APPENDIX A

NOTICE OF PREPARATION AND INITIAL STUDY

Taro Echiburú, AICP
DIRECTOR

County of Yolo

DEPARTMENT OF PLANNING, PUBLIC WORKS AND ENVIRONMENTAL SERVICES

292 West Beamer Street
Woodland, CA 95695-2598
530) 666-8775 FAX (530) 666-8156
www.yolocounty.org

Environmental Health
137 N. Cottonwood St, Ste 2400
Woodland, CA 95695
(530) 666-8646

Integrated Waste Management
44090 CR 28 H
Woodland, CA 95776
(530) 666-8852

NOTICE OF PREPARATION (NOP) OF AN ENVIRONMENTAL IMPACT REPORT FOR THE YOLO COUNTY CENTRAL LANDFILL SOIL BORROW SITE PROJECT

Yolo County is the Lead Agency for the preparation and review of an Environmental Impact Report (EIR) for the Yolo County Central Landfill (YCCL) Soil Borrow Site Project (project). Pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the County is soliciting the views of interested persons and agencies on the scope and content of the environmental information to be included in the EIR. An Initial Study, entitled *Yolo County Central Landfill Soil Borrow Site Project* (Initial Study), has been prepared for the proposed project. Agencies should comment on the scope and content of the environmental information that is relevant to the agencies' statutory responsibilities, as required by Section 15082(b) of the CEQA Guidelines. The County will accept written comments concerning the project, in accordance with State CEQA Guidelines Section 15083. A summary of the project description and probable environmental effects are provided below.

PROJECT TITLE: Yolo County Central Landfill Soil Borrow Site Project.

PROJECT LOCATION: The project site is located in a rural portion of unincorporated Yolo County approximately 1.3 miles from the northeastern boundary of the City of Davis and approximately 3.4 miles from the southeastern boundary of the City of Woodland (Figure 1). The project site consists of a single 298-acre parcel (APN 042-100-017) located adjacent to, and west of, the existing YCCL site at the intersection of County Roads 28H and 104 (Figure 2).

PROJECT DESCRIPTION: The YCCL is a municipal solid waste landfill owned by Yolo County and operated by the County's Planning, Public Works and Environmental Services Department, Division of Integrated Waste Management; it has been in operation since 1975. The YCCL needs a steady supply of soil to support a variety of operations, including daily and intermediate cover, final closure of individual landfill modules, and construction of new modules. These activities are generally required to ensure continued compliance with state requirements. In the past, this soil has been acquired from a variety of sources, including on-site and off-sites soil borrow areas (where native soil materials are excavated and trucked to where it is needed within the YCCL). This project is proposed to provide a new source of soil from a borrow site adjacent to the YCCL.

As early as the 1960s, the project site was used as an overland flow treatment field for wastewater and stormwater discharged from the Hunt-Wesson tomato cannery facility located about 2.5 miles southwest of the project site. The discharged water was sprayed across the project site via a system of underground piping to facilitate disposal by soil infiltration and evaporation. Since the mid 2000s, the site has been used only for cattle grazing.

The project site is designated as Agriculture (AG) in the 2030 Countywide General Plan for Yolo County and is zoned as Public Quasi Public (PQP). The proposed project would amend the General Plan to redesignate the project site from Agriculture (AG) to Public and Quasi-Public (PQ). Following the General Plan amendment,

the project site would be excavated and soils would be transported to the YCCL to support ongoing landfill operations. The quantity of soil material needed at the YCCL depends on the operations being conducted at the landfill, but typically ranges from 50,000 to 100,000 cubic yards per year. During periods when landfill modules are being constructed or old ones are being closed the soil needs increase, and may be up to 300,000 cubic yards per year. It is estimated that typical daily excavation and transportation rates would range from 150 to 500 cubic yards per day, but could be as much as 3,000 cubic yards per day. Soil excavation and transportation activities would occur primarily during the dry months. The project site would be excavated to a total depth of approximately 12 to 16.5 feet.

The overall final slopes would be approximately 3:1 (horizontal:vertical), but may include steeper and gentler areas locally to improve habitat opportunities. Temporary slopes would not be steeper than 2:1. Excavation and grading would occur such that the disturbed areas were internally drained (i.e., all drainage of the disturbed areas would be toward the newly created lowered surface). The proposed southern boundary of the soil borrow site would have a setback of approximately 600 feet from the top of bank of the Willow Slough Bypass drainage channel. Following completion of soil excavation activities, the soil borrow site would be reclaimed as a seasonal open water body and wildlife habitat. The details of the reclamation plan are being developed.

The Subsequent Environmental Impact Report (SEIR)[1] completed in 2005 for several YCCL permit revisions evaluated the development of a soil borrow site for the landfill at the programmatic level, because the location of a soil borrow site had not been identified at that time. The SEIR acknowledged that a project-level CEQA review would be required after a soil borrow site has been identified. The Initial Study initiated the additional CEQA review required to evaluate potential environmental impacts associated with establishing and operating a soil borrow site adjacent to the existing YCCL. No changes are proposed for the existing YCCL, and therefore the environmental review will not address environmental impacts related to YCCL operations not directly related to excavation and transportation of soil from the project site.

LEAD AGENCY: Yolo County Planning, Public Works and Environmental Services Department

COMMENT PERIOD: Comments can be sent anytime during the NOP review period. The NOP review and comment period begins October 7, 2014 and ends November 7, 2014. All comments should be directed to the Yolo County Planning, Public Works and Environmental Services Department, Attention: Eric Parfrey, Principal Planner, 292 W. Beamer Street, Woodland, CA 95695. Comments may also be emailed to Eric.Parfrey@yolocounty.org. Please include the name of a contact person for your agency, if applicable.

SCOPING MEETING: Oral comments may be provided at the Scoping Meeting to be held on October 22, 2014 at 10 a.m. at the YCCL facility located at 44090 County Road 28H (intersection of County Roads 28H and 104).

ALTERNATIVES ANALYSIS: Pursuant to State CEQA Guidelines Section 15126(f) and 15126.6, the environmental review process will include an analysis of a reasonable range of alternatives, as well as the "no project" alternative (existing conditions). The EIR will include a description of each of the project alternatives, and the impacts of the alternatives will be quantitatively analyzed and/or qualitatively compared to those of the proposed project. The development and selection of alternatives to be evaluated in the EIR will be informed by the comments received in response to this NOP.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT: The County has determined that implementation of the project may result in impacts in the areas of agricultural resources, air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, and noise (see Table 1 below). The EIR will analyze these eight issue areas in more detail and make determinations regarding the significance of potential impacts. If significant impacts are identified, the EIR will include mitigation measures to reduce the impacts to a less-than-significant level, if feasible. The Initial

[1] Yolo County Public Works and Planning Department, 2005. *Subsequent Environmental Impact Report (SEIR)*. May.

Study determined that significant impacts would not occur in other issue areas.

Date:	October 6, 2014
Name and Title:	Eric Parfrey, Principal Planner Yolo County Planning, Public Works and Environmental Services Department
Contact:	(530) 666-8043; Eric.Parfrey@yolocounty.org

Signature: _____

Table 1. Summary of Initial Study Analysis

Environmental Topic	Conclusions of Initial Study	EIR Analysis Required
Aesthetics	No incremental or cumulative significant impacts are identified for the proposed project.	No
Agricultural Resources	The proposed project could have potentially significant impacts related to loss of agricultural land.	Yes
Air Quality	The proposed project could have potentially significant impacts related to emissions of criteria air pollutants.	Yes
Biological Resources	The proposed project could have potentially significant impacts related to special-status species and applicability of adopted habitat conservation plans.	Yes
Cultural Resources	The proposed project could have potentially significant impacts related to substantial adverse changes to both historical and archaeological resources, direct or indirect destruction of unique paleontological resources, disturbance of human remains, or substantial adverse change in a religious or sacred site.	Yes
Geology, Soils, and Seismicity	No incremental or cumulative significant impacts are identified for the proposed project.	No
Greenhouse Gas Emissions	The proposed project could have potentially significant impacts related to emissions of greenhouse gases.	Yes
Hazards and Hazardous Materials	The proposed project could have potentially significant impacts related to the removal of asbestos-cement irrigation pipes, the disturbance of agricultural pesticides in shallow soils (if present), and impacts related to bird strikes on aircraft.	Yes
Hydrology and Water Quality	The proposed project could have potentially significant impacts related to increased flood risk, the degradation of water quality, and the depletion and degradation of groundwater supplies.	Yes
Land Use	No incremental or cumulative significant impacts are identified for the proposed project.	No
Mineral Resources	No incremental or cumulative significant impacts are identified for the proposed project.	No
Noise	The proposed project could have potentially significant impacts related implementation of existing mitigation measures of the 2004 SEIR for the YCCL and the goals and policies of the Yolo County General Plan, exposure of sensitive receptors to excessive vibration levels, and increased ambient noise levels in the vicinity of the project site.	Yes
Population and Housing	No incremental or cumulative significant impacts are identified for the proposed project.	No
Public Services	No incremental or cumulative significant impacts are identified for the proposed project.	No
Recreation	No incremental or cumulative significant impacts are identified for the proposed project.	No
Transportation and Circulation	No incremental or cumulative significant impacts are identified for the proposed project.	No
Utilities and Energy	No incremental or cumulative significant impacts are identified for the proposed project.	No

YOLO COUNTY
PLANNING, PUBLIC WORKS AND ENVIRONMENTAL SERVICES DEPARTMENT

INITIAL STUDY
ZONE FILE # 2014-0010

YOLO COUNTY CENTRAL LANDFILL SOIL BORROW SITE PROJECT

OCTOBER 2014

Prepared For:

County of Yolo Planning, Public Works and Environmental Services Department
292 West Beamer Street
Woodland, CA 95695

Prepared by:

BASELINE Environmental Consulting
5900 Hollis Street, Suite D
Emeryville, CA 94608
(510) 420-8686

TABLE OF CONTENTS

PROJECT DESCRIPTION

The County of Yolo Planning, Public Works and Environmental Services Department, Division of Integrated Waste Management, is proposing to develop a soil borrow site on a 298-acre property (collectively referred to as the "project") located approximately 3.4 miles from the southeastern portion of the City of Woodland (Figure 1) and adjacent to, and west of, the existing Yolo County Central Landfill (YCCL or landfill) at the intersection of County Roads 28H and 104 (Figure 2). The project site consists of a single parcel (APN 042-100-017) that is designated as Agriculture (AG) in the 2030 Countywide General Plan for Yolo County and is zoned as Public Quasi Public (PQP). The project includes an application for a minor General Plan Amendment, to change the land use designation of the project site to Public and Quasi-Public (PQ), to be consistent with the PQP zoning.

The YCCL needs a steady supply of soil to support a variety of operations, including daily and intermediate cover, final closure of individual landfill modules, and construction of new modules. These activities are generally required to ensure continued compliance with state requirements. In the past, this soil has been acquired from a variety of sources, including on-site and off-sites soil borrow areas (where native soil materials are excavated and trucked to where it is needed within the YCCL). This project is proposed to provide a new source of soil for the YCCL.

The proposed project would excavate and transport soils to the YCCL to support the ongoing landfill operations. Following completion of soil excavation activities, the soil borrow site would be reclaimed as a seasonal open water body and wildlife habitat. The purpose of this Initial Study (IS) is to evaluate potential environmental impacts associated with establishing and operating the soil borrow site.

The quantity of soil material needed at the YCCL depends on the operations being conducted at the landfill, but typically ranges from 50,000 to 100,000 cubic yards per year. During periods when landfill modules are being constructed or old ones are being closed the soil needs increase, and may be up to 300,000 cubic yards per year. It is estimated that typical daily excavation and transportation rates would range from 150 to 500 cubic yards per day, but could be as much as 3,000 cubic yards per day. Soil excavation and transportation activities would occur primarily during the dry months. The project site would be excavated to a total depth of approximately 12 to 16.5 feet.

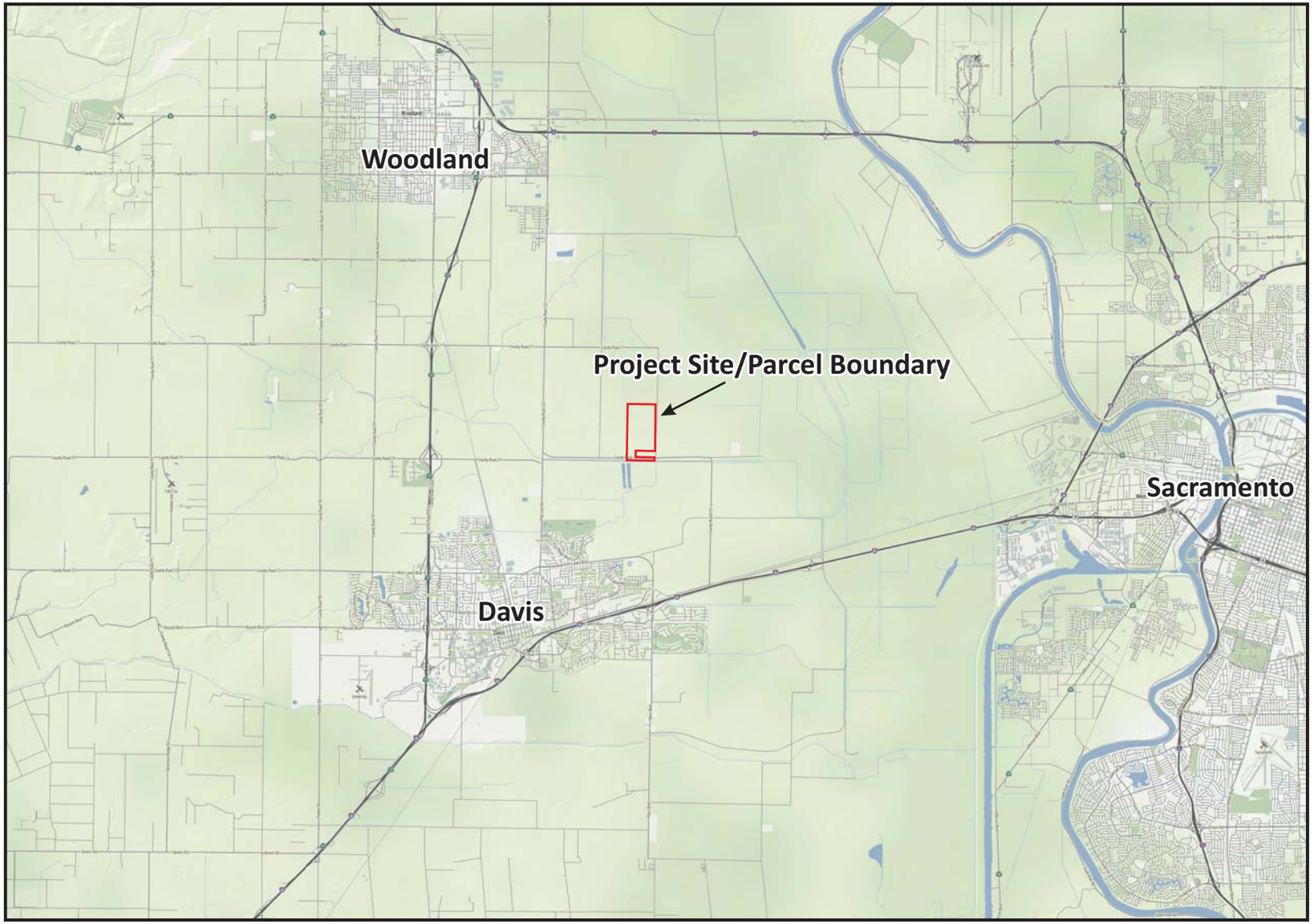
The overall final slopes would be approximately 3:1 (horizontal:vertical), but may include steeper and gentler areas locally to improve habitat opportunities. Temporary slopes would not be steeper than 2:1. Excavation and grading would occur such that the disturbed areas were internally drained (i.e., all drainage of the disturbed areas would be toward the newly created lowered surface). The proposed southern boundary of the soil borrow site would have a setback of approximately 600 feet from the top of bank of the Willow Slough Bypass drainage channel. Following completion of soil excavation activities, the soil borrow site would be reclaimed as a seasonal open water body and wildlife habitat. The details of the reclamation plan are being developed.

