

# MONO COUNTY PLANNING COMMISSION

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PO Box 347  
Mammoth Lakes, CA 93546  
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commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
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[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

## SPECIAL MEETING AGENDA

November 17, 2022 – 9:00 a.m.

### Hybrid Meeting: Zoom & Mono Lake Room

Mono Lake Room-Mono County Civic Center  
1290 Tavern Rd  
Mammoth Lakes, CA

This meeting will be held in person and via teleconferencing, and members of the Commission may attend from separate, remote locations. As authorized by AB 361, dated September 16, 2021, a local agency may use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency and local officials have recommended or imposed measures to promote social distancing.

Members of the public may participate in person and via the Zoom Webinar, including listening to the meeting and providing comment, by following the instructions below.

### TELECONFERENCE INFORMATION

#### 1. Joining via Zoom

You may participate in the Zoom Webinar, including listening to the meeting and providing public comment, by following the instructions below.

#### To join the meeting by computer

Visit: <https://monocounty.zoom.us/j/85665729654>

Or visit <https://www.zoom.us/> and click on “Join A Meeting.” Use Zoom Meeting ID: 856 6572 9654  
To provide public comment (at appropriate times) during the meeting, press the “Raise Hand” hand button on your screen and wait to be acknowledged by the Chair or staff. Please keep all comments to 3 minutes.

#### To join the meeting by telephone

Dial (669) 900-6833, then enter Webinar ID: 856 6572 9654

To provide public comment (at appropriate times) during the meeting, press \*9 to raise your hand and wait to be acknowledged by the Chair or staff. Please keep all comments to 3 minutes.

#### 2. Viewing the Live Stream

You may also view the live stream of the meeting without the ability to comment **by visiting:**

[http://monocounty.granicus.com/MediaPlayer.php?publish\\_id=0f5435ea-0acf-492c-a287-dfa269a8d5f8](http://monocounty.granicus.com/MediaPlayer.php?publish_id=0f5435ea-0acf-492c-a287-dfa269a8d5f8)

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DISTRICT #1  
COMMISSIONER  
Patricia Robertson

DISTRICT #2  
COMMISSIONER  
Roberta Lagomarsini

DISTRICT #3  
COMMISSIONER  
Jora Fogg

DISTRICT #4  
COMMISSIONER  
Scott Bush

DISTRICT #5  
COMMISSIONER  
Chris I. Lizza

\*Agenda sequence (see note following agenda).

**1. CALL TO ORDER & PLEDGE OF ALLEGIANCE**

**2. PUBLIC COMMENT:** Opportunity to address the Planning Commission on items not on the agenda

**3. CONSENT ITEMS**

- A. Review and adopt minutes of October 3, 2022, special meeting. (pg. 1)
- B. Review and adopt minutes from October 3, 2022, AB361 meeting. (pg. 4)

**4. PUBLIC HEARING**

- A. 9:00 a.m. USE PERMIT 22-007/Paiva.** Consider approval of a Use Permit application for overhead power to serve a single-family residence and accessory structures located at 650 Eastside Lane in Walker (APN 002-430-018-000). Overhead powerlines on the property are supported by three poles spanning from Eastside Lane approximately 600' onto the property; then powerlines are underground the remaining distance approximately 300' to the applicant's home and accessory structures. A Categorical Exemption under CEQA guideline 15303(d) is proposed. *Staff: Michael Draper (pg. 5)*
  
- B. 9:05 a.m. GENERAL PLAN AMENDMENT 22-02 & USE PERMIT 21-007/D&S Waste.** Consider a General Plan Amendment to change the land use designation of 7937 Highway 167 in the Mono Basin (APN 013-210-028) from Resource Management to Industrial; and a Use Permit to build and operate a waste transfer station at the site. The General Plan Amendment must be approved for the Use Permit to be enacted. A Negative Declaration is proposed. *Staff: Bentley Regehr (pg. 29)*
  
- C. 9:20 a.m. GENERAL PLAN AMENDMENT 22-03 & USE PERMIT 22-011/Nichols.** Consider a General Plan Amendment to change the land use designation of 171 Aurora Canyon Road, Bridgeport (APN 008-210-003) from Multi-Family Residential-Moderate to Mixed Use; and a Use Permit to conduct transient rental of the existing duplex. The duplex contains one one-bedroom unit and one two-bedroom unit. The General Plan Amendment must be approved for the Use Permit to be enacted. The property is 0.34-acres and contains a two-story duplex and garage. An Addendum to the 2015 Mono County General Plan EIR is proposed. *Staff: Michael Draper (pg. 503)*

**5. WORKSHOP**

No Item

**6. REPORTS**

- A. Director (pg. 536)
- B. Commissioners

**7. INFORMATIONAL**

No Item

**8. ADJOURN** to December 15, 2022

**NOTE:** Although the Planning Commission generally strives to follow the agenda sequence, it reserves the right to take any agenda item – other than a noticed public hearing – in any order, and at any time after its meeting starts. The Planning Commission encourages public attendance and participation.

In compliance with the Americans with Disabilities Act, anyone who needs special assistance to attend this meeting can contact the Commission secretary at 760-924-1804 within 48 hours prior to the meeting to ensure accessibility (see 42 USCS 12132, 28CFR 35.130).

\*The public may participate in the meeting at the teleconference site, where attendees may address the Commission directly. Please be advised that Mono County does its best to ensure the reliability of videoconferencing but cannot guarantee that the system always works. If an agenda item is important to you, you might consider attending the meeting in Bridgeport.

Full agenda packets, plus associated materials distributed less than 72 hours prior to the meeting, will be available for public review at the Community Development offices in Bridgeport (Annex 1, 74 N. School St.) or Mammoth Lakes (Minaret Village Mall, above Giovanni’s restaurant). Agenda packets are also posted online at [www.monocounty.ca.gov / departments / community development / commissions & committees / planning commission](http://www.monocounty.ca.gov/departments/community-development/commissions-&-committees/planning-commission). For inclusion on the e-mail distribution list, send request to [hwillson@mono.ca.gov](mailto:hwillson@mono.ca.gov).

Commissioners may participate from a teleconference location. Interested persons may appear before the Commission to present testimony for public hearings, or prior to or at the hearing file written correspondence with the Commission secretary. Future court challenges to these items may be limited to those issues raised at the public hearing or provided in writing to the Mono County Planning Commission prior to or at the public hearing. Project proponents, agents or citizens who wish to speak are asked to be acknowledged by the Chair, print their names on the sign-in sheet, and address the Commission from the podium.

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## Draft Minutes

October 3, 2022 – 9:05 a.m.

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**COMMISSIONER:** Chris Lizza, Roberta Lagomarsini, Jora Fogg, Scott Bush, Patricia Robertson

**STAFF:** Wendy Sugimura, director; Heidi Willson, planning commission clerk; Michael Draper, planning analyst; April Sall, planning analyst; Emily Fox, Counsel; Laura Stark, planning analyst; Sean Robison, Public Works

**PUBLIC:** James Kozak, John Graves, Katy Beull, Melanie Reedy, SShaw, Susanne Hiem, Billy Czeschin, Duncan Constable, Margaret Cornelius, Katherine Gregory, Mark, Ali Miller, Bartshe Miller, Ez-Rak, Willie Wood, Fred Stump, Angela Winkelman, 760-914-1961, 760-914-0306, 760-965-6273, 775-529-6295

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1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE** meeting called to order at 9:10 am
2. **PUBLIC COMMENT:** Opportunity to address the Planning Commission on items not on the agenda  
No public comment
3. **MEETING MINUTES**
  - A. Review and adopt minutes of August 18, 2022, AB361 meeting.
  - B. Review and adopt minutes of August 18, 2022, Special Meeting.

