is separated from the nearest residential structure by approximately 300 feet to the southwest, 1,150 feet to the west of Power Inn Road, and 5,500 feet to the south.

The project site is a large, flat parcel that has existing paving covering approximately two thirds of the site, and hard-packed gravel covering the northern one third of the site. There are three existing structures onsite one 4,857 square foot (sf) wood framed building that will be used for business offices, a 7,880 sf post and beam structure for the location of the C&D sorter and material processing, and a 3,084 sf shed for material storage of processed recyclable C&D material.

The proposed project would establish a large volume recycling facility with a capacity of 450 tons per day (TPD). The facility will receive mixed and separated loads of construction and demolition (C&D) waste, inert debris, recyclable materials, non-curbside collected green waste, wood waste, and materials from curbside clean ups.

Each incoming load would be removed from the truck and sorted by material type. Any residual wastes would normally be transferred to a permitted landfill for disposal. No additional processing of segregated recyclables would occur onsite. The proposed facility would be open to the public from 6am to 6 pm, seven days a week, 365 days per year, and operations would occur 24 hours per day. Chipping and grinding would take place from 7am to 7pm. Nighttime operations would include loading trucks and trucks entering and exiting the facility. The facility will need a permitted traffic volume for up to 323 vehicles per day which include 18 employee vehicles, 2 visitor vehicles, 70 roll-off trucks, 200 self-haul vehicles, and 33 transfer vehicles.

5-1





5-1  
Cont'd

**COMMENTS**

CalRecycle staff's comments on the proposed project are listed below. Where a specific location in the document is noted for the comment, please ensure the comment is addressed throughout all sections of the Draft IS/ND, in addition to the specific location noted.

Comments for the Draft IS/ND are summarized in the table below:

Chapter/Section	Page and Location	Comment
IS/MND		There appears to be a single family residence approximately 300 feet away from the facility which may be a sensitive receptor. Was this potential receptor adequately considered for aesthetics, noise, and air quality?
IS/MND Mitigation Measure 6-1	p. 47	Should the Asbestos Control Plan be incorporated into the Transfer/Processing Report as an appendix?

**SOLID WASTE REGULATORY OVERSIGHT**

5-4 County of Sacramento Environmental Management Department is the Local Enforcement Agency (LEA) and responsible for providing regulatory oversight of solid waste handling activities, including inspections. Please contact the LEA, Will Scheffler, at 916.875.8651 to discuss the regulatory requirements for the proposed project.

**CONCLUSION**

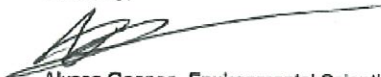
5-5 CalRecycle staff thanks the Lead Agency for the opportunity to review and comment on the environmental document and hopes that this comment letter will be useful to the Lead Agency preparing the MND and in carrying out their responsibilities in the CEQA process.

CalRecycle staff requests copies of any subsequent environmental documents, copies of public notices and any Notices of Determination for this proposed project.

If the environmental document is adopted during a public hearing, CalRecycle staff requests 10 days advance notice of this hearing. If the document is adopted without a public hearing, CalRecycle staff requests 10 days advance notification of the date of the adoption and proposed project approval by the decision making body.

If you have any questions regarding these comments, please contact me at 916.341.6066 or by e-mail at [Alyssa.Gagnon@calrecycle.ca.gov](mailto:Alyssa.Gagnon@calrecycle.ca.gov).

Sincerely,



Alyssa Gagnon, Environmental Scientist  
Permitting & Assistance Branch – Central Unit  
Waste Permitting, Compliance & Mitigation Division  
CalRecycle

cc: Nevin Yeates, Manager  
Permitting & Assistance Branch – North Section

cc: Will Scheffler, Environmental Specialist  
County of Sacramento Environmental Management Department

**Response to Comment 5-1**

The comment is introductory information and does not address the adequacy of the IS/MND. The Project Description overview is consistent with the proposed project as analyzed in the IS/MND.

**Response to Comment 5-2**

Potential impacts on the closest receptors to the project site, approximately 300 feet southwest of the project site, were analyzed in the aesthetics, noise and air quality sections.