The Subsequent Environmental Impact Report (SEIR)[1] completed in 2005 for several YCCL permit revisions evaluated the development of a soil borrow site for the landfill at the programmatic level, because the location of a soil borrow site had not been identified at that time. The SEIR acknowledged that a project-level CEQA review would be required after a soil borrow site has been identified. This IS initiates the additional CEQA review required to evaluate potential environmental impacts associated with establishing and operating a soil borrow site adjacent to the existing YCCL. No changes are proposed for the existing YCCL, and therefore the environmental review will not address environmental impacts related to YCCL operations not directly related to excavation and transportation of soil from the project site.

[1] Yolo County Public Works and Planning Department, 2005. *Subsequent Environmental Impact Report (SEIR)*.May .

REGIONAL LOCATION

Figure 1



Base: Stamen Design, 2011

0 2.5 Miles

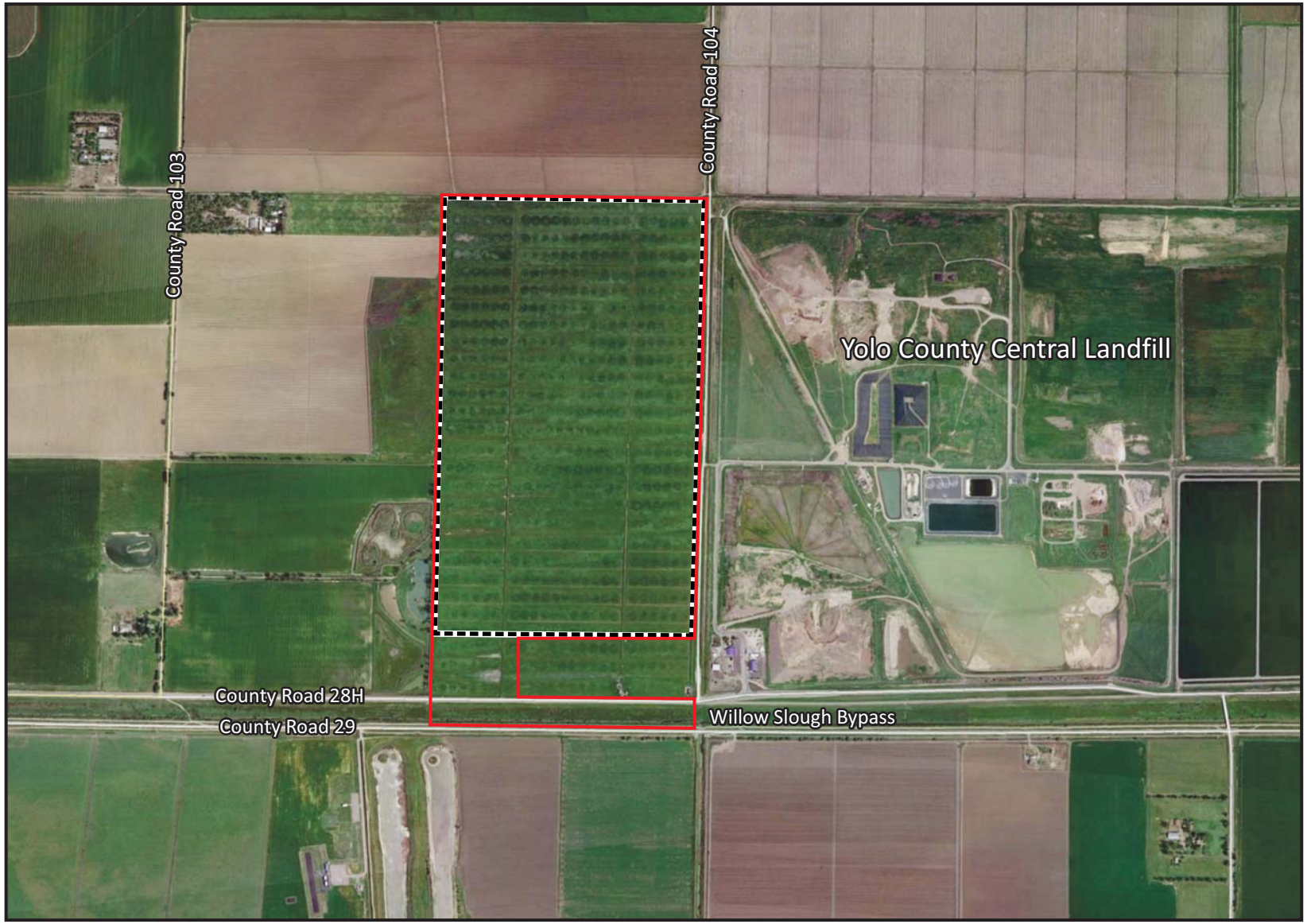
Yolo County Central Landfill
Soil Borrow Site Project

14204-00.03 Figure 1 10/06/14

BASELINE ENVIRONMENTAL CONSULTING

SOIL BORROW SITE

Figure 2



Legend

Project Site/Parcel Boundary

Excavation Area

0 1500 feet

BASELINE ENVIRONMENTAL CONSULTING

Yolo County Central Landfill
Soil Borrow Site Project

14204-00.03 Figure 2 10/06/14

EVALUATION OF ENVIRONMENTAL EFFECTS

This section provides information on the methodology used in this IS to assess the environmental impacts that may be associated with implementation of the proposed project. The evaluated impacts include both short-term and long-term direct and indirect effects of the project. The determined environmental impacts for the project are documented in a checklist format. Each impact determination is reported as either a “Potentially Significant Impact,” “Less-Than-Significant Impact,” or “No Impact.”

The following guidelines are provided for the answers to questions included in the checklist format:

> No Impact. This determination is used when significance thresholds do not apply or when the environmental resource does not occur within the area of potential effect.
>
> Less-Than-Significant Impact. This determination applies if there is a potential for some limited impact, but not a substantial adverse effect that qualifies under the significance criteria as a significant impact. Impacts that are less than significant do not require mitigation.
>
> Potentially Significant Impact. This determination applies if there is the potential for a substantial adverse effect that meets the significance criteria and additional California Environmental Quality Act (CEQA) analysis is required in an Environmental Impact Report (EIR).

The preliminary analysis of environmental impacts performed in this IS indicates that the proposed project could cause "Potentially Significant Impacts" related to the following topics: agricultural resources, air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, and noise. Therefore, a “focused” EIR will be prepared for the project to further evaluate the potential impacts related to these topics only. The more in-depth analysis in the EIR may determine that an effect initially identified as a “Potentially Significant Impact” in the IS could ultimately be found to have "No Impact" or a "Less-Than-Significant Impact." Additionally, the subsequent analysis could result in the final determination that a "Potentially Significant Impact" can be reduced to a less-than-significant level following development and implementation of mitigation measures established/developed in the EIR.

Environmental Factors Potentially Affected

The environmental factors checked below could potentially be affected by this project, involving at least one impact that is still a "Potentially Significant Impact" (before any proposed mitigation measures have been adopted or before any measures have been made or agreed to by the project proponent) as indicated by the checklist on the following pages.

☐ Aesthetics	☒ Agricultural Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology, Soils, & Seismicity
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology & Water Quality
☐ Land Use	☐ Mineral Resources	☒ Noise
☐ Population & Housing	☐ Public Services	☐ Recreation
☐ Transportation & Circulation	☐ Utilities & Energy	

Determination

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because the project is consistent with an adopted general plan and all potentially significant effects have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT, the project is exempt from further review under the California Environmental Quality Act under the requirements of Public Resources Code section 21083.3(b) and CEQA Guidelines Section 15183.

Planner's Signature Date Planner's Printed name

2.1 AESTHETICS

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

The project site is located in a rural landscape. The visual character of the project vicinity is shaped by predominantly agricultural land uses, and the broad, nearly flat expanse of the Sacramento Valley. This landscape is punctuated by isolated farm buildings and houses, clusters of trees, waterways, roads, power lines and other utilities. At the project site, surrounding land uses to the north, west, and south include row crops, alfalfa, rice, and cattle grazing. To the east, and visible from some distance, is the existing landfill, which appears above the treetops as a broad mound. The project site is separated from the landfill by County Road 104 which is lined with power poles. On clear days, the Coast Ranges are visible to the west, and to the east the Sacramento skyline and the peaks of the Sierra Nevada are visible.

The 2030 Countywide General Plan Final EIR indicates that the County's scenic areas, vistas, and views are primarily accessible by the County's locally-designated scenic roadways and routes. However, the 2030 Countywide General Plan Final EIR also recognizes that the County's landscapes and visual features are of predominantly local importance. The project site is visible from County Roads 28H (approximately 500 feet to the south) and 103 (approximately one-half mile to the west), though buildings and trees west of the project site screen some of it from County Road 103.

The following Yolo Countywide General Plan policies regarding aesthetics would apply to the proposed project:

Policy CON 27. Landscaping/Screening: Yolo County shall require assured landscaping between certain uses which may otherwise conflict. Landscaping shall be required along freeways, between commercial, industrial, and residential uses, in public road frontage setback areas and in parking areas.

Policy SH 7. Natural Vegetation and Landscaping: Yolo County shall require retention of existing trees and vegetation and natural landforms, and shall require landscaping to enhance scenic qualities and/or screen unsightly views, and shall implement regulations to prohibit removal of trees along public rights-of-way without consideration of their scenic or

historic value, and shall implement tree conservation or enhancement in new development, with emphasis on oak preservation.

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

a) Have a substantial adverse effect on a scenic vista ***(No Impact)***

The soil borrow site is located in a rural and relatively sparsely populated area of central Yolo County within a broad, alluvial valley that supports extensive agriculture and an adjacent landfill operation. The site is not visible from any unique or locally significant scenic area, vista, or view designated by Yolo County or any other public entity. Therefore, the project would not block a unique or locally significant scenic area, vista, or view and would have no impact on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway ***(No Impact)***

The soil borrow site is not located near County-designated scenic roadways (County Road 117 and Old River Road to the east and State Route 16 to the west). The soil borrow site is not visible from either of these scenic roadways. There are no state-designated scenic highways in Yolo County, though a portion of State Route 16 is eligible for scenic designation.[2] The soil borrow site is not on or visible from State Route 16. Therefore, this is not an impact.

*c) Substantially degrade the existing visual character or quality of the site and its surroundings (****Less-Than-Significant Impact)***

The project site has historically been used for agriculture and an overland flow treatment field for wastewater discharged from a nearby tomato cannery facility (see Section 2.8, *Hazards and Hazardous Materials*). The project site and the future soil borrow activities would be visible to rural residences located about 1,700 feet west of the northwest corner of the project site along County Road 103.

The proposed soil excavation, transportation, and reclamation activities at the project site would be in closer proximity to the nearby rural residences than similar activities taking place at the existing landfill. Excavators and trucks would remove, stockpile, and transport soil to the adjacent landfill. Transportation would be along private maintenance roads and County Road 104 (or the former County Road 104 if the County abandons this segment of the road, as planned), and would not affect nearby residences. Reclamation activities would involve earthmoving equipment to create a seasonal open water body and wildlife habitat.

Changes to the existing visual environment would include: 1) earthwork moving equipment used for soil excavation, transport, and reclamation; and 2) topography alterations over time as soil is excavated and removed (it is also possible the temporary stockpiles may be included).

[2] Caltrans, 2014. *Yolo County Scenic Highways*. http://www.dot.ca.gov/hq/LandArch/scenic_highways/yolo.htm. Accessed 29 August.

The nearest residences are about 1,700 feet or more west of the project site. The nearest frequently travelled public roadway (County Road 28H) is located approximately 500 feet to the south. At these distances, earthwork moving equipment would not be highly visible to the public. Over time, earthmoving equipment would become less visible from nearby residences and roadways as the depth of excavation lowers beneath the surface horizon. In addition, trees would be planted in the first year of operations along the south and west perimeter maintenance roads, consistent with Countywide General Plan policies CON 27 and SH 7, as summarized above.

Following completion of reclamation activities, views from the surrounding properties would include a row of mature trees with native grass cover screening the seasonal open water body and wildlife habitat. The trees would limit the view of the seasonal open water body. While the reclaimed project site would be visually different from the existing conditions, there would be no visible structures or industrial activities intruding into the landscape or impeding vistas across the landscape from nearby rural residences. Based on the distance from residences and roadways to the project site, the proposed excavation below the surface horizon, and the use of landscaping to screen along the project site perimeter, the project impacts would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area ***(Less-Than-Significant Impact)***

The applicant proposes that typical soil borrow and reclamation activities at the project site would occur during daylight hours (6 a.m. to 5 p.m. Monday through Saturday and 7 a.m. to 6 p.m. on Sunday). However, during periods of module construction or closure, which are estimated to occur every few years, excavation could be required to occur from 4 a.m. to 11 p.m. to meet the soil demand. Nighttime lighting may be required to support soil excavation activities during module construction activities. However, the closest sensitive receptor to the project site is a residence located approximately 1,700 feet west of the northwest corner of the project site. At this distance, lighting at the soil borrow site would blend with existing lighting at the landfill. Also, this nighttime activity would only occur every few years. Therefore, the glare impact would be less than significant.

Conclusion

No potentially significant impacts related to aesthetics are identified for the proposed project. There are no other major developments in the project vicinity that would result in a significant cumulative impact. Therefore, aesthetics will not be evaluated further in the project EIR.

2.2 AGRICULTURAL RESOURCES

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	■	❒	❒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❒	❒	■
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	❒	❒	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	❒	❒	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	■	❒	❒

The project site consists of a single parcel (APN 042-100-017) that is designated as Agriculture (AG) in the 2030 Countywide General Plan for Yolo County and is zoned as Public Quasi Public (PQP). The project includes an application for a minor General Plan Amendment, to change the land use designation of the project site to Public and Quasi-Public (PQ), to be consistent with the PQP zoning.

Currently, the property is being used for cattle grazing. The County recently awarded an agreement to a local farmer to continue farming of the property, which could include grazing, cultivated dry farming, or irrigated farming. Prior to this current use, the project site was used from the 1960s to the mid-2000s as an overland flow treatment field for wastewater and stormwater discharged from the Hunt-Wesson tomato cannery facility located about 2.5 miles southwest of the project site. The discharge water was spread across the project site via a system of underground piping and sprinklers to facilitate disposal by soil infiltration and evaporation.