**Motion:** Approve the minutes from meeting on August 18, 2022.

**Fogg motion; Bush second.**

**Roll-call vote – Ayes: Lizza, Bush, Fogg, Lagomarsini, Robertson.**

**Motion passed 5-0.**

4. **PUBLIC HEARING**
  - A. **9:05 am. GENERAL PLAN AMENDMENT AND SPECIFIC PLAN/Apogee Farm.** Consider a recommendation to the Board of Supervisors to approve General Plan Amendment 22-01 redesignating two properties south of Benton (APN 025-020-013 and 025-040-002) from Rural Residential-40 to Specific Plan, and to approve the Apogee Farm Specific Plan which includes a Conditional Use Permit for cannabis activities and overhead power. The Specific Plan would authorize commercial cannabis cultivation (outdoors and indoors), processing, and distribution. Cultivation will be less than 10,000 square-feet and begin outdoors before being phased indoors into three greenhouses and will not be open to the public. Certification of a Mitigated Negative Declaration, including adoption of a Mitigation Monitoring and Reporting Plan, under the California Environmental Quality Act (CEQA) is recommended. *Staff: Michael Draper*

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COMMISSIONER  
Chris I. Lizza

Chair Robertson recused herself from the public hearing as she has a personal relationship with the applicant, which could have the perception that it may affect the decision.

Draper gave a presentation and answered questions from the Commission.

Public hearing opened at 10:12 am.

Project applicant Willy Wood gave a description of his project and thanked the Commission for their time.

No public comment. Public hearing closed at 10:15 am

**Motion:** The General Plan Amendment is consistent with the General Plan as well as all applicable area plans; and that the proposed Apogee Farms Specific Plan with the modification to 6b (implementation measure) language presented is consistent with the General Plan as well as all applicable area plans; and adopt Resolution R22-10 recommending the Board of Supervisors adopt General Plan Amendment 22-01 and the Apogee Farms Specific Plan, which also includes a Use Permit for commercial cannabis and overhead power, and certify of the Mitigated Negative Declaration and adopt the Mitigation Monitoring and Reporting Plan.

**Lizza motion; Bush second.**

**Roll-call vote – Ayes: Lizza, Bush, Fogg, Lagomarsini, Robertson.**

**Motion passed 4-0.**

- B. 9:45 am. USE PERMIT/Schott and Reedy.** Consider approval of a use permit allowing placement of three overhead power-poles in the County right-of-way along Crowley Lake Drive in Crowley Lake. The utility line will be undergrounded in an existing easement from Crowley Lake Drive to a residential structure located at 3858 Crowley Lake Drive (APN 060-150-004). The parcel is approximately 1.04-acres in size, is designated Single-Family Residential (SFR), and contains a residence and shed. A California Environmental Quality Act (CEQA) exemption is proposed. *Staff: Michael Draper & Laura Stark (pg. 529)*

Draper gave a presentation and answered questions from the commission.

Public hearing opened at 11:01 am.

Public comment from Fred Stump, Angela Winkelman, James Kozak, Katy Buell, Shaw, Ali Miller, 760-914-1961 regarding fire safety, fire insurance, views of other properties, and State law regulations.

Public hearing closed at 11:31 am.

**Motion:** Find that the project qualifies as a Categorical Exemption under CEQA guidelines 15303 and instruct staff to file a Notice of Exemption. Make the required findings found in the staff report and approve UP 22-005 subject to Conditions of Approval.

**Bush motion; Fogg second.**

**Roll-call vote – Ayes: Lizza, Bush, Fogg, Robertson. Nay Lagomarsini**

**Motion passed 4-1.**

**5. WORKSHOP**

No items

**6. REPORTS**

**A. Director-** Sugimura gave a report.

**B. Commissioners-** Commissioner Lizza gave a report.

**7. INFORMATIONAL**

**8. ADJOURN** to November 17, 2022

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## AB361 Draft Meeting Minutes

October 3, 2022 – 9:00 a.m.

**COMMISSIONER:** Chris Lizza, Roberta Lagomarsini, Jora Fogg, Scott Bush, Patricia Robertson

**STAFF:** Wendy Sugimura, director; Heidi Willson, planning commission clerk; Bentley Regehr, planning analyst; April Sall, planning analyst; Emily Fox, Counsel

**PUBLIC:** Fred Stump, Willie Wood

1. **CALL TO ORDER** meeting called to order at 9:05 am
2. **PUBLIC COMMENT:** Opportunity to address the Planning Commission on items not on the agenda. Please refer to the Teleconference information section to determine how to make public comment for this meeting.

Fred Stump commented on wildfire fuel and hazard reduction and provided the commission with flyers.

3. **CONSIDER ADOPTION OF RESOLUTION 22-09 AB 361 TO CONTINUE DIGITAL MEETINGS**

**Motion:** To adopt resolution 22-09 to continue digital meetings.

**Lizza motion; Fogg second.**

**Roll-call vote – Ayes: Lizza, Bush, Fogg, Lagomarsini, Robertson.**

**Motion passed 5-0.**

4. **ADJOURN** to October 3, 2022 at 9:05 am

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Scott Bush

DISTRICT #5  
COMMISSIONER  
Chris I. Lizza

# Mono County Community Development Department

P.O. Box 347  
Mammoth Lakes, CA 93546  
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## Planning Division

P.O. Box 8  
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November 10, 2022

To: Mono County Planning Commission

From: Michael Draper, Planning Analyst III

Re: Use Permit 22-007 / Paiva

### RECOMMENDATION

It is recommended the Planning Commission take the following actions:

1. Find that the project qualifies as a Categorical Exemption under CEQA guideline 15303(d) and instruct staff to file a Notice of Exemption;
2. Make the required findings as contained in the project staff report; and
3. Approve Use Permit 22-005 subject to Conditions of Approval.

OR

4. Find that the required findings cannot be made as contained in the project staff report; and
5. Deny Use Permit 22-005 on the basis that the findings cannot be made and require specified power poles be removed and the utility be installed underground. Staff may request a recess to draft findings based on Planning Commission direction.



## PROJECT DESCRIPTION

The project is located at 650 Eastside Lane (APN 002-430-018-000) (Figure 1) in Walker. The property is approximately  $\frac{3}{4}$  mile north of Highway 395.



Figure 1 – Applicant property outlined in green.

The project proposes to use three overhead power poles to provide electricity to the existing residence. The power poles were installed by Liberty Utilities when the applicant was constructing the residence. The residence is approximately 975' from Eastside Lane. The power poles originate from Eastside Lane and span approximately 600' onto the applicant's property (See Attachment 1 – Site Plan). From the final power pole, the electrical conduit is undergrounded approximately 375' to the residence (see Figure 2 and 3). The power poles are located along the north side of the property. The pole located closest to Eastside Lane holds a weather station that supplies information for the area to Liberty and Western Weather Group (see Figure 4 and 5) The weather station relays temperature, humidity, wind speed, wind direction, wind gust and precipitation information.

The parcel is 16.97 acres and designated Rural Residential-5 (RR 5). Contiguous parcels vary in size from approximately 3-10 acres and are all designated Rural Residential. Contiguous parcels to the northwest, north, northeast, and south are developed with single family residences. The property to the east, southeast, southwest and west are undeveloped. The map in Figure 2 indicates existing overhead power with solid red lines. Overhead power serves many parcels in the area; the community was affected by the Mountain View Fire in late 2020 and destroyed homes were permitted to rebuild with overhead lines when evidence was submitted to the Planning Division

that the overhead lines were properly approved or pre-dated the regulation. The project parcel was not destroyed during the fire and therefore was not granted the exception to overhead powerlines.



**Figure 1** – Solid Red lines indicate overhead power lines; dashed red line indicates underground power on the applicant’s property; black dots (on the red lines) indicate power poles. Orange star denotes the applicant’s property.