**Response to Comment 5-3**

See Response to Comment 2-11.

**Response to Comment 5-4**

Comment noted. The comment does not address the adequacy of the IS/MND.

**Response to Comment 5-5**

Comments noted. The City will provide CalRecycle with future notices including notices of IS/MND public hearings.



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**Central Valley Regional Water Quality Control Board**

10 August 2017

**Governor's Office of Planning & Research**

Dana Mahaffey  
City of Sacramento  
300 Richards Boulevard  
Sacramento, CA 95811

**AUG 11 2017**

**STATE CLEARINGHOUSE**

CERTIFIED MAIL

91 7199 9991 7035 8421 1762

**COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, FAIR DEAL WASTE RECYCLING FACILITY / LARGE VOLUME TRANSFER STATION PROJECT, SCH# 2017072040, SACRAMENTO COUNTY**

6-1

Pursuant to the State Clearinghouse's 19 July 2017 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Fair Deal Waste Recycling Facility / Large Volume Transfer Station Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**I. Regulatory Setting**

6-2

**Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

KARL E. LONGLEY SoD, P.E., DIRM | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

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6-2  
Cont'd

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/).

**Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:  
[http://www.waterboards.ca.gov/centralvalleywater\\_issues/basin\\_plans/sacsjr.pdf](http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf)

In part it states:

6-3

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

6-4

**II. Permitting Requirements**

**Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

6-4  
Cont'd

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

6-5

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/caltrans.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:  
[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

6-6

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.



6-7

**Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

6-8

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance (i.e., discharge of dredge or fill material) of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

6-9

**Waste Discharge Requirements (WDRs)**

*Discharges to Waters of the State*

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

*Land Disposal of Dredge Material*

If the project will involve dredging, Water Quality Certification for the dredging activity and Waste Discharge Requirements for the land disposal may be needed.

*Local Agency Oversight*

Pursuant to the State Water Board's Onsite Wastewater Treatment Systems Policy (OWTS Policy), the regulation of septic tank and leach field systems may be regulated under the local agency's management program in lieu of WDRs. A county environmental health department may permit septic tank and leach field systems designed for less than 10,000 gpd. For more information on septic system regulations, visit the Central Valley Water Board's website at:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/owts/sb\\_owts\\_policy.pdf](http://www.waterboards.ca.gov/centralvalley/water_issues/owts/sb_owts_policy.pdf)



6-9  
Cont'd

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

**Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

6-10

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

**Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

6-11

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: [http://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/app\\_approval/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml); or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other

6-11  
Cont'd

action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

**Low or Limited Threat General NPDES Permit**

6-12

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

6-13

**NPDES Permit**

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

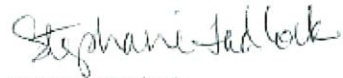
For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit3.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml)

Fair Deal Waste Recycling Facility /  
Large Volume Transfer Station Project  
Sacramento County

- 7 -

10 August 2017

If you have questions regarding these comments, please contact me at (916) 464-4644 or  
Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock  
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



**Response to Comment 6-1**

The comment is introductory information and does not address the adequacy of the IS/MND.

**Response to Comment 6-2**

The comment provides general background information regarding basin plans. The comment does not address the adequacy of the IS/MND.

**Response to Comment 6-3**

The comment briefly discusses antidegradation considerations related to wastewater discharges to high quality waters. As discussed on page 50 of the Hydrology and Water Quality section of the IS/MND:

“The southern two thirds of the site will direct rainfall to the existing onsite storm drain system that will be enhanced with a stormwater collection and treatment system to meet the requirements of the NPDES Industrial General Permit. The northern one third of the site will be re-graded to drain to a proposed stormwater retention pond at the north end of the site (see Figure 3). The pond will meet the 48-hr drawdown time to avoid standing water for mosquitos to spawn or managed otherwise to eliminate potential for mosquitos (such as using a large holding tank). A program will be implemented to monitor water quality and to evaluate the effectiveness of stormwater management practices at the facility.