The use of agricultural properties near the landfill for soil borrow was previously analyzed in the 2004 Yolo County Central Landfill Permit Revision EIR. At the time of the EIR analysis, the soil borrow area had not yet been designated, but was assumed to be an agricultural property in the landfill vicinity. As adjacent parcels to the north, east, and south of the landfill have been designated as prime farmland and farmland of statewide importance, the loss of farmland for use as a soil borrow area was determined to be a potentially significant impact. The soil borrow

area was found to potentially conflict with two policies of the then-current (1983) County General Plan:

> **Policy OS 3. Agricultural Land:** Yolo County shall preserve agricultural land as the principal component of open space.
>
> **Policy Cons 12. Soils:** Yolo County shall regulate land use and encourage and cooperate with appropriate agencies to conserve, study, and improve soils. Prime soils shall be preserved outside of designated urban areas.

The following policies and actions of the 2030 Yolo Countywide General Plan would also apply to the proposed project:

> **Policy LU-2.5**: Vigorously conserve, preserve, and enhance the productivity of the agricultural lands in areas outside of adopted community growth boundaries and outside of city SOIs.
>
> **Policy LU-3.7**: Maintain the compatibility of surrounding land uses and development, so as not to impede the existing and planned operation of public airports, landfills and related facilities and community sewage treatment facilities.
>
> **Policy AG-1.4**: Prohibit land use activities that are not compatible within agriculturally designated areas.
>
> **Policy CO-3.2**: Ensure that mineral extraction and reclamation operations are compatible with land uses both on-site and within the surrounding area, and are performed in a manner that does not adversely affect the environment.
>
> **Policy ED-1.12:** Seek productive expansion and re-use of existing County assets, including the Yolo County Airport, old military facilities and the County landfill.
>
> **Action PF-A50:** Acquire sufficient land to maintain long-term landfill operations, including property for mitigation and soil cover.
>
> **Action PF-A60:** Acquire easements on properties adjacent to the Central Landfill to ensure that farming operations emphasize crops that require low or no irrigation to help continue successful operation of the landfill under high groundwater conditions.

The 2004 Yolo County Central Landfill Permit Revision EIR included the following mitigation measures regarding the soil borrow area in its Land Use section:

> **Mitigation Measure 3.6.1a**: The off-site soil borrow area should be sited in the "possible future expansion" areas identified in the General Plan, located directly east and north of Yolo County Central Landfill. Although some of these areas are currently designated as A-P, the intent of the general plan is to allow future landfill expansion in the adjacent northern and eastern parcels; therefore, the use of theses parcels as a borrow area should not conflict with the General Plan's intent to preserve agricultural land. Also, the Yolo County

Zoning Regulations, Title 8, Chapter 2 Zoning, Sec. 8-2.404 states that upon review and approval, conditional uses such as the operation of a solid waste disposal site shall be authorized by a Minor Use Permit.

Mitigation Measure 3.6.1b: The County could site the off-site borrow area in a location that is not zoned or designated as agricultural land.

Mitigation Measure 3.6.1c: The County can re-zone and re-designate the borrow area site so the use of the site would not conflict with the land use designation. However, redesignating the site could conflict with other land use policies.

Mitigation Measure 3.6.1d: The County can use alternative sources of daily cover (e.g. fines from the landfill mining operations, the compost generated from the compost operations), which would reduce the need to develop an off-site borrow area.

Mitigation Measure 3.6.1e: In the event that the only feasible borrow area is agricultural land, the County shall purchase agricultural easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land, as well as for the mitigation of growth inducing and cumulative impacts on agricultural land. This may take the form of outright purchase of conservation easements, or via the donation of mitigation fees to a local, regional, or statewide organization or agency, including land trusts and conservancies, whose purpose includes the purchase, holding, and maintenance of agricultural conservation easements. Mitigation lands may be located within Yolo County or the region of the Central Valley.

Mitigation Measure 3.6.2: The County should not locate the borrow area or areas on prime agricultural land where prime soils may be found. The California Department of Conservation's "important farmlands" designation may be used to identify the areas of prime agricultural soils.

Implementation of these mitigation measures was determined to reduce the potential impacts related to agricultural resources for the soil borrow area to a level of less than significant. However, as the specific location of the soil borrow site was not known when the EIR was prepared, it was noted that this impact would have to be re-visited in a project-level environmental review when the off-site borrow area was identified.

The Yolo County Agricultural Mitigation Conservation Ordinance (Section 8-2.404 of Chapter 2, Title 8 of the County Code) requires mitigation for conversion of agricultural lands to non-agricultural uses. However, the ordinance exempts public uses from the requirement.

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the following significance criteria.

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

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for monitoring and analyzing impacts on California's agricultural resources, including conversion of important agricultural lands to non-agricultural uses. The FMMP classifies the importance of land on the basis of soil conditions, land uses, and other factors. The most important lands (i.e., highest quality land for agricultural purposes) are designated "Prime Farmland" followed in descending importance (i.e., agricultural quality) by "Unique Farmland" and "Farmland of Statewide Importance."

The FMMP classification system is not the only system that is used to define "prime" agricultural soils.[3] Some of the soils on the project site are suitable for classification as prime or important farmland, particularly the Capay silty clay and Marvin and Rincon silty clay loams (which occupy about 41 percent of the project site), even though they are not included in current FMMP mapping. It is likely that these soils were not included as prime or important farmland under the FMMP system because they were being used as a cannery wastewater spray field or that the land has not been irrigated for agricultural production in recent years. Since there is potential to affect prime soils this impact is potentially significant and will be analyzed further in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ***(No Impact)***

As stated above, the entire project site is currently zoned as Public Quasi Public (PQP). The PQP zone is applied to lands that are occupied or used for public and governmental offices, places of worship, schools, libraries, and civic uses. Other typical uses include airports, water and wastewater treatment plants, drainage basins, and sanitary landfills. Although the project site is designated in the General Plan as Agriculture (AG), the project proposes to change the designation of the site to Public and Quasi-Public (PQ) to be consistent with the PQP zoning and with the recent acquisition of the property by the County, and to reflect the intended future use of the site as a borrow pit to supply cover soils for continuing operations at the YCCL. Considering that the site is not zoned for agricultural use, the project would have no impact on an existing zoning for agricultural use.

The California Land Conservation Act of 1965 (commonly referred to as the Williamson Act) enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The project site is not currently enrolled in a Williamson Act contract. Therefore, there is no impact.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)) ***(No Impact)***

[3] Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses.

There are no forest or timberland resources at the soil borrow site. Therefore, there is no impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use? ***(No Impact)***

There are no forest land resources at the soil borrow site. Therefore, there is no impact.

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

As described above under subsection a), the project would convert agricultural land to a non-agricultural use. Therefore, this impact is potentially significant and will be analyzed further in the EIR.

Conclusion

The proposed project could have potentially significant impacts related to loss of agricultural land. Therefore, the impacts related to agricultural land of the proposed project will be evaluated further in the EIR.

2.3 AIR QUALITY

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Conflict with or obstruct implementation of the applicable air quality plan?	■	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	■	☐
e) Create objectionable odors affecting a substantial number of people?	☐	■	☐

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

a) Conflict with or obstruct implementation of the applicable air quality plan ***(Potentially Significant Impact)***

To achieve ambient air quality standards, air pollutant emissions in California are managed through control measures described in regional air quality plans and emission limitations placed on permitted stationary sources. The Yolo-Solano Air Quality Management District (YSAQMD) is the local oversight agency for air quality issues in Yolo and northern Solano counties. In May 1992, the YSAQMD adopted the *Air Quality Attainment Plan* (AQAP) that identifies feasible emission control measures to reduce emissions of ozone. The AQAP control measures focus on emission sources under YSAQMD's authority, specifically, stationary emission sources and some area-wide sources. The project's potentially significant impact on implementation of the AQAP will be evaluated in the project EIR.

*b) Violate applicable air quality standards or contribute substantially to an existing or projected air quality violation (****Potentially Significant Impact)***

The following six criteria air pollutants are regulated by both the federal Environmental Protection Agency and the California Air Resources Board: ozone, carbon monoxide (CO), sulfur dioxide, nitrogen dioxide, lead, and particulate matter (PM). There are two fractions of PM emissions that are regulated based on aerodynamic resistance diameters equal to or less than 10 microns (PM10) and 2.5 microns (PM2.5). In accordance with the federal Clean Air Act and California Clean Air Act, areas in California are classified as either in "attainment" or "non-attainment" for criteria air pollutants, based on whether or not the federal and state ambient air quality standards have been achieved. Yolo County is currently designated a "non-

attainment" area for the 1-hour state ozone standard, the 8-hour state and federal ozone standards, and the 24-hour and annual state PM10 standards. Yolo County is also designated a "partial non-attainment" area for the federal PM2.5 standard. Project earthwork moving activities could potentially generate significant amounts of dust that could result in a violation of the PM10 air quality standard. The project's emissions of criteria air pollutants, including PM 10, will be quantified and evaluated further in the project EIR.

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

Air pollution is generally a cumulative impact and, therefore, future development projects contribute to the region's adverse air quality impacts on a cumulative basis. As discussed under Section b), above, the project's emissions of criteria pollutants could result in a violation of air quality standards. The project's emissions of criteria air pollutants will be quantified and evaluated further in the project EIR to determine if the project would results in a potentially significant cumulative impact.

d) *Expose sensitive receptors to substantial pollutant concentrations (****Less-Than-Significant Impact)***

The YSAQMD recommends evaluating potential localized health impacts from toxic air contaminant (TAC) and construction dust emissions to nearby sensitive receptors.[4] Sensitive receptors include schools, convalescent homes, and hospitals because the very young, the old, and the infirm are more susceptible to air-quality-related health problems than the general public. Residential areas are also considered sensitive to poor air quality because people are often at home for extended periods, thereby increasing the duration of exposure to potential air contaminants.

TAC emissions at the soil borrow site would typically be limited to diesel particulate matter from heavy-duty diesel vehicles and equipment. YSAQMD recommends evaluating potential sources of TAC emissions within up to 1,000 feet of a sensitive receptor.[5] The closest sensitive receptor to the project site is a residence located approximately 1,700 feet west of the northwest corner of the project site. Since no sensitive receptors are located within 1,000 feet of the project site, TAC emissions from the soil borrow site would have a less-than-significant impact on sensitive receptors.

Soil excavation and transportation activities at the soil borrow site could generate dust emissions. The YSAQMD recommends that all projects implement best management practices to reduce dust emissions and avoid localized health impacts. The landfill's existing Joint Technical Document requires dust mitigation for all landfill activities by using a water truck to saturate exposed surface soils in excavations, haul roads, and vehicle roads. During periods of high wind (greater than 25 miles per hour), earthwork activities are required to be minimized to

[4] YSAQMD, 2007. *Handbook for Assessing and Mitigating Air Quality Impacts*. 7 July.
[5] *Ibid*.

the greatest extent possible, while still maintaining the necessary functions of the landfill. Continued compliance with the landfill's existing Joint Technical Document (which is required under existing regulatory programs) would reduce localized health impacts from dust to a less-than-significant level.

*e) Create objectionable odors affecting a substantial number of people (**Less-Than-Significant Impact)***

Odor impacts could result from creating a new odor source or from exposing a new receptor to an existing odor source. Typical odor sources are generally associated with municipal, industrial, or agricultural land uses, such as wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of receptors. YSAQMD recommends evaluating potential sources of odors within up to 1 mile of a sensitive receptor.[6] As a soil borrow site, the project would not be expected to generate significant odors. Therefore, the project impacts related to odors would be less than significant.

Conclusion

Project emissions of criteria air pollutants could result in a potentially significant impact to the regional ambient air quality and conflict with implementation of the AQAP. Therefore, these impacts will be evaluated further in the EIR.

[6] *Ibid*.

2.4 BIOLOGICAL RESOURCES

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

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

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

Special-status species[7] are plants and animals which are legally protected by the State and/or Federal Endangered Species Acts[8] or other regulations and other species which the scientific

[7] Special-status species include:

- Officially designated (rare, threatened, or endangered) and candidate species for listing by the California Department of Fish and Wildlife (CDFW).

community and trustee agencies have identified as rare enough to warrant special consideration, particularly the protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat. Species protected by the Endangered Species Acts often represent major constraints to development, particularly when they are wide-ranging or highly sensitive to habitat disturbance and where proposed development would result in a "take"[9] of these species.

The project site has been extensively disturbed as part of past and on-going agricultural practices, and now supports a cover of non-native ruderal (weedy) grasslands. Past and on-going agriculture appear to preclude the potential for occurrence of any special-status plant species known or suspected to occur in the surrounding area of Yolo County. Mitigation Measure 3.3.4a from the YCCL Permit Revisions EIR calls for conducting systematic surveys for special-status plants on any off-site soil borrow location by a qualified botanist during the appropriate time of year to allow for detection, which would include the project site. However, based on the disturbed field conditions these surveys do not appear warranted. Further site investigation is necessary to confirm that the disturbed conditions on the project site preclude the potential for occurrence of any special-status plant species and determine whether supplemental surveys are required as called for in Mitigation Measure 3.3.4a from the YCCL Permit Revisions EIR. This will be determined during preparation of the Biological Resources section of the project EIR.

- Officially designated (threatened or endangered) and candidate species for listing by the U.S. Fish and Wildlife Service (USFWS).
- Species considered to be rare or endangered under the conditions of Section 15380 of the California Environmental Quality Act Guidelines, such as those identified on lists 1A, 1B, and 2 in the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California.
- And possibly other species which are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on lists 3 and 4 in the CNPS Inventory or identified as "California Species of Special Concern" (SSC) by the CDFW. A SSC has no legal protective status under the state Endangered Species Act but are of concern to the CDFW because of severe decline in breeding populations in California, and other factors.
-

[8] The Federal Endangered Species Act (FESA) of 1973 declares that all federal departments and agencies shall use their authority to conserve endangered and threatened plant and animal taxa. The California Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species.

[9] The FESA defines "take" as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect" a threatened or endangered species. The USFWS further defines "harm" as including the killing or harming of wildlife due to significant obstruction of essential behavior patterns (i.e., breeding, feeding, or sheltering) through significant habitat modification or degradation. The CDFW also considers the loss of listed species habitat as "take," although this policy lacks statutory authority and case law support under the CESA.

Two sections of FESA contain provisions which allow or permit "incidental take". Section 10(a) provides a method by which a state or private action which may result in "take" may be permitted. An applicant must provide the USFWS with an acceptable conservation plan and publish notification for a permit in the Federal Register. Section 7 pertains to a Federal agency which proposes to conduct an action that may result in "take", requiring consultation with USFWS and possible issuance of a jeopardy decision. Under the CESA, "take" can be permitted under Section 2081 of the Fish and Game Code. An applicant must enter into a habitat management agreement with the CDFW which defines the permitted activities and provides adequate mitigation.

There remains a possibility that one or more special-status bird species may occasionally forage on the site and vicinity, including Swainson's hawk (*Buteo swainsoni*), which is a state-listed threatened species California Endangered Species Act. And there is a remote potential that western burrowing owl (*Athene cunicularia*), which is considered a California Species of Special Concern by the California Department of Fish and Wildlife (CDFW), may forage and possibly nest on the project site. Burrowing owl typically nests in the underground burrows of ground squirrels, including along the edges of fields and roadways. Suitable conditions occur on the site for possible nesting by burrowing owl.

Several mitigation measures in the YCCL Permit Revisions EIR address potential impacts on nesting birds and other special-status animal species, including a requirement for conducting preconstruction surveys for possible nesting birds (Mitigation Measure 3.3.1b, Mitigation Measure 3.3-2b, and Mitigation Measure 3.3-2c). And Mitigation Measure 3.3.1c calls for purchase of shares in an appropriate mitigation bank or purchase of comparable raptor foraging area in consultation with the CDFW at an appropriate ratio (1:1) to ensure no net loss of wildlife habitat in the region. This mitigation would apply to the off-site agricultural lands used for a soil borrow area, which would include the project site.