The Mono County General Plan (MCGP) requires that all utilities be installed underground per Chapter 11 “Utilities” of the Land Use Element (LUE). Chapter 11.010 Utilities require lines to be undergrounded to an individual development but provides for overhead lines to be approved, subject to a Director Review permit, if at least one of four findings of MCGP LUE 11.010.D can be made. During review of the Director Review permit application, the Director may determine the project to be controversial or environmentally sensitive and elevate the project to require a Use Permit (MCGP LUE 31.010). Due to the controversial nature of overhead power lines stemming from concerns about wildfire, the Director has determined all current requests for overhead power lines will be escalated to Use Permits for review by the Planning Commission during a public hearing.

## MODIFIED PROJECT ALTERNATIVE

A modified alternative would be to allow the pole with the weather station and located closest to Eastside Lane to remain as overhead power while requiring the two poles closer to the home be removed, requiring undergrounding of power lines for approximately 600 feet.

## DISCUSSION

The project site was issued a building permit in March 2018 for the construction of a single-family residence. The site plan for the building permit identified two new power poles on the property, and a third, existing pole 30' on the northwest portion of the parcel. A Condition of Approval listed for the permit was for all utilities to be installed underground, or for the owner to obtain a Director Review Permit with Notice for overhead power.

The applicant has yet to receive the final Certificate of Occupancy for the home because the power utility was installed overhead without proper permitting and required driveway turnouts for fire safety have yet to be approved.



**Figure 3** – Red lines indicate overhead power; green lines indicate underground power; orange line indicates property line.

As depicted in Figure 2, ten properties in the area of the project site have overhead power lines. Of these properties with overhead power, staff was able to determine four properties with overhead lines were approved as Mountain View Fire (MVF) rebuilds. MVF rebuilds must show that overhead power had previously been approved or that the lost structure pre-dated the regulation.

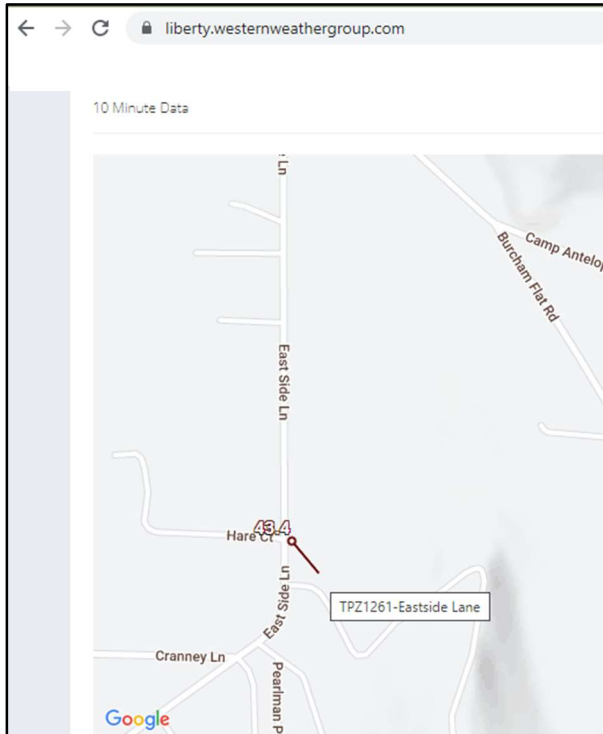


Figure 4 - Liberty Map noting location of weather station.



Figure 5 – Weather Station on applicant’s property

## PUBLIC NOTICING

Public notice was published in the November 5, 2022, edition of The Sheet newspaper, and mailed to property owners within 300’ of the project site compliant with MCGP LUE Ch. 32, Use Permit, and Ch.46. See Attachment 2. Draft conditions of approval were reviewed by the Land Development Technical Advisory Committee (LDTAC) on November 7, 2022.

## COMMENTS RECEIVED

The project was accepted for processing at the August 15, 2022 LDTAC meeting. At that time one comment was received from a local resident. The comment raised concerns that overhead powerlines contribute to the wildfire risk in Antelope Valley. At the time this report was written, no additional comments have been received. See Attachment 3 – Comments Received.

## CEQA COMPLIANCE

This project is categorically exempt from CEQA because it meets the conditions of CEQA Guideline 15303(d).

### *15303 (d). New Construction or Conversion of Small Structures*

*Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are*

*the maximum allowable on any legal parcel. Examples of this exemption include, but are not limited to:*

*(d) Water main, sewage, electrical, gas and other utility extensions including street improvements, of reasonable length to serve such construction.*

This project is a utility extension to serve new construction therefore it is categorically exempt from CEQA.

## **CH. 11 UTILITIES - REQUIRED FINDING**

In granting a permit for overhead utility lines, the Planning Commission shall make at least one of the following findings from MCGP LUE Ch. 11 in addition to all four of the required Use Permit findings, and shall also require anticipated impacts from all the findings be avoided, minimized, or mitigated to the extent possible:

1. *The overhead line placement will not significantly disrupt the visual character of the area. In making this determination, the Director or the Commission shall consider the following:*
  - a. *In areas without a number of existing overhead lines in the immediate vicinity, would overhead lines create the potential for a significant cumulative visual impact; i.e., would allowing an overhead line be likely to result in future requests for additional overhead lines in the area? If so, it may be determined that an overhead line will have a significant impact on the visual character of the area.*
  - b. *Does the topography or vegetation in the area effectively screen the proposed lines? If so, then an additional line may not significantly disrupt the visual character of the area.*
  - c. *Are there other potential alignments that would have less visual impact?*
  - d. *Does the project reduce the overall number of overhead lines and poles in the area; are the lines co-located with existing facilities; and/or do design features such as height of lines, size, color, reflectivity, tension in line, or other features reduce visual impacts? If so, it may be determined that an overhead line will not have a significant impact on the visual character of the area.*

The Commission may determine that GP Ch. 11 Finding 1 can be made because there are a number of existing overhead power lines in the area as evidenced in Figure 2 (above) and in Figure 6, 7, & 8 (below); therefore the visual character of the area is not significantly disrupted by the project's overhead power lines and would not result in potential for significant visual impact. Topography downslopes from the house and the natural dark colors of the poles blend with the surrounding hillside. The poles are located so that they do not extend above the horizon therefore the additional line and poles do not significantly disrupt the visual character of the area.

### ***Alternatively:***

The Commission may determine that GP Ch. 11 Finding 1 cannot be made because the project does not reduce the number of overhead power lines and poles in the area. The project would approve approximately 600' of additional overhead power lines. The line to the applicant's residence is not co-located with existing facilities. Although the poles and lines on the property

may have insignificant visual impact; there would be no visual impact if the lines were underground. Allowing the overhead line may result in future requests for overhead powerlines from the neighboring undeveloped properties.



**Figure 6** - Poles circled in red are the applicant's two poles closest to the home. The pole in the foreground services a neighboring property.



**Figure 7** – Power poles shown in the foreground are on a nearby property extending above the horizon line and therefore may be considered more visually significant than the power poles circled in red located on the applicant's property.