Because the proposed project design provides for treatment and monitoring of off-site discharges from the site, discharge of runoff to surface waters or groundwater would not result in substantial environmental impacts.

The proposed project includes connection to an existing on-site septic system, which served the previous tenants at the project site. If needed the site will be able to connect to the Sacramento Area Sewer District system. There is a sewer connection available for the project site, under Elder Creek Road, with capacity available (Moore, 2017).

The potential for groundwater contamination exists from the accidental release of hazardous materials identified in loads stored temporarily on-site. However, all materials would be stored according to state laws and regulations for storage of hazardous materials. Potential accidental release of any hazardous material would likely be small in quantity, if at all; however, a spill response locker will be located near the hazardous waste storage area. The spill response locker would ensure that impacts would not occur in the event of an accidental spill or release.

*Conclusion*

Overall, design of the project site and conformance with City and state regulations and any permit requirements or conditions set forth by the SCEMD would ensure that a substantially degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed project would not occur. Therefore, impacts would be considered ***less than significant.***”

Given the above discussion, potential impacts to both surface and groundwater quality would be less than significant.

#### **Response to Comment 6-4**

The following discussion on Page 49 and 50 of the Hydrology and Water Quality section of the IS/MND addresses the project's compliance with the Construction Storm Water General Permit, as follows:

"Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with stormwater runoff. Disturbance of site soils would increase the potential for erosion from stormwater. The State Water Resources Control Board (SWRCB) adopted a statewide general National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009- 0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

The City's SQIP contains a Construction Element that guides in implementation of the NPDES Permit for Stormwater Discharges Associated with Construction Activity. This General Construction Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list best management practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutant to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect stormwater inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

Conformance with City regulations and permit requirements along with implementation of BMPs would ensure that construction activities of the proposed project would result in a less-than-significant impact related to water quality."

The proposed project would obtain coverage under the Construction General Permit and would be required to implement a Storm Water Pollution Prevention Plan (SWPPP).

#### **Response to Comment 6-5**

The comment provides a brief summary of Phase I and Phase II Municipal Separate Storm Sewer System (MS4) Permits. As discussed on Page 48 of the Hydrology and Water Quality section of the IS/MND as follows:

"The City's Stormwater Quality Improvement Plan (SQIP) outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management program for 2007-2011. The Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Program includes pollution reduction activities for construction sites, industrial sites, illegal



discharges and illicit connections, new development, and municipal operations. The Program also includes an extensive public education effort, target pollutant reduction strategy and monitoring program. “

The proposed project comply with all City regulations and permit requirements, which would ensure the proposed project’s compliance with applicable MS4 permits.

**Response to Comment 6-6**

The comment briefly discusses the Industrial Storm Water General Permit. As noted in Table 3 Permits and Approvals on Page 13 of the Project Description of the IS/MND, the proposed project would be required to obtain a General Industrial Stormwater Permit.

**Response to Comment 6-7**

The comment briefly discusses The Clean Water Act Section 404 Permit. Page 39 of the Biological Resources Section of the IS/MND includes the following statement regarding wetlands:

“The project site is a 3.66-acre flat parcel, the southern two thirds of the site is currently paved. The project site is zoned for industrial uses, and is located in an urbanized area zoned for such uses. After a review of the findings of the CNDDDB results, Barnett Environmental conducted a biological and wetlands assessment of the site and concluded that no wildlife are using potential habitat in or around this property at this time. Similarly, no features that satisfy the definition of wetlands or “other waters” exist onsite. Consequently, development or other project activities should not adversely affect wetlands or wildlife habitat at this location.”

Thus, the proposed project does not involve the discharge of dredged or fill material in navigable water or wetlands and would not require a Section 404 Permit.

**Response to Comment 6-8**

The comment briefly discusses The Clean Water Act Section 401 Permit and associated Water Quality Certification. As discussed above in Response to Comment 2-7, the proposed project would not disturb waters of the United States, such as streams or wetlands. Thus, a Water Quality Certification would not be required for the proposed project.