Further review of field conditions and available background information would be necessary to determine whether any special-status bird species, including Swainson's hawk and burrowing owl, could be affected by the proposed project and to determine the applicability of the mitigation measures from the YCCL Permit Revisions EIR. The results of this review will be incorporated into the Biological Resources section of the project EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service ***(No Impact)***

Sensitive natural communities are natural community types considered to be rare or of a "high inventory priority" by the CDFW. Although sensitive natural communities have no legal protective status under the federal ESA or CESA, they are provided some level of consideration under CEQA. The CNDDB provides an inventory of sensitive natural communities considered to have a "high inventory priority" in the State by the CDFW. CDFW ranks natural communities (also referred to by CDFW as alliances) based on rarity rank, using a system derived from NatureServe's standard heritage program, as indicated in the *List of California Vegetation Alliances*.[10]

The project site has been highly disturbed by past and on-going agricultural practices and does not contain any riparian or other sensitive natural community types. No impacts on sensitive natural communities are anticipated as a result of the proposed project.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.)

[10] California Department of Fish and Wildlife, Biogeographic Data Branch, Vegetation Classification and Mapping Program, 2014. *List of California Vegetation Alliances*. September.

*through direct removal, filling, hydrological interruption, or other means (**Less-Than-Significant Impact**)*

Although definitions vary to some degree, wetlands generally are considered to be areas that are periodically or permanently inundated by surface or ground water and support vegetation adapted to life in saturated soil. Wetlands are recognized as important features on a regional and national level due to their high inherent value to fish and wildlife, use as storage areas for storm and floodwaters, and water recharge, filtration, and purification functions. Technical standards for delineating wetlands have been developed by the U.S. Army Corps of Engineers (Corps) and the U.S. Fish & Wildlife Service, which generally define wetlands through consideration of three criteria: hydrology, soils, and vegetation.

The CDFW, Corps, and Regional Water Quality Control Board (Water Board) have jurisdiction over modifications to stream channels, river banks, lakes, and other wetland features. Jurisdiction of the Corps is established through the provisions of Section 404 of the Clean Water Act, which prohibits the discharge of dredged or fill material into "waters" of the United States without a permit, including wetlands and unvegetated "other waters of the U.S." Jurisdictional authority of the CDFW over wetland areas is established under Section 1600 of the Fish and Game Code, which pertains to activities that would disrupt the natural flow or alter the channel, bed, or bank of any lake, river, or stream. The Water Board is responsible for upholding state water quality standards pursuant to Section 404 of the Clean Water Act and for regulating fill of hydrologically isolated wetlands under the Porter-Cologne Water Quality Control Act.

The project site is an upland area with no apparent seasonal wetland depressions, natural drainages, or other conspicuous potential jurisdictional wetland features. Willow Slough Bypass is located to the south of the project site, but is separated from the site by County Road 28H and a distance of almost 700 feet. Several drainage and irrigation ditches occur on the project site, but these appear to be man-made ditches constructed in uplands.

Although no jurisdictional wetlands or other waters are suspected to occur on the project site, further review of field conditions would be necessary to confirm absence. The results of this review will be incorporated into the Biological Resources section of the project EIR, together with any mitigation required if jurisdictional wetlands do appear to be present.

*d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (**Less-Than-Significant Impact**)*

Grading and excavation activities associated with the proposed project would disturb the existing non-native grassland vegetative cover on the project site, and would interfere with foraging and other activities of wildlife species common in the area. Individuals would utilize suitable habitat in the surrounding area when construction equipment operation, vegetation removal, and other disturbance associated with the proposed project interfere with on-going wildlife use of the site. But alternative habitat is available in the surrounding area for movement, and no substantial adverse impacts on wildlife movement or native wildlife nursery

areas are anticipated as part of the proposed project. Once the area is reclaimed following completion of the proposed project, the site would have similar or greater habitat values with the restored grassland cover, tree plantings, and seasonal wetland areas. Potential impacts on wildlife movement corridors and native wildlife nursery areas would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance ***(Less-Than-Significant Impact)***

The 1983 Yolo County General Plan includes a Conservation Element which contains policies and planning principles that serve to protect natural resources in Yolo County. These include sensitive biological and wetland resources. However, it appears that the project site generally does not contain sensitive biological resources. Further review would be provided in the Biological Resources section of the project EIR, but no substantial conflicts with current policies and planning principles are anticipated and this would be a less-than-significant impact of the proposed project.

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

There are currently no adopted Habitat Conservation Plans or Natural Community Conservation Plans for the project site or surrounding areas. However, the Yolo County Habitat Conservation Plan/Natural Community Conservation Plan Joint Powers Agency (JPA) continue to work on adopting the Yolo Natural Heritage Program Habitat Conservation Plan/Natural Community Conservation Plan for Yolo County. The JPA was formed in 2002 for the purposes of acquiring Swainson's hawk habitat conservation easements and to serve as the lead agency for the preparation of a county-wide Natural Communities Conservation Plan/Habitat Conservation Plan, now known as the Yolo Natural Heritage Program. In 1993 a Swainson's Hawk Interim Mitigation Fee Program was established as part of the early planning efforts for habitat conservation planning in the County, now overseen by the JPA. The program utilizes mitigation fees to acquire conservation easements protecting Swainson's hawk habitat.

Mitigation Measure 3.3.1c in the YCCL Permit Revisions calls for purchase of shares in an appropriate mitigation bank or purchase of comparable raptor foraging area in consultation with the CDFW at an appropriate ratio (1:1) to ensure no net loss of wildlife habitat in the region, and would apply to the off-site agricultural lands used for a soil borrow area. Implementation of Mitigation Measure 3.3.1c could presumably be accomplished through participation in the Swainson’s Hawk Interim Mitigation Fee Program. Further review on the status of the Yolo Natural Heritage Program, the Swainson’s Hawk Interim Mitigation Fee Program, and their applicability to the proposed project is necessary. Further review will be provided in the Biological Resources section of the project EIR.

Conclusion

The proposed project could have potentially significant impacts related to special-status species and applicability of adopted habitat conservation plans. Therefore, the potential biological resources impacts of the proposed project will be evaluated further in the EIR.

2.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5;	■	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;	■	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site;	■	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries;	■	☐	☐
e) Cause a substantial adverse change in religious or sacred sites, or unique ethnic-cultural resources.	■	☐	☐

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

*g) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 (**Potentially Significant Impact**)*

The 2004 Yolo County Central Landfill Permit Revisions EIR identified a prehistoric archaeological site (CA-YOL-171) on the western portion of the landfill. It is unknown if the prehistoric archaeological site extends onto the eastern portion of the project site. The resource has not been formally evaluated for inclusion on the California Register of Historical Resources (CRHR). At the time of its discovery in 1981, it appeared eligible for the inclusion on the National Register of Historic Places (NRHP). The resource appears eligible for inclusion on both the CRHR and the NRHP at the state and local levels under at least criterion d) and possibly criterion a).[11] If eligible, the archaeological site could meet the definition of a historical resource under CEQA. Since the project could have a potentially significant impact on the historical resource, the issue will be evaluated further in the EIR.

*h) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5 **(Potentially Significant Impact)***

[11] CEQA Section 15064.5 states: Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) including the following: a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; b) Is associated with the lives of persons important in our past; c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or d) Has yielded, or may be likely to yield, information important in prehistory or history.

The presence of a recorded prehistoric archaeological site (CA-YOL-171) with subsurface Native American burials within 500 feet of the eastern project boundary suggests a moderate to high potential for buried prehistoric archaeological resources in the vicinity of the soil borrow site. The discovery of isolated artifacts recorded on the CA-YOL-171 site also suggests a moderate to high potential for potential cultural resources on the project site. As discussed under Section a) above, the CA-YOL-171 site appears eligible for inclusion on both the CRHR and the NRHP at the state and local levels. If the archaeological cultural resource does not meet the definition of a historical resource, then the lead agency would determine if it meets the definition of a unique archaeological resource as defined under California Public Resources Code Section 21083.2(g). Since the project could have a potentially significant impact on the archaeological resource, the issue will be evaluated further in the EIR.

i) Directly or indirectly destroy a unique paleontological resource or site ***(Potentially Significant Impact)***

The potential for the project to destroy a unique paleontological resource or site is unknown, and will be discussed further in the EIR.

*j) Disturb any human remains, including those interred outside of formal cemeteries (****Potentially Significant Impact****)*

The presence of a recorded prehistoric archaeological site (CA-YOL-171) identified as a "cemetery site" with subsurface Native American burials is within 500 feet of the eastern project boundary. The geological formation associated with the known burials, a sand ridge associated with former prehistoric sloughs, appears to extend for an unknown distance into the project area suggesting a moderate to high potential for additional Native American remains. Since the project could have a potentially significant impact on the remains of Native American, the issue will be evaluated further in the EIR.

*k) Cause a substantial adverse change in religious or sacred sites, or unique ethnic-cultural resources (****Potentially Significant Impact****)*

A prehistoric Native American cemetery site located adjacent to the project site could potentially extend beneath the project site. Local Native Americans consider prehistoric remains sacred and important to their cultural heritage. Therefore, this issue will be evaluated further in the EIR.

Conclusion

The project could potentially affect as yet unknown cultural resources within the site. Project activities could potentially cause substantial adverse changes to both historical and archaeological resources, directly or indirectly destroy unique paleontological resources, disturb human remains, or cause substantial adverse change in a religious or sacred site if not properly mitigated. Therefore, these impacts will be evaluated further in the EIR.

2.6 GEOLOGY, SOILS, AND SEISMICITY

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	■	☐
ii) Strong seismic ground shaking?	☐	■	☐
iii) Seismic-related ground failure, including liquefaction?	☐	■	☐
iv) Landslides?	☐	■	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	■	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	■	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	■	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	■

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 ***(Less-Than-Significant Impact****)*

Surface rupture occurs when the ground surface is broken due to fault movement during an earthquake. The location of a surface rupture generally occurs along an active fault trace (i.e., surface expression of the fault plane). In accordance with the Alquist-Priolo Earthquake Fault Zoning Act of 1972, the California Geological Survey (CGS) has identified and mapped

earthquake fault traces that have evidence of surface displacement. Since 1976, CGS has delineated Earthquake Fault Zones around all well-defined faults[12] in California that have evidence of surface displacement along one or more traces during Holocene time (last 11,000 years). The boundaries of the Earthquake Fault Zones range between about 200 and 660 feet away from the known fault traces to accommodate potential mapping imprecisions.

According to CGS mapping, the soil borrow site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest Earthquake Fault Zone is delineated for the Green Valley fault, located approximately 23 miles to the southwest. Since the soil borrow site is not located within an Earthquake Fault Zone, the rupture of a known earthquake fault would have a less-than-significant impact on the project.

ii) Strong seismic ground shaking (Less-Than-Significant Impact)

Seismic ground shaking generally refers to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. The magnitude of a seismic event is a measure of the energy released by an earthquake; it is assessed by seismographs that measure the amplitude of seismic waves. The intensity of an earthquake is a subjective measure of the perceptible effects of a seismic event at a given point. The Modified Mercalli Intensity scale (MMI) is the most commonly used scale to measure the subjective effects of earthquake intensity in values ranging from I to XII. Intensity can also be quantitatively measured using strong motion seismographs that record the peak ground acceleration (PGA) in terms of percent of acceleration force of gravity (% g).

There are several regional seismic sources which could generate moderate to large earthquakes which could cause moderate to strong seismic shaking at the project site. These sources include the faults of the San Andreas Fault System, Coast Ranges-Sierran Block boundary at the western margin of the Great Valley, and the Foothills Fault System to the east. The closest potentially active fault to the project site is the Dunnigan Hills Fault located approximately 10 miles to the west.

The 2014 United States Geological Survey (USGS) National Seismic Hazard Maps display earthquake ground motions for various probability levels across the United States. The underlying probabilistic analysis considers all known seismic sources. Based on a 10 percent probability of exceedance in the next 50 years, USGS has estimated a PGA of about 17% g on the soil borrow site.[13] Considering the same probabilistic conditions, CGS estimates the PGA at

[12] Faults with traces that are clearly detectable by a trained geologist as a physical feature at or just below the ground surface.

[13] Petersen, M.D., Moschetti, M.P., Powers, P.M., Mueller, C.S., Haller, K.M., Frankel, A.D., Zeng, Yuehua, Rezaeian, Sanaz, Harmsen, S.C., Boyd, O.S., Field, Ned, Chen, Rui, Rukstales, K.S., Luco, Nico, Wheeler, R.L., Williams, R.A., and Olsen, A.H., 2014. *Documentation for the 2014 Update of the United States National Seismic Hazard Maps*. U.S. Geological Survey Open-File Report 2014–1091.

the site to be about 19% g.[14] The estimated range of intensity levels is equivalent to VI-VII on the MMI scale, which the USGS describes as strong to very strong ground shaking potentially resulting in slight to moderate damage to "well-built ordinary buildings".[15] Since structures that could be susceptible to strong seismic shaking are not proposed on the soil borrow site, the project impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction (Less-Than-Significant Impact)

Liquefaction is the temporary transformation of loose, saturated, granular sediments to a fluid-like state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement such as lateral spreading or settlement. CGS has developed Seismic Hazard Zone Maps that delineate areas susceptible to liquefaction that require additional investigation to determine the extent and magnitude of potential ground failure. However, CGS has not yet evaluated liquefaction hazards in the vicinity of the soil borrow site. Site-specific subsurface investigations[16,17] and sampling and testing of the sediments which underlie the project site indicate the sediments are primarily clayey silts, silty clays, and clays. These cohesive materials have a low susceptibility for liquefaction. Due to these conditions and since no structures or other improvements that could be susceptible to liquefaction hazards are proposed on the project site, impacts related to liquefaction would be less than significant.

iv) Landslides (Less-Than-Significant Impact)

Seismically-induced landslides occur as the relatively rapid movement of large masses of soil or rock on unstable slopes. The relatively flat topography of the project site and surrounding area does not include high or steep slopes susceptible to slope failures. The project proposes construction and reclamation of slopes as the result of soil excavation. The maximum height of the moderately steep slopes would be about 15 feet. The federal Occupational Health and Safety Administration (OSHA) and the California Division of Occupational Safety and Health (Cal/OSHA) have established maximum allowable slopes to protect workers in excavations. As required by both OSHA[18] and Cal/OSHA[19], the maximum allowable slope for excavations in unstable soils (also known as Type C soils)[20] is 1:1.5 (34 degrees from the horizontal). The

[14] CGS, 2014. *Ground Motion Interpolator (2008).* http://www.quake.ca.gov/gmaps/PSHA/psha_interpolator.html. Accessed 10 September.

[15] USGS, 2014. *The Modified Mercali Intensity Scale*. http://earthquake.usgs.gov/learn/topics/mercalli.php. Accessed 3 September.

[16] Anderson Geotechnical Consultants, 1988. *Sampling and Testing Services.* Letter report to Hunt Wesson Beatrice. 16 August.

[17] Yolo County Planning and Public Works Department Division of Integrated Waste Management, 2014. Soil Pit Geologic Logs, Written communication with Bruce Abelli-Amen of BASELINE. August.