**Figure 8** – Visibly significant power poles located on surrounding properties.

*The Director or the Commission may consider additional information pertaining to the visual character of the area that is deemed relevant to the application.*

2. *The placement of utility lines above ground is environmentally preferable to underground placement and does not create public health and safety impacts. In making this determination, the Director or the Commission shall consider the following:*
  - a. *Will underground placement disturb an environmentally sensitive area, including but not limited to the following: cultural resource sites, significant wildlife habitat or use areas, riparian or wetland areas, or shallow groundwater? If so, above-ground placement may be preferable;*
  - b. *Will overhead placement cause impacts to sensitive species, such as the Bi-State Distinct Population Segment of Greater Sage-Grouse, or other environmental impacts? If so, aboveground placement may not be preferable, or perch deterrents and other mitigations may be required (see policies in the Conservation/Open Space Element);*
  - c. *Will underground placement require disturbance of a waterway, including perennial, intermittent and seasonal streams? If so, above-ground placement may be preferable;*
  - d. *Will underground placement increase the utility line's exposure to environmental hazards, such as flood hazards, fault hazards or liquefaction? If so, above-ground placement may be preferable;*
  - e. *Are there other potential alignments that would avoid potential environmental impacts?;*  
*and*
  - f. *Are there adequate provisions for long-term maintenance and fire-hazard mitigation? If so, above-ground placement may be acceptable.*

The Commission may determine GP Ch. 11 Finding 2 can be made because Liberty has a wildfire mitigation program for long-term maintenance and fire-hazard mitigation. Per Liberty's website:

“There are three main pillars or actions Liberty is taking to reduce the possibility of an electrical infrastructure-ignited wildfire. The first pillar is vegetation management, which aims to eliminate combustible fuel under and around power lines. The second pillar is infrastructure hardening, or upgrading and/or replacing infrastructure that could potentially cause a spark or ignition. Third, and used as a last resort, are Public Safety Power Shutoffs, which are implemented when weather conditions become an extreme fire risk, and shutting power off to some or all of the electrical grid is deemed a necessary precaution to prevent a fire start.

1. **Vegetation Management** - Liberty crews are deployed year-round throughout the region to inspect trees and vegetation in the vicinity of power lines. In order to comply with state law and safety best practices, trees and vegetation that have grown too close to power lines will be trimmed or removed to mitigate wildfire risk. Liberty arborists can inspect a vegetation power line-related issue for customers who believe there may be a hazard to the electrical infrastructure.
2. **Infrastructure Hardening** - Infrastructure hardening is an ongoing system infrastructure improvement and replacement process aimed at lowering the



potential of fires sparked by electric infrastructure. Over the next several years, Liberty will conduct the following improvements to support this process:

- Install covered conductors (insulated wire)
  - Replace conventional fuses with limiting fuses
  - Test and replace aging poles
  - Enhance grid topology
3. **Public Safety Power Shutoffs** - A Public Safety Power Shutoff (PSPS) is a safety procedure utilized by electric utilities to proactively turn off power when and where conditions present an increased wildfire risk. The practice of de-energization as a last resort for public safety is regulated by the California Public Utilities Commission (CPUC).”

***Alternatively:***

The Commission may determine GP Ch. 11 Finding 2 cannot be made because underground placement would not be likely to disturb an environmentally sensitive area; underground placement would not require disturbance of a waterway; and underground placement is not likely to increase the utility line’s exposure; therefore, underground placement is preferable. Allowing the line overhead exposes the line to high winds, which has the potential to down power poles.

*The Director or the Commission may consider additional information pertaining to the environmental sensitivity of the area that is deemed relevant to the application.*

3. *The installation of underground utilities would create an unreasonable financial hardship on the applicant due to the unique physical characteristics of the property. In making this determination, the Director or the Commission shall consider the following:*
- a. Is the cost of the line to be installed excessive?*
  - b. Will the installation of underground utilities require trenching under a stream bed?*
  - c. Will the installation of underground utilities require unreasonable trenching or blasting through rock?*
  - d. Are there alternate alignments that would eliminate or significantly lessen the financial hardship? The Director or the Commission may consider other site specific financial hardships deemed relevant to the application.*

The Commission may determine GP Ch. 11 Finding 3 can be made because the expense to install underground power is approximately twice that of overhead. The applicant provided a receipt of \$16,136 for the installation of three power poles. Liberty advised the applicant that trenching and installing the line underground was estimated at twice the cost of installing overhead power. Past projects have estimated undergrounding lines costs roughly twice that of overhead, therefore underground power may likely cost approximately \$32,300 for this project.

***Alternatively:***

The Commission may determine GP Ch. 11 Finding 3 cannot be made. The applicant has completed 500' of underground trenching from the final power pole, uphill to the residence; therefore additional trenching would likely not be unreasonable. Based on the information provided, undergrounding the utility is not an unreasonable financial hardship.

**USE PERMIT FINDINGS**

MCGP LUE - Section 32.010, Required Findings:

Use permits may be granted by the Planning Commission only when all the following findings can be made in the affirmative:

1. *All applicable provisions of the Mono County General Plan are complied with, and the site of the proposed use is adequate in size and shape to accommodate the use and to accommodate all yards, walls and fences, parking, loading, landscaping and other required features because:*

The Commission may determine Use Permit Finding 1 can be made because overhead power lines are typical for the area as evidenced in Figure 2; and the property is compliant with all requirements of the General Plan as related to yards, walls and fences, parking, loading, landscaping and other required features. The site can adequately accommodate overhead power poles and has an existing dirt roadway for access and maintenance of the poles.

***Alternatively:***

The Commission may determine Use Permit Finding 1 cannot be made because the property was issued a building permit to construct a residential unit in compliance with the Rural Residential land use designation. The permit has yet to be finalized; the applicant was issued correction notices for the installed overhead power poles.

2. *The site for the proposed use related to streets and highways is adequate in width and type to carry the quantity and kind of traffic generated by the proposed use because:*

The Commission may determine Use Permit Finding 2 can be made because Eastside Lane is used to access the property and is adequate to carry the traffic load associated with residential land uses. The project, retention of overhead power poles on the private property, would not impact Eastside Lane. The power poles are located along a dirt roadway on the property so they can be maintained.

3. *The proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area on which the property is located because:*

The Commission may determine Use Permit Finding 3 can be made because the weather station located on the power pole nearest Eastside Lane on the applicant's property is equipped with a weather station that is part of Liberty's infrastructure hardening and wildfire mitigation efforts. The use and installation of the overhead powerlines may not be detrimental to the public welfare or injurious to property or improvements in the area. As described, the area contains numerous overhead power lines and poles.

Per Liberty's webpage on wildfire mitigation:

“There are three main pillars or actions Liberty is taking to reduce the possibility of an electrical infrastructure-ignited wildfire. The first pillar is vegetation management, which aims to eliminate combustible fuel under and around power lines. The second pillar is infrastructure hardening, or upgrading and/or replacing infrastructure that could potentially cause a spark or ignition. Third, and used as a last resort, are Public Safety Power Shutoffs, which are implemented when weather conditions become an extreme fire risk, and shutting power off to some or all of the electrical grid is deemed a necessary precaution to prevent a fire start.”

***Alternatively:***

The Commission may determine Use Permit Finding 3 cannot be made because the use and installation of the overhead powerlines may be detrimental to the public welfare or injurious to property or improvements in the area. The area experienced a wildfire in December 2020 and the region has experienced drought in the past years. Wildfires elsewhere in California were determined to be caused by downed overhead powerlines, resulting in destruction of property.

4. *The proposed use is consistent with the map and text of the Mono County General Plan because:*

The Commission may determine Use Permit Finding 4 can be made because the text of the Mono County General plan provides for allowing overhead power via Ch. 11.D. Utility Lines to Individual Development: Utility distribution lines to an individual development shall be installed underground, unless the applicant has obtained a Director Review permit with Notice for overhead installation, in the manner specified in Chapter 31, Director Review Processing. The General Plan provides a means to allow overhead power through the permitting process. Findings to allow the use can be met, as stated above.

***Alternatively:***

The Commission may determine this Use Permit Finding 4 cannot be made because the General Plan requires all new underground utilities to be installed underground, Chapter 11, Development Standards – Utilities.