**Response to Comment 6-9**

The comment briefly discusses Waste Discharge Requirements for dischargers to waters of the State and land disposal of dredge material. As discussed in Response to Comment 6-7, there are no such waters on the project site and the proposed project would not involve dredging. The comment also briefly discusses Local Agency Oversight regarding septic tanks. The proposed project would not include a new septic tank that would require a permit.

**Response to Comment 6-10**

The comment provides information pertaining to Dewatering Permits. As stated on Page 47 of the Hazards Section of the IS/MND:

“As stated above, substantial ground-disturbing construction activities would not occur as a result of the proposed project. As such, dewatering activities would not occur. Therefore, construction activities would not result in exposure of people to existing contaminated groundwater, and impacts would be *less than significant*.”



Therefore, the proposed project would not require a Dewatering permit as the proposed project does not involve any dewatering activities.

**Response to Comment 6-11**

The comment briefly discusses requirements for discharges associated with commercially irrigated agricultural land. The comment does not address the adequacy of the IS/MND, as the proposed project would not involve any commercially irrigated agricultural land.

**Response to Comment 6-12**

The comment briefly discusses Low or Limited Threat General NPDES Permit. See Response to Comment 6-10 above.

**Response to Comment 6-13**

The comment briefly discusses NPDES Permits. The proposed project would obtain coverage under the NPDES Industrial General Permit.



Edmund G. Brown Jr  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

August 18, 2017

Dana Mahaffey  
City of Sacramento  
300 Richards Blvd  
Sacramento, CA 95811

Subject: Fair Deal Waste Recycling Facility / Large Volume Transfer Station  
SCH#: 2017072040

Dear Dana Mahaffey:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 17, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(e) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

7-1

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2017072040  
**Project Title** Fair Deal Waste Recycling Facility / Large Volume Transfer Station  
**Lead Agency** Sacramento, City of

**Type** MND Mitigated Negative Declaration  
**Description** The proposed project is a facility to receive and process or transfer recyclable waste materials at 8191 Elder Creek Rd, Sacramento, CA. The facility would receive up to 450 tons per day of recyclable waste materials from commercial businesses (such as construction sites and landscape companies) & the general public. The activity at the site would be chipping/grinding green waste, the project would also include construction and demolition debris sorting and material processing. Incoming loads would be removed from the truck and sorted by material type (green waste, wood products, yard waste, rock, dirt, asphalt, appliances, metals, E-Waste, cardboard, plastic, aluminum, cans, clean wood, and other recyclable materials). The processed wood chips would be transported to biomass plants, or other regional markets.

**Lead Agency Contact**

**Name** Dana Mahaffey  
**Agency** City of Sacramento  
**Phone** (916) 808-2762 **Fax**  
**email**  
**Address** 300 Richards Blvd  
**City** Sacramento **State** CA **Zip** 95811

**Project Location**

**County** Sacramento  
**City** Sacramento  
**Region**  
**Lat / Long** 38° 30' 39.5" N / 121° 24' 17.5" W  
**Cross Streets** Elder Creek Rd & Power Inn Rd  
**Parcel No.** 038-0290-004, -016  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways**  
**Airports**  
**Railways** UPRR, Sac RT  
**Waterways** Morrison Creek  
**Schools** Elder Creek ES  
**Land Use** vacant/M-2(S) Zone - heavy industrial zone

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply

**Reviewing Agencies** Resources Agency; Central Valley Flood Protection Board; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 3 S; Regional Water Quality Control Bd., Region 5 (Sacramento); Resources, Recycling and Recovery; Delta Protection Commission; Delta Stewardship Council; Native American Heritage Commission; Public Utilities Commission

**Date Received** 07/19/2017 **Start of Review** 07/19/2017 **End of Review** 08/17/2017

Note: Blank data fields result from insufficient information provided by lead agency.



**LETTER 7: SCOTT MORGAN, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE  
CLEARING HOUSE, AUGUST 18, 2017**

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**Response to Comment 7-1**

Comment noted. The comment acknowledges that the IS/MND for the proposed project complies with the State Clearinghouse review requirements for environmental documents, pursuant to CEQA.