[18] 29 CFR Part 1926 - *Safety and Health Regulations for Construction*, Subpart P - *Excavations*, Appendix B - *Sloping and Benching*.

[19] Title 8 CCR §1541.1. *Requirements for Protective Systems*.

[20] Type C soils include, but are not limited to, granular soils (gravel, sand, and loamy sand), submerged soil, or soil from which water is freely seeping.

cohesive soils at the project site would be more stable (likely Type B soils)[21] and the maximum allowable slope would be 1:1 (45 degrees from the horizontal).

Though the Yolo County Surface Mining Reclamation Ordinance does not specifically apply to the proposed project,[22] it does provide useful and time-tested guidance for configuration of stable mining pit slopes. The ordinance specifies that final slopes less than 5 feet below the average summer low groundwater level shall be designed in accordance with the reclaimed use and shall not be steeper than 2:1 (27 degrees from the horizontal). Reclaimed wet pit slopes located 5 feet or more below the average summer low groundwater level shall not be steeper than 1:1 (45 degrees from the horizontal).[23]

The project conservatively proposes temporary slopes no steeper than 2:1 (27 degrees from the horizontal) and reclaimed slopes ranging from 2:1 to 3:1 (27 to 18 degrees from the horizontal). The proposed temporary excavation and reclaimed slopes are less steep than the regulatory requirements and guidelines. Conformance with the project design reduces potential landslide impacts from unstable slopes to a less-than-significant level.

b) Result in substantial soil erosion or the loss of topsoil ***(Less-Than-Significant Impact)***

Erosion is the detachment, movement, and redistribution of soil particles by forces of water, wind, and/or gravity. On the soil borrow site, erosion from rain and stormwater runoff are the dominant natural erosion processes. The rate of soil erosion during a rain event is a function of the slope, vegetative cover, and soil properties. The project site is currently covered with grass and the existing slope is relatively flat.

The primary soil properties that influence the erodibility of a soil are texture, structure, organic matter content, and permeability. The collective influence of these soil properties on the erodibility of a soil is described by the soil-erodibility factor (K).[24] Soils with properties that result in a high susceptibility to water erosion have K factors greater than 0.4.[25] Based on data collected by the United States Department of Agriculture, Natural Resources Conservation Service, about 10% of the soils on the borrow site could have a high susceptibility to water erosion with K factors as high as 0.49. The remaining soils on the borrow site generally have a moderate susceptibility to erosion with K factors ranging between about 0.24 and 0.37.[26]

[21] Type B soils include, but are not limited to, angular gravel (similar to crushed rock), silt, silt loam, sandy loam and, in some cases, silty clay loam and sandy clay loam.

[22] Sec. 10-5.303 of the Yolo County Surface Mining Reclamation Ordinance states that: "this chapter shall apply only to the area located within the boundaries of the Cache Creek Area Plan of the Yolo County General Plan," page 7. The project site is not located within the boundaries of the Cache Creek Area Plan.

[23] Sec. 10-5.530 of the Yolo County Surface Mining Reclamation Ordinance, page 14.

[24] United States Department of Agriculture, 1997. *Predicting Soil Erosion by Water: A Guide to Conservation Planning with the Revised Soil Lose Equation (RUSLE)*. Agricultural Handbook Number 703. January.

[25] Institute of Water Research, Michigan State University, 2002. *RUSLE On-Line Soil Erosion Assessment Tool*. http://www.iwr.msu.edu/rusle/kfactor.htm. Accessed 22 September 2014.

[26] United States Department of Agriculture, Natural Resources Conservation Service, 2014. *Web Soil Survey*. http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed 2 September.

The project proposes to excavate soils, including topsoil, and reuse these materials as cover at the adjacent YCCL. Some of the excavated top soil would be reserved for reclamation activities on the soil borrow site. Project operations would remove existing vegetation and increase slopes, which could increase the overall susceptibility of soils to erosion. However, since excavation and grading would create an internally drained basin, any increase in erosion would not result in an off-site transport and loss of sediment. In accordance with the Reclamation Plan for the project site, erosion would be minimized each fall by track walking and hydroseeding the slopes. On-going vegetation of exposed soil would limit the potential for erosion. Conformance with the project design reduces potential impacts from erosion and off-site transport of sediment (i.e., loss of top soil) to a less-than-significant level.

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

As discussed above under Section a) iv, above, the excavated slopes would be in conformance with OSHA and Cal/OSHA requirements, which were developed to ensure the safety of workers near potentially unstable slopes. In addition, no structures or other improvements that could be susceptible to damage from adverse soil conditions are proposed on the project site. Therefore, potential impacts related to unstable soil conditions on the project site are less than significant.

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

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured as a percent change of the soil volume (referred to as the "linear extensibility"). Soils on the borrow site have moderate to high expansion potential with estimated linear extensibility values generally ranging from about 3 to 9 percent.[27] The project would remove the expansive soils for cover material at the landfill. In addition, there are no structures or other improvements proposed on the project site that could be susceptible to damage from expansive soil conditions. Therefore, potential impacts related to expansive soil conditions are less than significant.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water* ***(No Impact)***

Septic systems or alternative waste water disposal systems would not be installed on the soil borrow site. Therefore, there would be no impact.

[27] *Ibid*.

Conclusion

No potentially significant impacts related to geology, soils, and seismicity are identified for the proposed project. Since geology impacts are generally confined to a specific site (and not cumulative in nature), the project would not result in a significant cumulative impact. Therefore, geology, soils, and seismicity will be not be evaluated further in the project EIR.

2.7 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	■	☐	☐

Climate change refers to change in the Earth's weather patterns including the rise in the Earth's temperature due to an increase in heat-trapping greenhouse gases (GHGs) in the atmosphere. The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

*a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (**Potentially Significant Impact**)*

Employee vehicle trips related to operations at the soil borrow site and heavy-duty equipment used for project soil excavation, transportation, and reclamation would generate GHG emissions (e.g., carbon dioxide, methane, ozone). Project earthwork moving activities would result in emissions of GHGs that could have a potentially significant impact on the environment. The project's potential GHG's emissions will be quantified and evaluated further in the project EIR.

*b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (**Potentially Significant Impact**)*

In 2006, State legislation passed the California Global Warming Solutions Act (AB 32), which requires the California Air Resource Board to develop and implement regulatory and market mechanisms that will reduce GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050. In 2011, Yolo County adopted its Climate Action Plan, which includes measures to reduce GHG emissions and satisfy the goals of AB 32. As described above, the project could result in potentially significant emissions of GHGs. Therefore, potential conflicts with the GHG reductions goals in the Yolo County Climate Action Plan or AB 32 will be evaluated further in the project EIR.

Conclusion

Project emissions of GHGs could result in a potentially significant impact on the environment and conflict with regulatory GHG reduction goals. Therefore, these impacts will be evaluated further in the EIR.

2.8 HAZARD AND HAZARDOUS MATERIALS

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

The following is a discussion of whether the proposed project could result in a significantly adverse impact based on each of the significance criteria, above.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials ***(Potentially Significant Impact)***

Heavy equipment used for project soil excavation, transportation, and reclamation activities would require the routine use of fuels and lubricants that could result in an accidental release of hazardous materials into the environment. The implementation of best management practices to reduce the risk of a potentially significant impact related to the release of

hazardous materials into the environment during routine project operations will be evaluated in the EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment ***(Potentially Significant Impact)***

Based on review of historical aerial photographs, soils on the project site could potentially be impacted by inorganic pesticides and organochlorine pesticides from former agriculture.[28] The disturbance of hazardous materials in the soil (if present) during project soil excavation, transportation, and reclamation activities could pose a potentially significant hazard to the workers, nearby receptors, and the environment. The investigation and management (if necessary) of contaminated soils on the project site will be evaluated further in the EIR.

The existing overland flow irrigation system on the soil borrow site was reportedly constructed from asbestos-cement pipe.[29] Asbestos is classified as a known carcinogen and potential health effects from inhaling asbestos fibers include lung cancer, mesothelioma, and/or asbestosis. The removal of the asbestos-containing material that could pose a potentially significant impact human health will be evaluated further in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school ***(Less-Than-Significant Impact)***

Children are more susceptible to adverse health effects from hazardous materials than the general population. The handling or emission of hazardous materials near schools must consider potential health effects to children, who are considered sensitive receptors. The primary exposure pathway of concern is commonly the inhalation of air contaminants, such as particulate matter. The nearest school is located approximately 2 miles south of the soil borrow site.[30]

Heavy equipment used during project soil excavation, transportation, and reclamation activities would require fuel and lubricants and emit diesel particulate matter. The project would not handle or emit any acutely hazardous materials. However, since there are no existing or proposed schools within one-quarter mile of the soil borrow site, the project would have a less-than-significant impact on the health of children at schools.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment ***(No Impact)***

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[28] Geotrans, 2004. *Phase I Environmental Assessment and Document Review Report; 99-Acre Main Plant Area and 320-Acre Waste Water Disposal Field, ConAgra Properties (Former Hunt-Wessen), 1111 E. Covell Boulevard/Road, 104 at Road 28H, Davis, California*. 26 April.

[29] *Ibid*.

[30] California Department of Education, 2014. *California School Directory*. http://www.cde.ca.gov/re/sd/. Accessed on 23 May.

Based on a review of regulatory databases, including listed hazardous material release sites compiled pursuant to Government Code 65962.5, the YCCL is the only hazardous materials release site reported within one-mile of the soil borrow site. The landfill is located immediately east of the soil borrow site. Groundwater beneath the landfill has primarily been impacted by chlorinated volatile organic compounds (VOCs).[31]

Since 1993, a groundwater extraction and treatment system has been operated at the landfill. The groundwater extraction system consists of sixteen shallow extraction wells along the northern boundary of the landfill site that capture the on-site groundwater plume of dissolved chlorinated VOCs beneath the landfill. The VOCs are removed from the extracted groundwater by an air stripper treatment system. Effluent from the air stripper system is further treated and managed by a groundwater disposal system that uses phytoremediation to reduce the naturally-occurring boron and selenium levels. The groundwater disposal system is operated under Waste Discharge Requirement Order No. R5-2002-0078 issued on 3 May 2002 by the Central Valley Regional Water Quality Control Board.

Groundwater contamination from the YCCL site has not migrated beneath the soil borrow site.[32] Therefore, the project would not disturb land affected by solid waste disposal or hazardous materials releases and, thereby, would have no impact related to these land use conditions on the public or the environment.

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

Development near airports can pose a potential hazard to people and property on the ground, as well as create obstructions and other hazards to flight. The Sacramento Area Council of Governments has adopted Comprehensive Land Use Plans (CLUPs) for areas surrounding public-use airports within the counties of Yolo, Sacramento, Yuba, and Sutter. The closest public-use airports to the soil borrow site is the University Airport located approximately 6 miles to the southwest.[33] A CLUP has not been prepared for the University Airport. Since the public-use airport is located more than 2 miles away, the project would have a less-than-significant impact on the airport's safety operations.

The site is located approximately seven miles southwest from Sacramento International Airport. In December, 2013, the regional Airport Land Use Commission adopted the Airport Land Use Compatibility Plan (ALUCP) for Sacramento International Airport. The ALUCP contains policies that address the potential of newly created water features to attract birds and increase the

[31] Yolo County Planning and Public Works Department, 2013. *Annual 2012-2013 Monitoring Report; Groundwater Disposal System, California Regional Water Quality Control Board Monitoring and Reporting Program No. R5-2002-0078*. 30 April.

[32] *Ibid*.

[33] AirNav, LCC, 2014. http://www.airnav.com/airports/. Accessed on 23 May.

potential of bird strikes on aircraft operations within the Airport Influence Area. The project site is within Airport Influence Area. This potential impact will be evaluated in the EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area ***(Less-Than-Significant Impact)***

The closest privately-owned airport to the soil borrow site is the Medlock Field Airport located about 2.5 miles to the northwest. The Medlock Field Airport has only one runway that is 2,600-feet long.[34] Based on the size and distance of the privately-owned airport from the soil borrow site, the project would have a less-than-significant impact on the airport's safety operations.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan ***(No Impact)***

The Yolo County Office of Emergency Services (OES) is responsible for coordinating emergency response and evacuation in the event of a major disaster within Yolo County. The OES has identified general evacuation routes throughout the County, such as Interstate 5, Interstate 80, and State Route 113 located within about 5 miles of the soil borrow site. The project would not generate a net increase in daily vehicle trips on nearby roadways (see Section 2.16, *Traffic and Circulation*) or limit access to the OES evacuation routes. Therefore, the project would have no impact on emergency response or evacuation plans.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands ***(Less-Than-Significant Impact)***

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas in Yolo County with significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Very High Fire Hazard Severity Zones, are classified by the CAL FIRE Director in accordance with Government Code Sections 51175-51189 to assist responsible local agencies identify measures to reduce the potential for losses of life, property, and resources from wildland fire. Fire services at the soil borrow site would be provided by the Davis Fire Department. CAL FIRE has determined that there are no Very High Fire Hazard Severity Zones located on or adjacent to the soil borrow site.[35] Therefore, the Project would have a less-than-significant impact related to wildland fires.

Conclusion

The presence of asbestos-cement irrigation pipes and the potential presence of agricultural pesticides in shallow soils on the project site could pose a potentially significant impact to human health and/or the environment if not properly managed. Therefore, these impacts will be evaluated further in the EIR.

[34] *Ibid*.

[35] CAL FIRE, 2007. *Draft Fire Hazard Severity Zones in LRA; Yolo County*. 5 October.

2.9 HYDROLOGY AND WATER QUALITY

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

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

a) Violate any water quality standards or waste discharge requirements ***(Potentially Significant Impact)***

Excavation and reclamation activities for the proposed project would require the disturbance of vegetation and soils, which has the potential to increase erosion. Additionally, the implementation of the proposed project would require the use of heavy equipment, which is a potential source of stormwater pollutants such as petroleum hydrocarbons. The potential increase in sediments and other pollutants in runoff from the project site could violate water quality standards. This potential impact will be evaluated further in the EIR.

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

Groundwater is an important resource in the proposed project vicinity. Depth to groundwater at the project site varies seasonally, and ranges from approximately 3 to 15 feet below ground surface.[36] Because of the seasonally high groundwater levels, project soil excavation and reclamation activities would create a seasonal open water body. However, the average annual rate of evaporation is approximately 4.5 times greater than precipitation. The high rate of evaporation would lower surface water levels beneath the ambient groundwater table and result in a loss of groundwater. The depletion of groundwater supplies through evaporative losses will be evaluated further in the EIR.

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

Excavation and reclamation activities for the proposed project would require the disturbance of vegetation and soils, which would alter the existing drainage pattern of the site. This in turn could change erosion patterns both on- and off-site. While this impact will not likely be significant, the potential impact will be evaluated further in the EIR.

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

Excavation and reclamation activities for the proposed project would require the disturbance of vegetation and soils, thereby altering the existing drainage pattern of the project site. This in turn could alter the rate and amount of surface runoff from the project site and result in both on- and off-site flooding. While this impact will not likely be significant, the potential impact will be evaluated further in the EIR.