Overhead power is not consistent with Issues/Opportunities/Constraints listed for the Antelope Valley, including:

2. *Residents in the Antelope Valley are interested in preserving the existing rural character of the communities and the Valley as a whole.*

Allowing overhead power lines will add visual impacts opposing rural character of the Valley.

Additionally, overhead power is not consistent with the following Antelope Valley Policies:

Policy 4.A.5. *Encourage the use of alternative energy and communications innovations.*

The trend in energy innovations has been to underground power lines for protection.

Policy 4.B.1; “*Maintain and enhance scenic resources in the Antelope Valley.*”

Allowing additional overhead power lines inhibits the scenic resources in the Valley.

This staff report was reviewed by the Community Development Director.

## Attachments

- Attachment 1 – Site Plan
- Attachment 2 – Combined Mailer
- Attachment 3 – Comments

# MONO COUNTY

## Planning Commission

### NOTICE OF DECISION & USE PERMIT

**USE PERMIT:** UP 22-007 **APPLICANT:** Michael Paiva

**ASSESSOR PARCEL NUMBER:** 002-430-018-000

**PROJECT TITLE:** Use Permit 22-007/Paiva

**PROJECT LOCATION:** 650 Eastside Lane, Walker CA 96107

#### CONDITIONS OF APPROVAL

See attached Conditions of Approval

ANY AFFECTED PERSON, INCLUDING THE APPLICANT, NOT SATISFIED WITH THE DECISION OF THE COMMISSION, MAY WITHIN TEN (10) DAYS OF THE EFFECTIVE DATE OF THE DECISION, SUBMIT AN APPEAL IN WRITING TO THE MONO COUNTY BOARD OF SUPERVISORS.

THE APPEAL SHALL INCLUDE THE APPELLANT'S INTEREST IN THE SUBJECT PROPERTY, THE DECISION OR ACTION APPEALED, SPECIFIC REASONS WHY THE APPELLANT BELIEVES THE DECISION APPEALED SHOULD NOT BE UPHELD AND SHALL BE ACCOMPANIED BY THE APPROPRIATE FILING FEE.

Notice is hereby given pursuant to Code of Civil Procedure Section 1094.6 that the time within which to bring an action challenging the County's decision is 90 days from the date the decision becomes final. If no appeal is made to the Planning Commission the Planning Commission decision shall become final on the expiration of the time to bring an appeal. Notice is also hereby given that failure to exhaust administrative remedies by filing an appeal to the Board of Supervisors may bar any action challenging the Planning Commission's decision.

**DATE OF DECISION/USE PERMIT APPROVAL:** November 17, 2022

**EFFECTIVE DATE USE PERMIT:** December 2, 2022

This Use Permit shall become null and void in the event of failure to exercise the rights of the permit within one (1) year from the date of approval unless an extension is applied for at least 60 days prior to the expiration date.

Ongoing compliance with the above conditions is mandatory. Failure to comply constitutes grounds for revocation and the institution of proceedings to enjoin the subject use.