[36] BASELINE Environmental Consulting, 2014. *Technical Memorandum: Hydrogeological Analysis for the Yolo County Central Landfill Soil Borrow Site*. September 10.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff ***(No Impact)***

The project site is not currently connected to a public stormwater drainage system, and is not anticipated to be connected in the future. No impacts related to existing or planned storm drainage systems would therefore occur.

f) Otherwise substantially degrade water quality ***(Potentially Significant Impact)***

There are four monitoring wells located on or near the boundaries of the project site that are screened in the shallow aquifer. Additionally, the Phase I Environmental Site Assessment prepared for the project site indicates that an old agricultural well may be located in the northwest corner of the project site.[37] These on-site wells could be damaged by excavation and reclamation activities. If not properly sealed, a damaged well could allow surface water (potentially containing pollutants) to preferentially seep into the wells and the underlying aquifer, causing water quality degradation. The existing quality of groundwater on the project site and the project's potential to further degrade the water quality will be evaluated further in the EIR.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map ***(No Impact)***

Although the project site is located within a 100-year flood area,[38, 39] the proposed project does not involve the development of housing. Therefore, no impact related to housing would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows ***(Potentially Significant Impact)***

The project site is located within a 100-year flood hazard area.[40, 41] Although the proposed project does not involve the development of any structures, the excavation of soil from the site would modify the floodplain topography and could affect flood flows (by retaining some flow). This potential impact (or benefit) will be evaluated further in the EIR.

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

[37] GeoTrans, Inc., 2004. *Phase I Environmental Assessment and Document Review 99-Acre Main Plant Area and 320-Acre Waste Water Disposal Field Former Hunt-Wessen Plant 1111 E. Covell Boulevard/Road 104 at Road 28H Davis, California*. April.

[38] Federal Emergency Management Agency, 2010a. *Flood insurance Rate Map, Yolo County, California and Incorporated Areas, Map Index: 06113C0604G*. 18 June.

[39] Federal Emergency Management Agency, 2010b. *Flood insurance Rate Map, Yolo County, California and Incorporated Areas, Map Index: 06113C0602G*. 18 June.

[40] Federal Emergency Management Agency, 2010a. *Op. cit*.

[41] Federal Emergency Management Agency, 2010b. *Op. cit*.

The Yolo County General Plan indicates that the project site is not located within the dam inundation zone of any nearby dams.[42] However, the project site is separated by flows in the Willow Slough Bypass by a levee. This potential impact will be evaluated further in the EIR.

j) Inundation by seiche, tsunami, or mudflow ***(No Impact)***

The project site is located approximately 80 miles east of the ocean and approximately 20 miles east of Lake Berryessa, the nearest lake to the project site. Because of the distance between the project site and the nearest large bodies of water, the proposed project would not expose people or structures to a substantial risk of inundation by tsunami or seiche. Therefore, there would be no impact. Please see Section 2.6, *Geology, Soils, and Seismicity*, for a discussion of potential impacts associated with mudflows (a type of landslide).

Conclusion

The implementation of the proposed project could result in increased flood risk, the degradation of water quality, and the depletion and degradation of groundwater supplies. These potential impacts will be evaluated further in the EIR.

[42] Yolo County, 2009. *County of Yolo 2030 Countywide General Plan, Health and Safety Element*. November.

2.10 LAND USE

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Physically divide an established community?	☐	☐	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	■	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	■

The project site consists of a single parcel (APN 042-100-017) that is designated as Agriculture (AG) in the 2030 Countywide General Plan for Yolo County and is zoned as Public Quasi Public (PQP). The project includes an application for a minor General Plan Amendment, to change the land use designation of the project site to Public and Quasi-Public (PQ), to be consistent with the PQP zoning. The project site is not mapped as important farmland by the California Department of Conservation. [43]

The use of agricultural properties near the landfill for soil borrow was previously analyzed in the 2004 Yolo County Central Landfill Permit Revision EIR. At the time of the EIR analysis, the soil borrow are had not yet been designated, but was assumed to be an agricultural property in the landfill vicinity. As adjacent parcels to the north, east, and south of the landfill have been designated as prime farmland and farmland of statewide importance,[44] the loss of farmland for use as a soil borrow area was determined to be a potentially significant impact. The soil borrow area was found to potentially conflict with two policies of the then-current (1983) County General Plan:

> **OS 3. Agricultural Land:** Yolo County shall preserve agricultural land as the principal component of open space.
>
> **Cons 12. Soils:** Yolo County shall regulate land use and encourage and cooperate with appropriate agencies to conserve, study, and improve soils. Prime soils shall be preserved outside of designated urban areas.

The 2004 Yolo County Central Landfill Permit Revision EIR included the following mitigation measures regarding the soil borrow area in its Land Use section:

[43] California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), 2011. *Yolo County Important Farmland Map*. Based on 2010 data, published December 2011. The project site is classified as "other land" and is not designated as "prime farmland," "farmland of statewide importance," "unique farmland," "farmland of local importance," "farmland of local potential," or "grazing land."

[44] *Ibid*.

Mitigation Measure 3.6.1a: The off-site soil borrow area should be sited in the "possible future expansion" areas identified in the General Plan, located directly east and north of Yolo County Central Landfill. Although these areas are currently designated as A-P, the intent of the general plan is to allow future landfill expansion in the adjacent northern and eastern parcels; therefore, the use of theses parcels as a borrow area should not conflict with the General Plan's intent to preserve agricultural land. Also, the Yolo County Zoning Regulations, Title 8, Chapter 2 Zoning, Sec. 8-2.404 states that upon review and approval, conditional uses such as the operation of a solid waste disposal site shall be authorized by a Minor Use Permit.

Mitigation Measure 3.6.1b: The County could site the off-site borrow area in a location that is not zoned or designated as agricultural land.

Mitigation Measure 3.6.1c: The County can re-zone and re-designate the borrow area site so the use of the site would not conflict with the land use designation. However, redesignating the site could conflict with other land use policies.

Mitigation Measure 3.6.1d: The County can use alternative sources of daily cover (e.g. fines from the landfill mining operations, the compost generated from the compost operations), which would reduce the need to develop an off-site borrow area.

Mitigation Measure 3.6.1e: In the event that the only feasible borrow area is agricultural land, the County shall purchase agricultural easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land, as well as for the mitigation of growth inducing and cumulative impacts on agricultural land. This may take the form of outright purchase of conservation easements, or via the donation of mitigation fees to a local, regional, or statewide organization or agency, including land trusts and conservancies, whose purpose includes the purchase, holding, and maintenance of agricultural conservation easements. Mitigation lands may be located within Yolo County or the region of the Central Valley.

Mitigation Measure 3.6.2: The County should not locate the borrow area or areas on prime agricultural land where prime soils may be found. The California Department of Conservation's "important farmlands" designation may be used to identify the areas of prime agricultural soils.

Implementation of one or a combination of Mitigation Measures 3.6-1a, b, c, and d and Mitigation Measure 3.6.2 were determined to reduce the potential impacts related to land use for the soil borrow area to a level of less than significant. However, as the specific location of the soil borrow location was not known when the EIR was prepared, it was noted that this impact would have to be re-visited in a project-level environmental review when a location for the off-site borrow area was identified. This Initial Study section provides the project-level review specified in the 2004 Yolo County Central Landfill Permit Revision EIR. The impact of the loss of agricultural soils is further addressed under Section 2.2, *Agricultural Resources*.

The following policies of the 2030 Yolo Countywide Plan would apply to the proposed project:

Policy LU-2.5: Vigorously conserve, preserve, and enhance the productivity of the agricultural lands in areas outside of adopted community growth boundaries and outside of city SOIs.

Policy LU-3.7: Maintain the compatibility of surrounding land uses and development, so as not to impede the existing and planned operation of public airports, landfills and related facilities and community sewage treatment facilities.

Policy AG-1.4: Prohibit land use activities that are not compatible within agriculturally designated areas.

Policy CO-3.2: Ensure that mineral extraction and reclamation operations are compatible with land uses both on-site and within the surrounding area, and are performed in a manner that does not adversely affect the environment.

The following is a discussion of whether the proposed Project could result in a significant adverse impact based on each of the significance criteria, above.

a) *Physically divide an established community* ***(No Impact)***

The proposed soil borrow activities and associated reclamation would occur within a parcel currently used for grazing adjacent to an existing landfill. There would be no disruption or physical division of established communities. Therefore, this is not an impact.

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

The project site is designated as Agriculture (AG) in the 2030 Countywide General Plan; it is zoned as Public Quasi Public (PQP). The project includes a minor General Plan Amendment, to change the land use designation of the project site to Public and Quasi-Public (PQ), which would be consistent with the proposed project and zoning for the site.

Although the use of designated agricultural lands for soil borrow would conflict with Countywide Plan Policy LU-2.5, directing the conservation of agricultural lands, it complies to the more specific Policy LU-3.7, which specifies that land uses surrounding critical infrastructure such as landfills should be compatible with the existing and planned land operations. Mitigation Measure 3.6.1a through 3.6.1d implemented as part of the 2004 Yolo County Central Landfill Permit Revision EIR for the landfill addresses this conflict and specifies that a landfill soil borrow area should not conflict with the County's intent to preserve agricultural land. The project site is not mapped as prime farmland or farmland of statewide or local importance. Therefore, potential land use compatibility impacts of the project are less than significant

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan* ***(No Impact)***

There are currently no adopted Habitat Conservation Plans or Natural Community Conservation Plans for the project site or surrounding areas. However, the Yolo County Habitat Conservation Plan/Natural Community Conservation Plan Joint Powers Agency, members - Yolo County; the cities of Davis, West Sacramento, Winters, and Woodland; the University of California at Davis; and the U.S. Fish and Wildlife Service - plan to jointly prepare an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) on the Yolo Natural Heritage Program Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP or Plan) for Yolo County. The first Administrative Draft EIR/EIS was completed in July 2013 and the second Administrative Draft is in preparation.

The proposed Plan is a comprehensive, countywide plan designed to provide long-term conservation and management of natural communities, sensitive species, and the habitats upon which those species depend. The Plan also is designed to accommodate appropriate economic and development activity, support the County's vibrant agricultural economy, and enhance recreational opportunities.

In the absence of an adopted HCP/NCCP, effects to biological resources from the proposed project are evaluated in Section 2.4, *Biological Resources*, and will be further evaluated in the project EIR. Therefore, this is not an impact.

Conclusion

No potentially significant impacts related to land use are identified for the proposed project. Since these impacts are generally considered as cumulative, the proposed project would not result a significant cumulative impact related to land use. Therefore, land use will not be further evaluated in the project EIR.

2.11 MINERAL RESOURCES

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	■
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	■

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state ***(No Impact)***

In accordance with the Surface Mining and Reclamation Act of 1975 (SMARA), the State Division of Mines and Geology produces Mineral Land Classification Maps in areas with known or potential mineral resources of value. A Mineral Land Classification Map has not been prepared in the vicinity of the soil borrow site,[45] indicating there are no known mineral resources in the area. Therefore, the project would have no impact on the availability of known mineral resources.

*b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan (****No Impact)***

The most important mineral resources in the region are sand and gravel, which are mined on terraces along Cache Creek and other channels in Yolo County.[46] No significant aggregate resources are identified in the vicinity of the soil borrow site. Therefore, project would have no impact on the availability of locally-important mineral resources.

Conclusion

No potentially significant impacts related to mineral resources are identified for the proposed project site. Since these impacts are generally considered cumulative, the proposed project would not result a significant cumulative impact related to mineral resources. Therefore, mineral resources will not be further evaluated in the project EIR.

[45] California Department of Conservation, 2014. *SMARA Mineral Land Classification Maps*. http://www.quake.ca.gov/gmaps/WH/smaramaps.htm. Accessed on 12 September.

[46] City of Davis, 2007. *City of Davis General Plan*. Chapter 15. Agriculture, Soils and Minerals.

2.12 NOISE

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

The following is a discussion of whether the proposed Project could result in a significant adverse impact based on each of the significance criteria, above.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies ***(Potentially Significant Impact)***

The County addresses noise in the ordinances and policies of the County Code and General Plan. The 2030 Countywide General Plan does not specify any quantitative noise standards, but rather presents qualitative goals, policies, and actions that are intended to control noise and to protect sensitive uses from excessive noise. In addition, the 2004 Yolo County Central Landfill Permit Revision EIR analyzed the potential noise and vibration impacts of a YCCL soil borrow site on surrounding sensitive receptors, and identified the following mitigation measures to reduce the potential impacts to a less-than-significant level:

Mitigation Measure 3.7.2a: As stated in the siting criteria for the soil borrow operation in Chapter 2, Project Description, "Soil-borrow" activities shall be located in areas with a buffer zone of 2,000 feet to the nearest sensitive receptors.

Mitigation Measure 3.7.2b: Soil borrow activities will be limited to achieve an hourly average noise level that does not exceed 65 A-weighted decibels (dBA) at the nearest sensitive receptor.

Mitigation Measure 3.7.2c: If haul routes pass sensitive noise receptors that are within approximately 50 feet of the roadway, hourly heavy truck trips should be limited to no more than 25 passbys of the sensitive receptor per hour.

Mitigation Measure 3.7.2d: To avoid noise effects of nighttime operations, haul trips leaving the soil-borrow area shall be limited to 7 a.m. to 5 p.m.

Mitigation Measures 3.7.2c and 3.7.2d do not apply to the proposed project because the soil borrow site is located adjacent to the YCCL and, as a result, haul trucks will not be required to travel public roads (with the exception of County Road 104 if it is not abandoned prior to project implementation) and pass sensitive receptors. Although haul trucks would be required to travel on and cross County Road 104, which forms the eastern boundary of the soil borrow site and the western boundary of the YCCL, this road segment is not bordered by sensitive receptors.

Mitigation Measures 3.7.2a and 3.7.2b are applicable to the proposed project and both measures serve the purpose of limiting exposure of sensitive receptors to excess noise levels from the soil borrow site. The nearest sensitive receptor is a farm dwelling located approximately 1,700 feet west of the northwest corner of the project site. Therefore, the proposed soil borrow site location is not in compliance with Mitigation Measure 3.72a because it is located within 2,000 feet of a sensitive receptor. Furthermore, because of the proximity of the project site to the farm dwelling, the implementation of the proposed project could expose that receptor to an hourly average equivalent continuous noise level above 65 dBA. The proposed project could conflict with the approved mitigation measures of the YCCL Permit Revision Project EIR and, by potentially exposing sensitive receptors to a high hourly average noise level, could conflict with the goals and policies of the Yolo County General Plan. Consequently, this impact is potentially significant and will be analyzed further in the EIR.

*b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels **(Less-Than-Significant Impact)***

The operation heavy equipment in the soil borrow site during both excavation and reclamation activities could generate some level of vibration. Based on preliminary analysis, this impact is likely to be less than significant, but it will be fully analyzed in the EIR.

*c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project **(Less-Than-Significant Impact)***

Upon completion of soil borrow activities, the project site would be reclaimed as a seasonal open water body and wildlife habitat. The reclaimed use of the site would not involve any noise generating equipment or processes. Therefore, this impact is less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project ***(Potentially Significant Impact)***

Soil borrow activities at the project site would be carried out over the course 50 years. Soil borrow activities would require the use of heavy equipment such as trucks, excavators, scrapers, and graders. Although similar equipment is used daily and year-round at the YCCL, the use of this noise-generating equipment outside of the current boundaries of the YCCL could expose areas currently not impacted by the YCCL to increased ambient noise levels for the duration of the 50 year life of the proposed project. Consequently, this impact is potentially significant and will be analyzed further in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels ***(No Impact)***

The project site is not located within an airport land use plan area. The nearest public airports to the project site are the University Airport, located about 6 miles to the southwest, and the Sacramento International Airport, located about seven miles to the northeast. At these distances, aircraft from these airports would not be a significant source of noise at the project site. Therefore, this is not an impact.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels ***(No impact)***

The Medlock Field Airport is the nearest private airport to the project site, located about 2.5 miles to the northwest. At this distance, aircraft would not be a significant source of noise at the project site. Therefore, this is not an impact.

Conclusion

Soil borrow and reclamation activities at the project site could: 1) conflict with the Mitigation Measures of the YCCL Permit Revision Project EIR and the goals and policies of the Yolo County General Plan; 2) expose sensitive receptors to excessive vibration levels; and 3) increase ambient noise levels in the vicinity of the project site for the estimated 50-year duration of soil borrow activities. These are potentially significant impacts and will be evaluated in the EIR.

2.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	■	☐
b) Displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	■

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

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

The proposed project would not induce growth in the area and does not propose the construction of any new housing.

During periods when soil is only needed for daily and/or intermediate cover, one to three heavy equipment operators would be required for excavation and transportation of soils at the soil borrow site. During periods of module construction/closure or stockpile placement at the YCCL, which requires larger quantities of soil at the YCCL, the proposed project would require 9 to 27 heavy equipment operators. Module construction/closure or stockpile placement would be expected to occur over the course of one to three months.

After soil borrowing activities are completed each year, incremental reclamation activities would be performed each fall in completed excavation areas. Incremental reclamation would occur each fall until soil borrowing activities at the project site were completed, which is anticipated to be in about 2072. Reclamation activities would be completed by one to three employees (similar to the workforce needed during the typical soil borrowing activities). Upon completion of the project, the reclaimed site would create a seasonal open water body and wildlife habitat; no jobs would be created. Because of the seasonal nature and limited number of additional jobs associated with the project, a substantial increase in population growth in the vicinity of the soil borrow site would not be expected. Therefore, the impact on population growth is less than significant.

b) *Displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere* ***(No Impact)***

The proposed project would not result in any displacement of existing housing units as the soil borrow site does not contain any housing units. Therefore, this is not an impact.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere* ***(No Impact)***

People would not be displaced as a result of implementation of the proposed project. The soil borrow site is currently being used for cattle grazing, and would be used for soil borrowing activities as part of the project. Reclamation activities would not include any displacement of people since there are no people occupying the project site. Therefore, this is not an impact.

Conclusion

No potentially significant impacts related to population and housing are identified for the proposed project. Since these impacts are generally considered cumulative, the proposed project would not result a significant cumulative impact related to population and housing. Therefore, population and housing will not be further evaluated in the project EIR.

2.14 PUBLIC SERVICES

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:?			
i) Fire protection?	☐	■	☐
ii) Police protection?	☐	■	☐
iii) Schools?	☐	☐	■
iv) Parks?	☐	☐	■
v) Other public facilities?	☐	☐	■

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

*i) Fire protection (**Less-Than-Significant Impact**)*

Fire protection at the soil borrow site is provided by the Davis Fire Department. Project excavation, transportation, and reclamation activities may require fire services in the case of an equipment malfunction, accident, or other incident. Fuel storage and refueling activities would occur on the adjacent YCCL site. The project would decrease the amount of dry summertime vegetation on-site during excavation activities. Excavation below the groundwater table could create a seasonal open water body. Therefore the short- and long-term fire risk may be incrementally reduced relative to the existing condition. Any potential impact on fire protection would be considered less than significant as it would not increase demand beyond the current level.

*ii) Police protection (**Less-Than-Significant Impact**)*

Police protection at the soil borrow site is provided by the Yolo County Sheriff's Department. Potential police services could be required for trespassing, vandalism and/or theft of equipment on the project site. Existing fencing around the perimeter of the soil borrow site will be utilized to secure equipment on-site and impede trespassing. Equipment would be removed

from the project site during periods of inactivity to reduce the potential for vandalism and theft. Therefore, increased demand for police protection is not expected and any potential impact on police protection would be considered less than significant.

*iii) Schools (**No Impact**)*

*iv) Parks (**No Impact**)*

*v) Other Public Facilities (**No Impact**)*

The proposed project would not result in a significant increase in permanent jobs or population (see Section 2.13, *Population and Housing*). Therefore, no significant increase in demand for schools, parks, or other public facilities would occur as a result of the project and no significant impact would occur.

Conclusion

No potentially significant impacts related to public services are identified for the proposed project. There are no other major developments in the project vicinity that would result in a significant cumulative impact. Therefore, public services will not be further evaluated in the project EIR.

2.15 RECREATION

	Potentially Significant Impact	Less-Than-Significant Impact	No Impact
Would the project:			
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated ***(No Impact)***

The proposed project would not result in a significant increase in permanent jobs or population (see Section 2.13, *Population and Housing*). Therefore, no increase in the use of parks or recreational facilities would result from of the proposed project, and no impact would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment ***(No Impact)***

The proposed project does not include recreational facilities. As noted under Section a), above, the proposed project would not increase permanent jobs or population. Therefore, the project would not require construction or expansion of recreational facilities, and no impact would occur.

Conclusion

No potentially significant impacts related to recreation are identified for the proposed project. There are no other major developments in the project vicinity that would result in a significant cumulative impact. Therefore, recreation will not be further evaluated in the project EIR.

2.16 TRANSPORTATION AND CIRCULATION

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

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

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

The traffic analysis in the 2004 Yolo County Central Landfill Permit Revision EIR included trips generated from trucks hauling soil to the landfill from an off-site borrow area. The peak number vehicles trips from soil hauling was estimated as five vehicles per day. The YCCL's Solid Waste Facility Permit, which allows up to 1,000 vehicle trips into the landfill per day, was used as a the baseline condition for the traffic analysis. A total of approximately 95 vehicle trips generated per day (including soil haul trips) was estimated in the 2004 EIR. Since the vehicle trips generated would not exceed the permit's maximum 1,000 vehicle trips per day, the impact on traffic and circulation in the vicinity of the landfill was considered less than significant.

Under existing conditions, vehicle trips to and from the project site include occasional farming vehicles used in maintaining grazing operations. Miscellaneous services such as supply deliveries and cattle transportation may also occur but are relatively infrequent and are not considered further. Under proposed conditions, farming unexcavated areas of the project site would continue, which could include grazing, cultivated dry farming, or irrigated farming. Future farming activities at the soil borrow site would not constitute a significant change in land use or vehicle traffic and therefore potential changes in vehicle trip generation related to current and future farming operations are not considered further.

Prior to project excavation activities, the asbestos-concrete pipelines associated with the existing irrigation system would need to be removed and disposed of at a landfill that could accept such waste. The adjacent YCCL cannot currently accept asbestos waste. Approximately 10,000 to 12,000 lineal feet of 12-inch pipe would need to be removed from the project site. Up to about 30 truck trips carrying 20 20-foot sections of asbestos-cement pipe per load are expected to haul the materials to an appropriate landfill. Based on the temporary and limited number of vehicle trips, the irrigation system removal activities would have a less-than-significant impact on transportation circulation.

Various types of equipment and trucks would be used to excavate and haul soil depending on conditions and demand. During typical periods when soil is only needed for daily and/or intermediate cover, relatively small amounts of soil would be excavated and transported using approximately 1 to 3 heavy equipment operators. After soil borrowing activities are completed each year, reclamation activities would be performed. It is expected that reclamation will continue every fall until about 2072. Reclamation activities would be completed by 1 to 3 employees (similar to the workforce needed during the typical soil borrowing activities).

During periods of module construction/closure or stockpile placement, a relatively large amount of equipment would be used over a relatively short period using of a combination excavators and trucks (highway trucks with bottom dump trailers). Based on the anticipated haul distances, a 60-metric ton excavator can support up to 8 trucks (i.e., keep 8 trucks loaded and moving without excessive wait times). This combination could move approximately 70,000 cubic yards of soil per month. Based on the size of the project, it is estimated that between 1 and 3 excavators and the corresponding 8 to 24 trucks would be used over the course of 1 to 3 months per year. In summary, during the most intensive periods, 3 excavators and 24 trucks could be operating 4 a.m. to 11 p.m. seven days a week for a period of up to 3 months.[47]

The project would enhance and/or create new access routes from the project site to the landfill along the landfill's western boundary. Three access routes, capable of accommodating mobilization of excavation equipment and haul trucks on and off the project site would be established along the eastern boundary of the project site. These access routes would cross a section of County Road 104, which is a lightly-travelled road that the County plans to abandon in the future. Based on the low amount of existing vehicle trips along Country Road 104,

[47] Articulated off-road trucks may be used based on the project specific requirements. However, the scenario with the three 60-metric ton excavators and 24 trucks operating at the same time is considered the most intensive equipment use scenario that would occur under the project.

transportation of soils from the project site to the landfill would not affect public transportation. Since the YCCL currently needs to import soil from more distant soil borrow sites along more heavily-travelled County roads, the proposed project would reduce existing traffic congestion conditions along public roadways related to soil borrow activities at to the YCCL.

Daily vehicle trips related to project activities at the soil borrow site are anticipated to be largely smaller vehicles (e.g., passenger cars and pick-up trucks) used to transport the workers to and from the project site. However, the project's increase in daily employee vehicle trips would also likely be offset or further reduced by the project's reduction in truck traffic related to travel from other soil borrow sites. Since the project is not expected to increase the net daily vehicle trips in the project vicinity, the project would have a less-than-significant impact traffic circulation.

b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highway* ***(Less-Than-Significant Impact)***

As described under Section a) above, the proposed project would not result in a net increase in vehicle trips or alterations in project-related circulation routes relative to the existing conditions, and therefore no conflicts with congestion management programs or reduction in levels of service would occur. This is a less-than-significant impact.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks* ***(No Impact)***

The proposed project would not result in a change in air traffic patterns. The nearest airport to the soil borrow site is the University Airport, located approximately 6 miles southwest. The University Airport is a public-use airport owned and operated by University of California, Davis, with a single approximately 3,200-foot paved runway. According to the Yolo General Plan, the Sacramento Area Council of Governments serves as the Airport Land Use Commission (ALUC) for Yolo County. The ALUC is responsible for developing and maintaining Comprehensive Land Use Plans (CLUPs) which establish planning boundaries for height, noise, and safety, and define compatible and incompatible land uses within each planning boundary. A CLUP has not been prepared for the University Airport; however, based on the distance of the project site from the University Airport and because no land uses incompatible with the airport are proposed as part of the project, no significant impacts related to the airport would be anticipated.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)* ***(No Impact)***

The proposed project does not include any new design features that change the configuration of sharp curves or intersections at or near the soil borrow site. The project would decrease the existing truck travel distance between the YCCL and other soil borrow sites. As a result, large

truck activity on County roads in the project vicinity would be reduced, resulting in a beneficial effect. This is not an impact.

e) Result in inadequate emergency access ***(No Impact)***

Emergency access to the soil borrow site would be from County Road 104. Under the proposed project, the amount of truck activity to haul soil to the YCCL from nearby County roads would be decreased due to the location of the soil borrow site adjacent to the landfill. The reduction of truck hauling activity in the project vicinity would incrementally decrease any emergency access issues related to truck traffic congestion. This is not an impact.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities ***(No Impact)***

The Yolo County Transportation District administers Yolobus, which provides limited daily service throughout Yolo County. According to the current (March 2013) Yolobus System Map,[48] there are no Yolobus routes in the immediate vicinity of the soil borrow site. According to the Yolo County Bicycle Transportation Plan,[49] the closest existing bicycle facilities to the project site are bike lanes on County Roads 102 and 32A, and no new bicycle facilities are proposed in the immediate vicinity of the project site. Pedestrian facilities in the vicinity of the project site are limited, typically consisting of roadway shoulders. Since the proposed project would not conflict with or degrade the performance of any transit, bicycle, or pedestrian facilities, this is not an impact.

Conclusion

No potentially significant impacts related to transportation and circulation are identified for the proposed project. There are no other major developments in the project vicinity that would result in a significant cumulative impact. Therefore, transportation and circulation will not be further evaluated in the project EIR.

[48] Yolo County Transportation District, 2013. *Yolobus: System Overview Map*. Effective March 2013. http://yolobus.com/media/YolobusSystemOverviewMap03-13.pdf. Accessed on 11 September.

[49] Yolo County Transportation Advisory Committee, 2013. *County of Yolo Bicycle Transportation Plan, Bicycle Routes and Priorities*. March.

2.17 UTILITIES AND ENERGY

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

The following is a discussion of whether the proposed project could result in a significant adverse impact based on each of the significance criteria, above.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board ***(No Impact)***

The proposed project does not propose new discharges to a wastewater treatment facility. Portable toilet facilities would be made available to workers at the project site. No impact related to wastewater treatment facilities would occur as a result of the proposed project.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects ***(No Impact)***

As discussed in Section a), above, the project would have no impact related to wastewater treatment facilities.

c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects* ***(No Impact)***

Stormwater runoff at the soil borrow site currently flows down the gently eastward sloping site to a ditch along the eastern boundary. Water in the ditch then flows to the south to a basin in the southwest corner of the field (near the intersection of County Road 28H and County Road 104) from which water can be pumped into the Willow Slough Bypass. The project would not create impermeable surfaces and precipitation would be captured within the excavated area, where it would be allowed to evaporate or percolate to groundwater. Stormwater that cannot be contained on-site would be discharged to the Willow Slough Bypass until such time when adequate capacity exists within the excavated area to retain all stormwater on-site. Any discharge would be in accordance with the State Water Resources Control Board Industrial General Permit. Slopes of the excavated area would be constructed so that runoff would be directed to the bottom of the excavated area. Creation of the slopes would occur during routine soil excavation activities and the slopes would be maintained during reclamation activities. No off-site stormwater drainage facilities are proposed nor would be necessary for the proposed project, and therefore, this is not an impact.

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed* ***(Less-Than-Significant Impact)***

Water supply for dust control during soil excavation and transportation activities would be provided by an existing water supply pond located near the center of the YCCL, which contains stormwater captured at the YCCL and groundwater pumped from beneath the YCCL. Dust control water needs will vary depending on weather and soil conditions and the area of active excavations, but could be up to 128,000 gallons per day.[50] The water supply pond continuously holds significantly more water than is needed for daily operations at the YCCL. The use of up to 128,000 gallons per day from this water supply pond would not affect YCCL operations, and therefore, this impact is less than significant.

Irrigation of the landscaping screen that would be installed along the south and west perimeter of the soil borrow site would be provided by an existing water supply well at the YCCL. It is expected that the trees would be watered approximately every three weeks during the dry season and each watering would require about 24,000 gallons. Water from the existing water supply well would also be used temporarily during reclamation to provide irrigation to portions of the project site during the first one to three years of plant establishment. This irrigation would be monitored by a biologist or revegetation specialist and the amount of water used for irrigation would depend on soils, relative proximity to groundwater, and seasonal rainfall patterns. Water use would decline after the first year as the plants are weaned from irrigation

[50] Assumes two 4,000-gallon water trucks operating simultaneously, each with a load every 30 minutes for an 8-hour day.

water. Based on the limited volume and temporary use of water, proposed reclamation activities would not have significant effects on water use entitlements in the proposed project vicinity. This impact is less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments ***(No Impact)***

As discussed under Section a) above, the project would not discharge wastewater to any wastewater treatment facility.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs ***(Less-Than-Significant Impact)***

Most of the solid waste generated by the proposed project would be from removal of asbestos-cement pipes used in the existing irrigation system on the soil borrow site. As described in Section 2.16, *Transportation and Circulation*, up to about 30 truck trips would be required to dispose of up to 12,000 lineal feet of 12-inch asbestos-cement pipe at a landfill that could accept such waste. The adjacent YCCL cannot currently accept asbestos waste. Based on the limited amount of asbestos-cement pipe, disposal would have a less-than-significant impact on the permitted capacity of a landfill.