#### MONO COUNTY PLANNING COMMISSION

**Dated:** November 17, 2022

**CC:** X Applicant  
X Public Works  
X Building  
X Compliance

## CONDITIONS OF APPROVAL

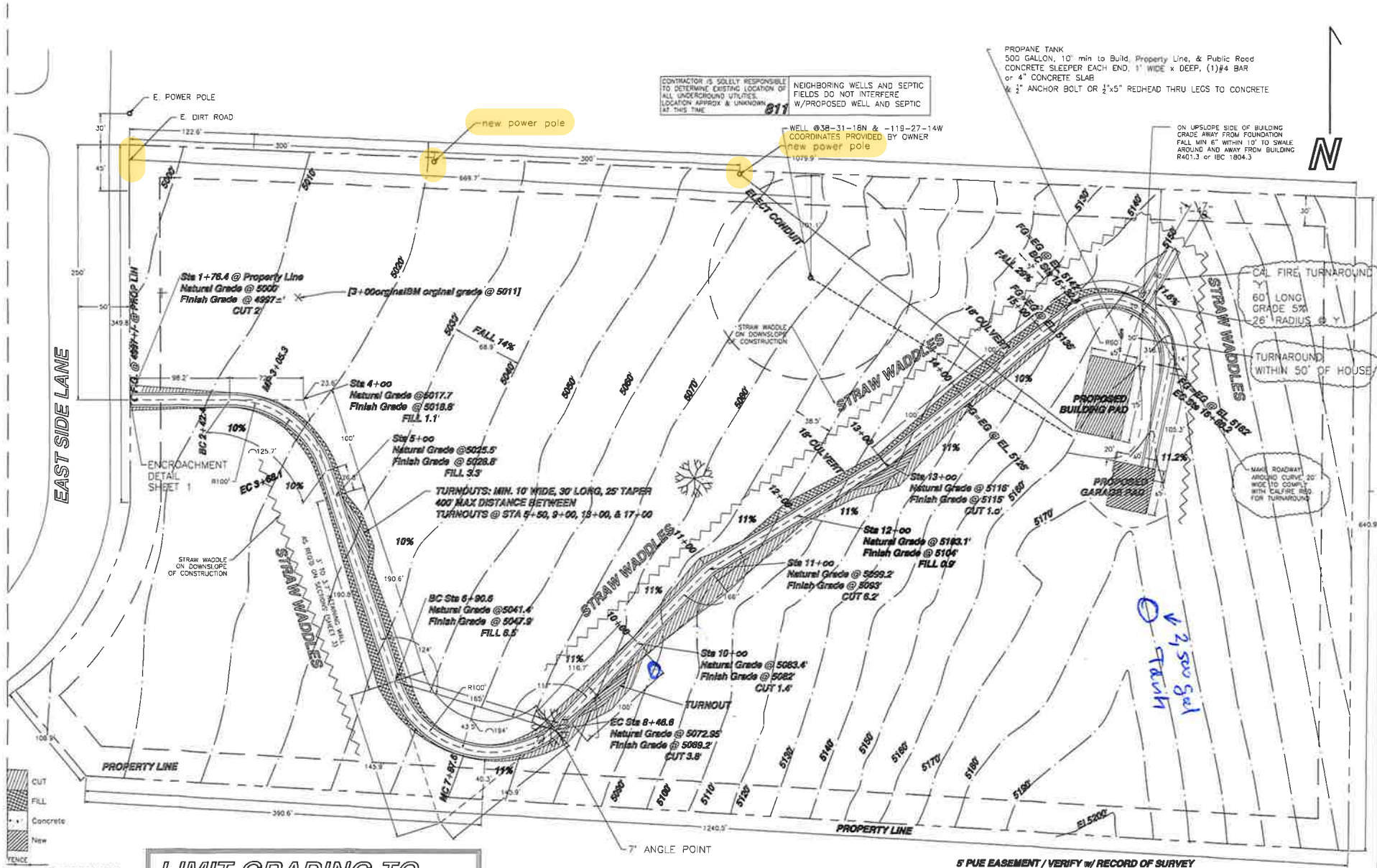
Use Permit 22-007 /Paiva

- 1) The property owner shall maintain defensible space around the on-site power poles.
- 2) Future development shall meet requirements of the Mono County General Plan, Mono County Code, and project conditions.
- 3) Project is required to comply with any requirements of the Antelope Valley Fire Protection District.
- 4) Project shall comply with all Mono County Building Division, Public Works, and Environmental Health requirements.
- 5) If any of these conditions are violated, this permit and all rights hereunder may be revoked in accordance with Section 32.080 of the Mono County General Plan, Land Development Regulations.
- 6) Appeal. Appeals of any decision of the Planning Commission may be made to the Board of Supervisors by filing a written notice of appeal, on a form provided by the division, with the Community Development director within 10 calendar days following the Commission action. The Director will determine if the notice is timely and if so, will transmit it to the clerk of the Board of Supervisors to be set for public hearing as specified in Section 47.030.7)
- 7) Termination. A use permit shall terminate and all rights granted therein shall lapse, and the property affected thereby shall be subject to all the provisions and regulations applicable to the land use designation in which such property is classified at the time of such abandonment, when any of the following occur:
  - A. There is a failure to commence the exercise of such rights, as determined by the Director, within two years from the date of approval thereof. Exercise of rights shall mean substantial construction or physical alteration of property in reliance with the terms of the Director Review.
  - B. There is discontinuance for a continuous period of one year, as determined by the Director, of the exercise of the rights granted.
  - C. No extension is granted as provided in Section 31.080.
- 8) Extension: If there is a failure to exercise the rights of the use permit within two years (or as specified in the conditions) of the date of approval, the applicant may apply for an extension for an additional one year. Only one extension may be granted. Any request for extension shall be filed at least 60 days prior to the date of expiration and shall be accompanied by the appropriate fee. Upon receipt of the request for extension, the Planning Division shall review the application to determine the extent of review necessary and schedule it for public hearing. Conditions of approval for the use permit may be modified or expanded, including revision of the proposal, if deemed necessary. The Planning Division may also recommend that the Commission deny the request for extension. Exception to this provision is permitted for those use permits approved concurrently with a tentative parcel or tract map; in those cases the approval period(s) shall be the same as for the tentative map.

- 9) Revocation: The Planning Commission may revoke the rights granted by a Director Review, and the property affected thereby shall be subject to all of the provisions and regulations of the Land Use Designations and Land Development Regulations applicable as of the effective date of revocation. Such revocation shall include the failure to comply with any condition contained in the Director Review or the violation by the owner or tenant of any provision pertaining to the premises for which such Director Review was granted. Before revocation of any permit, the commission shall hold a hearing thereon after giving written notice thereof to the permitted at least 10 days in advance of such hearing. The decision of the commission may be appealed to the Board of Supervisors in accordance with Chapter 47, Appeals, and shall be accompanied by an appropriate filing fee.



K. H. OLSEN, PE  
CIVIL ENGINEER  
775-265-3913



CONTRACTOR IS SOLELY RESPONSIBLE TO DETERMINE EXISTING LOCATION OF ALL UNDERGROUND UTILITIES. LOCATION APPROX & UNKNOWN AT THIS TIME

NEIGHBORING WELLS AND SEPTIC FIELDS DO NOT INTERFERE W/PROPOSED WELL AND SEPTIC

PROPANE TANK  
500 GALLON, 10' min to Build, Property Line, & Public Road  
CONCRETE SLEEPER EACH END, 1" WIDE x DEEP, (1) #4 BAR  
OR 4" CONCRETE SLAB  
& 2" ANCHOR BOLT OR 1/2"x5" REDHEAD THRU LEGS TO CONCRETE

ON UPSLOPE SIDE OF BUILDING GRADE AWAY FROM FOUNDATION  
FALL MIN 6" WITHIN 10' TO SWALE AROUND AND AWAY FROM BUILDING  
R401.3 or IBC 1804.3

CAL FIRE TURNAROUND  
60' LONG GRADE 5%  
26' RADIUS  
TURNAROUND WITHIN 50' OF HOUSE  
MAKE ROADWAY AROUND CURVE 20' WIDE TO COMPLY WITH CALFIRE REQ FOR TURNAROUND

**LIMIT GRADING TO THE AREA SHOWN TO MEET PERMIT REQ.**

Driveway Area - 38,500 sf

5' PUE EASEMENT / VERIFY W/ RECORD OF SURVEY

SEE BMP'S REQ, SHEET 1

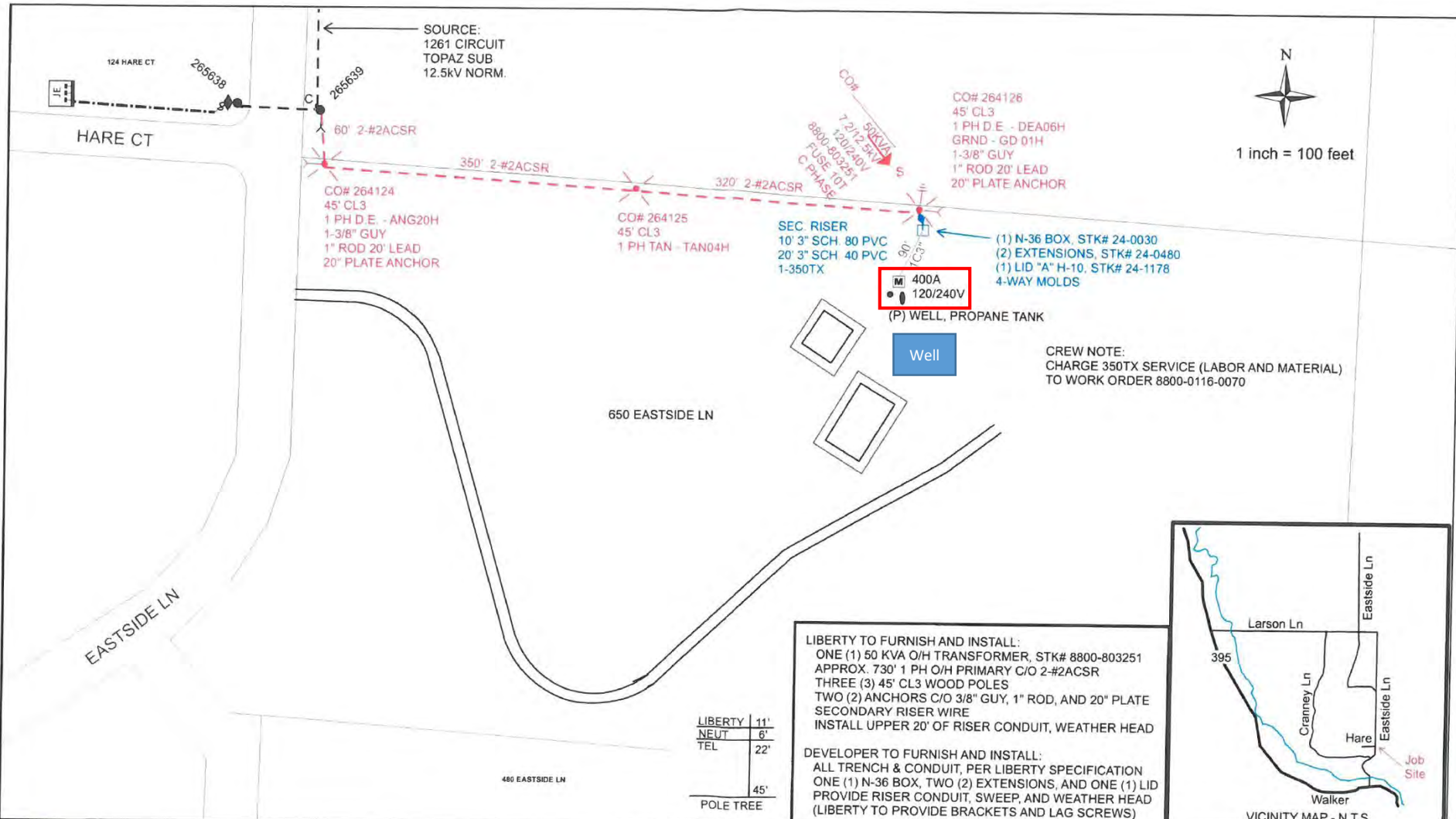
TOTAL EXCAVATION Approx. 1900 yd<sup>3</sup>  
TOTAL FILL Approx. 1900 yd<sup>3</sup>

- CUT
- FILL
- Concrete
- New
- FENCE
- ELECT CONDUIT
- CAS
- SEWER 4" ABS SEWER
- WATER 34" WATER LINE
- BOUNDARY
- SETBACK
- PROPERTY LINE