The proposed project would not result in a significant increase in population (see Section 2.13, *Population and Housing*), therefore a significant increase in municipal waste production is not expected as a result of the proposed project. Minor amounts of municipal waste (i.e., refuse) would be generated by workers at the project site, and this municipal waste would be disposed of at the YCCL. This impact is less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste ***(Less-Than-Significant Impact)***

Disposal of solid wastes generated during project operations would be subject to federal, state, and local waste management laws and regulations. See additional discussion of solid waste generation under Section f), above. This impact is less than significant.

Conclusion

No potentially significant impacts related to utilities and energy are identified for the proposed project. There are no other major developments in the project vicinity that would result in a significant cumulative impact. Therefore, utilities and energy will not be further evaluated in the project EIR.

APPENDIX B

AIR QUALITY DATA

Summary of CalEEMod Parameters

Parameters for Annual Intermediate/Daily Soil Cover		
Total Days of Operation per Year	Days	261
Daily Hours of Operation per Day	Hours	4
Total Scrapers	---	3
Max Scraper Power	Horse Power	407[a]
Total Soil Exported	Cubic Yards	100,000
Total Acres Disturbed	Acres	243
Daily Worker Trips	---	3
Daily Worker Trip Length	Miles	16.8[b]
Total Haul Trips	---	6,250[c]
Haul Trip Length	Miles	0.25
Haul Trip Average Speed	Miles/Hour	40[b]
Amount of Unpaved Haul Road	Percent	100

[a] John Deer Specification for 623H elevating scraper.

[b] CalEEMOD default value.

[c] Assumes 16 cubic yards per haul trip.

Parameters for Annual Module Construction/Closure		
Total Days of Operation per Year	Days	22
Daily Hours of Operation per Day	Hours	8
Total Excavators	---	3
Total Off-Highway Trucks	---	24
Max Excavator Power	Horse Power	367[a]
Max Off-Highway Truck Power	Horse Power	400[b]
Total Soil Exported	Cubic Yards	200,000
Daily Worker Trips	---	27
Daily Worker Trip Length	Miles	16.8[b]
Total Haul Trips	---	12,500[c]
Haul Trip Length	Miles	0.25
Haul Trip Average Speed	Miles/Hour	40[b]
Amount of Unpaved Haul Road	Percent	100

[a] John Deer Specification for 470G LC (55 metric ton) excavator.

[b] CalEEMOD default value.

[c] Assumes 16 cubic yards per haul trip.

Notes for CalEEMod Results

Three separate models were used to estimate emissions from unmitigated intermediate/daily cover, unmitigated module construction/closure, and mitigated module construction/closure. For the mitigated module construction/closure scenario the mitigation options in CalEEMod were not used; therfore, refer only to the "unmitigated" results reported by CalEEMod.

Daily and Intermediate Cover (No Mitigation)

Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	6.8	**Precipitation Freq (Days)**	54
Climate Zone	2			**Operational Year**	2014
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Intermediate/Daily Cover

Off-road Equipment - Intermediate/Daily Cover

Trips and VMT - Intermediate/Daily Cover

On-road Fugitive Dust - Intermediate/Daily Cover

Grading - Intermediate/Daily Cover

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	0.00	261.00
tblGrading	AcresOfGrading	391.50	243.00
tblGrading	MaterialExported	0.00	100,000.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	3.00
tblOffRoadEquipment	PhaseName		Site Preparation
tblOnRoadDust	HaulingPercentPave	94.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.25
tblTripsAndVMT	HaulingTripNumber	12,500.00	6,250.00
tblTripsAndVMT	WorkerTripNumber	8.00	3.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	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
Year	tons/yr										MT/yr					
2015	0.3734	4.1887	3.3499	3.4200e-003	1.4544	0.1663	1.6207	0.1480	0.1530	0.3010	0.0000	323.8698	323.8698	0.0939	0.0000	325.8407
Total	**0.3734**	**4.1887**	**3.3499**	**3.4200e-003**	**1.4544**	**0.1663**	**1.6207**	**0.1480**	**0.1530**	**0.3010**	**0.0000**	**323.8698**	**323.8698**	**0.0939**	**0.0000**	**325.8407**

Mitigated Construction

	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
Year	tons/yr										MT/yr					
2015	0.3734	4.1887	3.3499	3.4200e-003	1.3701	0.1663	1.5364	0.1383	0.1530	0.2913	0.0000	323.8694	323.8694	0.0939	0.0000	325.8403
Total	**0.3734**	**4.1887**	**3.3499**	**3.4200e-003**	**1.3701**	**0.1663**	**1.5364**	**0.1383**	**0.1530**	**0.2913**	**0.0000**	**323.8694**	**323.8694**	**0.0939**	**0.0000**	**325.8403**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**5.80**	**0.00**	**5.21**	**6.55**	**0.00**	**3.22**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	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
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-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
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
Waste						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
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

2.2 Overall Operational

Mitigated Operational

	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
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-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
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
Waste						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
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

	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	N20	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	1/1/2015	12/31/2014	5	0	
2	Site Preparation	Site Preparation	1/1/2015	12/31/2015	5	261	
3	Grading	Grading	1/1/2016	12/31/2015	5	0	
4	Building Construction	Building Construction	1/1/2016	12/31/2015	5	0	
5	Paving	Paving	1/1/2016	12/31/2015	5	0	
6	Architectural Coating	Architectural Coating	1/1/2016	12/31/2015	5	0	

Acres of Grading (Site Preparation Phase): 243

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Scrapers	3	4.00	407	0.48
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	3.00	0.00	6,250.00	10.80	7.30	0.25	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	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
Category	tons/yr										MT/yr					
Fugitive Dust					0.1534	0.0000	0.1534	0.0176	0.0000	0.0176	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3185	4.1047	2.5549	3.2900e-003		0.1658	0.1658		0.1525	0.1525	0.0000	313.2438	313.2438	0.0935	0.0000	315.2077
Total	**0.3185**	**4.1047**	**2.5549**	**3.2900e-003**	**0.1534**	**0.1658**	**0.3192**	**0.0176**	**0.1525**	**0.1702**	**0.0000**	**313.2438**	**313.2438**	**0.0935**	**0.0000**	**315.2077**

3.3 Site Preparation - 2015

Unmitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0533	0.0820	0.7755	1.0000e-004	0.9800	4.9000e-004	0.9804	0.0978	4.4000e-004	0.0983	0.0000	7.7548	7.7548	1.8000e-004	0.0000	7.7585
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	1.5300e-003	1.9600e-003	0.0195	4.0000e-005	0.3211	2.0000e-005	0.3211	0.0325	2.0000e-005	0.0326	0.0000	2.8712	2.8712	1.6000e-004	0.0000	2.8745
Total	**0.0549**	**0.0840**	**0.7950**	**1.4000e-004**	**1.3010**	**5.1000e-004**	**1.3016**	**0.1304**	**4.6000e-004**	**0.1308**	**0.0000**	**10.6260**	**10.6260**	**3.4000e-004**	**0.0000**	**10.6331**

Mitigated Construction On-Site

	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
Category	tons/yr										MT/yr					
Fugitive Dust					0.0690	0.0000	0.0690	7.9300e-003	0.0000	7.9300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3185	4.1047	2.5549	3.2900e-003		0.1658	0.1658		0.1525	0.1525	0.0000	313.2434	313.2434	0.0935	0.0000	315.2073
Total	**0.3185**	**4.1047**	**2.5549**	**3.2900e-003**	**0.0690**	**0.1658**	**0.2348**	**7.9300e-003**	**0.1525**	**0.1605**	**0.0000**	**313.2434**	**313.2434**	**0.0935**	**0.0000**	**315.2073**

3.3 Site Preparation - 2015

Mitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.0533	0.0820	0.7755	1.0000e-004	0.9800	4.9000e-004	0.9804	0.0978	4.4000e-004	0.0983	0.0000	7.7548	7.7548	1.8000e-004	0.0000	7.7585
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	1.5300e-003	1.9600e-003	0.0195	4.0000e-005	0.3211	2.0000e-005	0.3211	0.0325	2.0000e-005	0.0326	0.0000	2.8712	2.8712	1.6000e-004	0.0000	2.8745
Total	**0.0549**	**0.0840**	**0.7950**	**1.4000e-004**	**1.3010**	**5.1000e-004**	**1.3016**	**0.1304**	**4.6000e-004**	**0.1308**	**0.0000**	**10.6260**	**10.6260**	**3.4000e-004**	**0.0000**	**10.6331**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
User Defined Industrial	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.480829	0.068100	0.152380	0.152279	0.060639	0.006924	0.033749	0.031941	0.000944	0.001922	0.007523	0.000683	0.002086

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	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
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

6.2 Area by SubCategory

Unmitigated

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

Mitigated

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	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

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Vegetation

Module Construction and Closure (No mitigation)

Yolo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	6.8	**Precipitation Freq (Days)**	54
Climate Zone	2			**Operational Year**	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Module Construction/Closure

Off-road Equipment -

Off-road Equipment - Module Construction/Closure

Trips and VMT - 200,000 cy / (16 cy /haul trip) = 12,500 haul trips

On-road Fugitive Dust - Module Construction/Closure

Grading -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	0.00	22.00
tblConstructionPhase	PhaseEndDate	1/30/2015	12/31/2014
tblConstructionPhase	PhaseEndDate	1/30/2015	1/31/2015
tblConstructionPhase	PhaseStartDate	2/1/2015	1/1/2015
tblGrading	MaterialExported	0.00	200,000.00
tblOffRoadEquipment	HorsePower	162.00	367.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	24.00
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Site Preparation
tblOnRoadDust	HaulingPercentPave	100.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblTripsAndVMT	HaulingTripLength	20.00	0.25
tblTripsAndVMT	HaulingTripNumber	25,000.00	12,500.00
tblTripsAndVMT	WorkerTripNumber	68.00	27.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	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
Year	tons/yr										MT/yr					
2015	0.3988	3.6310	3.1142	4.0900e-003	2.0113	0.1319	2.1432	0.2037	0.1213	0.3250	0.0000	386.4270	386.4270	0.1106	0.0000	388.7488
Total	**0.3988**	**3.6310**	**3.1142**	**4.0900e-003**	**2.0113**	**0.1319**	**2.1432**	**0.2037**	**0.1213**	**0.3250**	**0.0000**	**386.4270**	**386.4270**	**0.1106**	**0.0000**	**388.7488**

Mitigated Construction

	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
Year	tons/yr										MT/yr					
2015	0.3988	3.6310	3.1142	4.0900e-003	1.9843	0.1319	2.1162	0.1997	0.1213	0.3210	0.0000	386.4266	386.4266	0.1106	0.0000	388.7484
Total	**0.3988**	**3.6310**	**3.1142**	**4.0900e-003**	**1.9843**	**0.1319**	**2.1162**	**0.1997**	**0.1213**	**0.3210**	**0.0000**	**386.4266**	**386.4266**	**0.1106**	**0.0000**	**388.7484**

	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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**0.00**	**1.26**	**2.00**	**0.00**	**1.26**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	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
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-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
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
Waste						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
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

2.2 Overall Operational

Mitigated Operational

	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
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-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
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
Waste						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
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

	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	N20	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	1/1/2015	12/31/2014	5	0	
2	Site Preparation	Site Preparation	1/1/2015	1/31/2015	5	22	
3	Grading	Grading	1/1/2015	12/31/2014	5	0	
4	Building Construction	Building Construction	1/1/2015	12/31/2014	5	0	
5	Paving	Paving	1/1/2015	12/31/2014	5	0	
6	Architectural Coating	Architectural Coating	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Excavators	3	8.00	367	0.38
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Off-Highway Trucks	24	8.00	400	0.38
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	27	27.00	0.00	12,500.00	10.80	7.30	0.25	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	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
Category	tons/yr										MT/yr					
Fugitive Dust					0.0490	0.0000	0.0490	7.4300e-003	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2909	3.4655	1.5483	3.8700e-003		0.1309	0.1309		0.1204	0.1204	0.0000	368.7393	368.7393	0.1101	0.0000	371.0511
Total	**0.2909**	**3.4655**	**1.5483**	**3.8700e-003**	**0.0490**	**0.1309**	**0.1799**	**7.4300e-003**	**0.1204**	**0.1278**	**0.0000**	**368.7393**	**368.7393**	**0.1101**	**0.0000**	**371.0511**

3.3 Site Preparation - 2015

Unmitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.1067	0.1641	1.5511	1.9000e-004	1.9599	9.8000e-004	1.9609	0.1957	8.8000e-004	0.1966	0.0000	15.5096	15.5096	3.6000e-004	0.0000	15.5171
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	1.1600e-003	1.4900e-003	0.0148	3.0000e-005	2.3600e-003	2.0000e-005	2.3800e-003	6.3000e-004	2.0000e-005	6.4000e-004	0.0000	2.1782	2.1782	1.2000e-004	0.0000	2.1807
Total	**0.1079**	**0.1656**	**1.5658**	**2.2000e-004**	**1.9623**	**1.0000e-003**	**1.9633**	**0.1963**	**9.0000e-004**	**0.1972**	**0.0000**	**17.6877**	**17.6877**	**4.8000e-004**	**0.0000**	**17.6977**

Mitigated Construction On-Site

	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
Category	tons/yr										MT/yr					
Fugitive Dust					0.0221	0.0000	0.0221	3.3400e-003	0.0000	3.3400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2909	3.4655	1.5483	3.8700e-003		0.1309	0.1309		0.1204	0.1204	0.0000	368.7389	368.7389	0.1101	0.0000	371.0506
Total	**0.2909**	**3.4655**	**1.5483**	**3.8700e-003**	**0.0221**	**0.1309**	**0.1529**	**3.3400e-003**	**0.1204**	**0.1237**	**0.0000**	**368.7389**	**368.7389**	**0.1101**	**0.0000**	**371.0506**

3.3 Site Preparation - 2015

Mitigated Construction Off-Site

	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
Category	tons/yr										MT/yr					
Hauling	0.1067	0.1641	1.5511	1.9000e-004	1.9599	9.8000e-004	1.9609	0.1957	8.8000e-004	0.1966	0.0000	15.5096	15.5096	3.6000e-004	0.0000	15.5171
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	1.1600e-003	1.4900e-003	0.0148	3.0000e-005	2.3600e-003	2.0000e-005	2.3800e-003	6.3000e-004	2.0000e-005	6.4000e-004	0.0000	2.1782	2.1782	1.2000e-004	0.0000	2.1807
Total	**0.1079**	**0.1656**	**1.5658**	**2.2000e-004**	**1.9623**	**1.0000e-003**	**1.9633**	**0.1963**	**9.0000e-004**	**0.1972**	**0.0000**	**17.6877**	**17.6877**	**4.8000e-004**	**0.0000**	**17.6977**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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
User Defined Industrial	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.441574	0.064201	0.163401	0.172084	0.043603	0.007188	0.017917	0.077020	0.002062	0.001777	0.006511	0.000795	0.001867

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	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
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	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
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005

6.2 Area by SubCategory

Unmitigated

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

Mitigated

	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
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	2.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**2.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	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

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Vegetation