SANDY & MICHAEL PATVA c-650-949-5550  
EAST SIDE LANE WALKER, CALIFORNIA  
SITE SPECIFIC PLANS michael.patva@yahoo.com

JUN 23 2016  
SCALE 40  
2  
3

# Liberty Construction Plan May 19, 2016



933 Eloise Ave  
South Lake Tahoe, CA 96150  
Phone: (530) 543-5235  
Fax: (530) 544-4811

**650 Eastside Lane  
Residential Line Extension**

Job Number: 8800-0116-9006

Planner:  
John Perra (775) 870-0949

Customer:  
Michael Paiva  
PO Box 440, Coleville, CA 96107

No.	Revision	Date	Drawn	Designer	Review	Engineer
2	400A SRVC, 5HP PUMP, NO 2ND BUILDING SITE					

May 19, 2016

Page 1 of 1

## Mono County Community Development Department Planning Division

PO Box 347  
Mammoth Lakes, CA 93546  
760-924-1800, fax 924-1801  
commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760-932-5420, fax 932-5431  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

### NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that Mono County Planning Commission will conduct a public hearing **November 17, 2022**. As authorized by AB 361, Mono County has declared a state of emergency, local officials have recommended or imposed measures to promote social distancing, and the legislative body has made such findings; therefore the meeting will be accessible remotely by livecast at: <https://monocounty.zoom.us/j/85665729654> and by telephone at: 669-900-6833 (Meeting ID# is 856 6572 9654) where members of the public shall have the right to observe and offer public comment and to consider the following: **9:00 am – Use Permit 22-007/Paiva**. The project is located at 650 Eastside Lane, Walker (APN 002-430-018) and proposes to use three overhead power poles, extending 600' onto the northside of the property, to provide electricity to the single-family residence on the property. The project qualifies as a Categorical Exemption under CEQA guideline sections 15303 (d). Project materials are available for public review online at <https://monocounty.ca.gov/planning-commission> and hard copies are available for the cost of reproduction by calling 760-924-1800. INTERESTED PERSONS are strongly encouraged to attend the livecast meeting by phone or online or to attend in-person; and to submit comments to the Secretary of the Planning Commission, PO Box 347, 1290 Tavern Road STE 138, Mammoth Lakes, CA 93546 or by email at [cddcomments@mono.ca.gov](mailto:cddcomments@mono.ca.gov), by **8 am on Tuesday, November 17, 2022**, or via the livecast meeting (technology permitting) at the time of the public hearing. If you challenge the proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Secretary to the Planning Commission at, or prior to, the public hearing.

For more information please contact:

Michael Draper, Planning Analyst III  
PO Box 347, Mammoth Lakes, CA 93546  
[mldraper@mono.ca.gov](mailto:mldraper@mono.ca.gov); 760-924-1805



*Project location*

Mono County Community Development Dept.  
PO Box 347  
Mammoth Lakes, CA 93546

## MONO COUNTY PLANNING COMMISSION

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PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800, fax 924.1801  
commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760.932.5420, fax 932.5431  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

November 2, 2022

To: The Sheet  
From: Michael Draper, Planning Analyst III  
Re: Legal Notice for **November 5** edition

Invoice: Heidi Willson, PO Box 347, Mammoth Lakes, CA 93546

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### NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that Mono County Planning Commission will conduct a public hearing **November 17, 2022**. As authorized by AB 361, Mono County has declared a state of emergency, local officials have recommended or imposed measures to promote social distancing, and the legislative body has made such findings; therefore the meeting will be accessible remotely by livecast at: <https://monocounty.zoom.us/j/85665729654> and by telephone at: 669-900-6833 (Meeting ID# is 856 6572 9654) where members of the public shall have the right to observe and offer public comment and to consider the following: **9:00 am – Use Permit 22-007/Paiva**. The project is located at 650 Eastside Lane, Walker (APN 002-430-018) and proposes to use three overhead power poles, extending 600' onto the northside of the property, to provide electricity to the single-family residence on the property. The project qualifies as a Categorical Exemption under CEQA guideline sections 15303 (d). Project materials are available for public review online at <https://monocounty.ca.gov/planning-commission> and hard copies are available for the cost of reproduction by calling 760-924-1800. INTERESTED PERSONS are strongly encouraged to attend the livecast meeting by phone or online or to attend in-person; and to submit comments to the Secretary of the Planning Commission, PO Box 347, 1290 Tavern Road STE 138, Mammoth Lakes, CA 93546 or by email at [cddcomments@mono.ca.gov](mailto:cddcomments@mono.ca.gov), **by 8 am on Tuesday, November 17, 2022**, or via the livecast meeting (technology permitting) at the time of the public hearing. If you challenge the proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Secretary to the Planning Commission at, or prior to, the public hearing.

**Laura Stark**

---

**From:** lynn or mark <lynnimarkl@hotmail.com>  
**Sent:** Friday, August 12, 2022 10:38 AM  
**To:** Michael Draper  
**Cc:** Wendy Sugimura  
**Subject:** Re: LDTAC - Paiva

You don't often get email from lynnimarkl@hotmail.com. [Learn why this is important](#)

**[EXTERNAL EMAIL]**

Hello Mr. Draper,

Thanks for getting back to me and clarifying the situation.

It seems to me that if the owner didn't have to pay for the overhead lines when they were illegally installed then perhaps he shouldn't mind having to pay for their under-grounding now. Since there is considerably less tree cover now the visual impacts of overhead lines, as well as the exposure to winds, is increased. There are still very good reasons why these lines should be placed underground.

This seems like another case of Liberty doing whatever it wants wherever it wants without having to suffer any consequences. The County really needs to do something to rein in their rogue behavior. Local folks suffer (in part) because Liberty rides roughshod over the regulations.

Please do bring up my concerns at the meeting as I will be out of town and unable to attend.

Thanks,

Mark

On Aug 12, 2022, at 10:19 AM, Michael Draper <[mdraper@mono.ca.gov](mailto:mdraper@mono.ca.gov)> wrote:

Hello Mr. Langner,

Thank you for reviewing the LDTAC agenda and providing your comments. If you would like, I am happy to reiterate your concern during the meeting for the record, or you are welcome to attend the virtual meeting to voice them yourself. Please advise.

Unbeknownst to the County, three power poles were installed on Mr. Paiva's property, 600' into the property. After the third pole, the line drops underground until meeting the house. Mr. Paiva was given the option to remove the power poles and complete the undergrounding of the power line from Eastside Lane to the house or apply for a permit allowing the poles to remain. He's chosen to apply for the permit.

At the LDTAC meeting, staff will present the project and ask Mr. Paiva for further clarification. If the application is accepted, staff will prepare a report analyzing the project based on General Plan regulations for the review by the Planning Commission.

Please feel free to contact me directly with any questions.

Thank you,

Michael Draper  
Mono County Planning Analyst  
PO Box 347  
Mammoth Lakes, CA 93546  
760-924-1805

---

**From:** lynn or mark <[lynnimarkl@hotmail.com](mailto:lynnimarkl@hotmail.com)>  
**Sent:** Friday, August 12, 2022 10:06 AM  
**To:** Michael Draper <[mdraper@mono.ca.gov](mailto:mdraper@mono.ca.gov)>  
**Cc:** Wendy Sugimura <[wsugimura@mono.ca.gov](mailto:wsugimura@mono.ca.gov)>  
**Subject:** LDTAC - Paiva

**[EXTERNAL EMAIL]**

Hello Michael,

I am confused about the Paiva power-lines issue going before the LDTAC at the next meeting. What is written up in the agenda seems to be different than what is in the application request.

Is this for the addition of three new poles or for connecting up to the last of three existing poles (that the application says were installed by Liberty in 2016) and taking the lines unground from that last pole to the house?

Allowing new above-ground power lines significantly contributes to the wildfire risk in Antelope Valley. The last big destructive fire in our area was caused by downed power lines. Fire prevention should be a front burner (so to speak) item for the County and the ungrounding of all new power lines needs to be a firm requirement and considered an expected portion of home construction costs.

Thanks,

Mark Langner  
Coleville

# Mono County Community Development Department

P.O. Box 347  
Mammoth Lakes, CA 93546  
(760) 924-1800, fax 924-1801  
commdev@mono.ca.gov

## Planning Division

P.O. Box 8  
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[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

November 17, 2022

To: Mono County Planning Commission

From: Bentley Regehr, Planning Analyst

Re: General Plan Amendment 22-02 and Use Permit 21-007/D&S Waste Transfer Facility

### Recommendation

It is recommended the Planning Commission take the following actions:

1. Hold the public hearing, receive public testimony, deliberate the project including the associated Negative Declaration environmental document, and make any desired changes.
2. For General Plan Amendment (GPA) 22-02, certify the Negative Declaration and make the findings as contained in the Resolution or with any desired modifications, and adopt Resolution R22-12 recommending the Mono County Board of Supervisors approve the GPA and certify the Addendum.
3. For Use Permit 21-007, make the findings in the staff report or with any desired modifications, certify the Negative Declaration, and approve Use Permit 21-007 subject to Conditions of Approval, which requires the approval of GPA 22-02 by the Board of Supervisors.

### Background

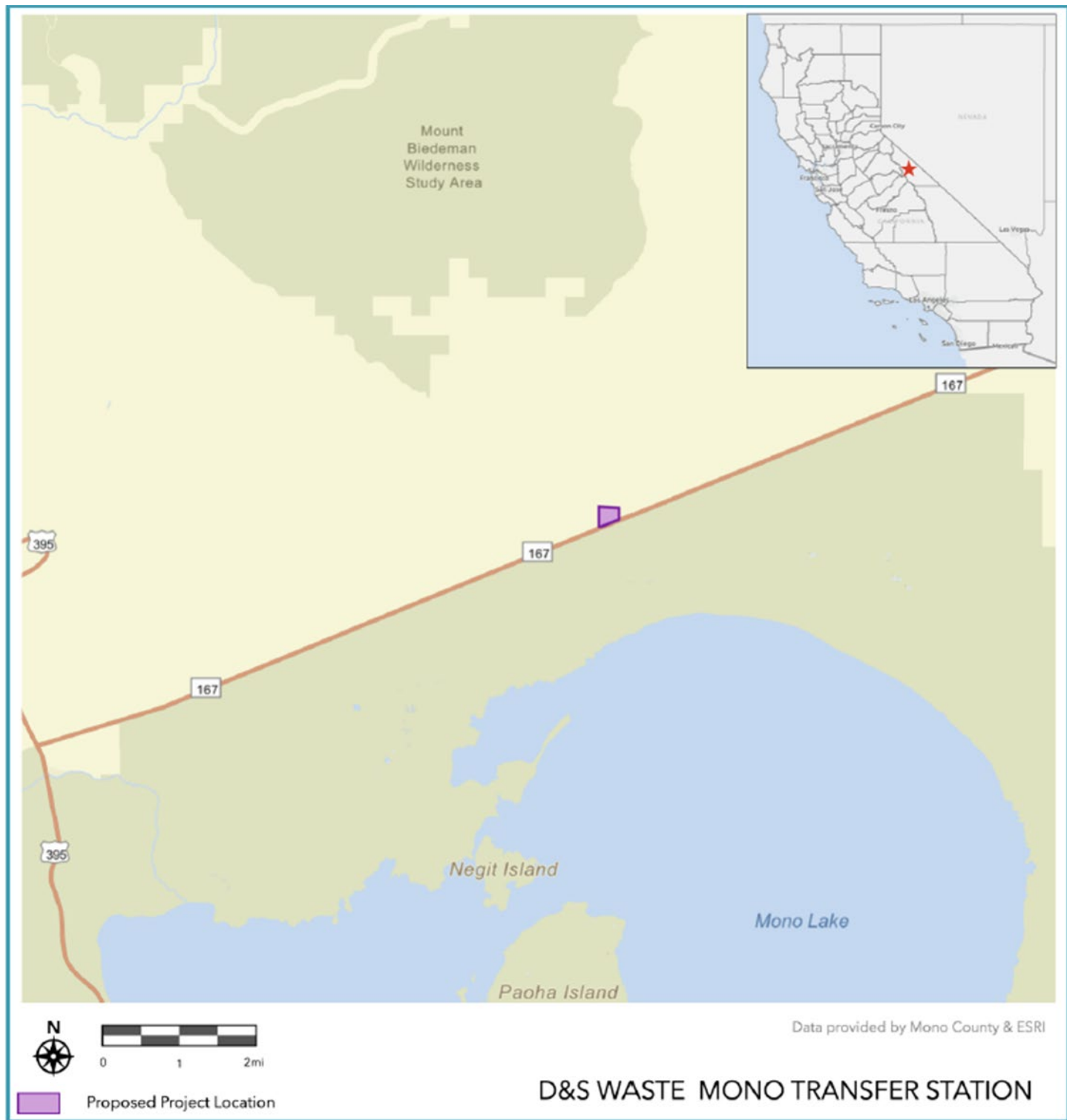
The project requires approval of the following: (1) General Plan Amendment (GPA) 22-02 to change the land use designation from Resource Management (RM) to Industrial (I); and (2) Use Permit 21-007. GPA 22-02 will be heard by the Mono County Board of Supervisors after a recommendation by the Planning Commission. Enactment of Use Permit 21-007 will be contingent upon approval of GPA 22-02 as stated in the Use Permit conditions of approval.

Project documents are available at 1290 Tavern Road, Mammoth Lakes, California or online at: <https://monocounty.ca.gov/planning/page/ds-transfer-station>.

The project is located at 7937 Highway 167 in the Mono Basin (APN 013-210-028), approximately eight miles northeast of Mono City, as shown in Figure 1.



**Figure 1: Project location**



APN 013-210-028 is designated Resource Management (RM). The “RM” designation is intended to recognize and maintain a wide variety of values in the lands outside existing communities. The RM designation indicates the land may be valuable for uses including but not limited to recreation, surface water conservation, groundwater conservation and recharge, wetlands conservation, habitat protection for special-status species,

wildlife habitat, visual resources, cultural resources, and geothermal or mineral resources. GPA 22-02 proposes to change the land use designation to Industrial (I), which is intended to provide for heavy industrial uses.

The land use designations adjacent to the site are described below:

<b>East:</b>	National Forest – Resource Management (RM)
<b>West:</b>	Private Land – Resource Management (RM)
<b>South:</b>	National Forest/BLM – Resource Management (RM)
<b>North:</b>	National Forest – Resource Management (RM)

The property located to the west of the site contains a residence. All other adjacent parcels are vacant. Other residences are located along Cottonwood Canyon Road approximately one mile away.

Since 1974, the site has been used for waste management equipment storage. D & S Waste acquired the property in 2007, maintaining its current land use. In 2010, a metal storage building was built in the northeastern section of the parcel. Municipal solid waste collected by D & S Waste Removal Inc. is currently disposed of at the existing Benton Crossing Landfill, located on Benton Crossing Road approximately five miles east of US 395. In 2019, the Benton Crossing Landfill was accepting an average of 75 tons of waste per day. Benton Crossing Landfill is expected to close on December 31, 2022.

Existing features on the site include:

- 2,400 square-foot (40' x 60') metal warehouse
- Two (2) fuel tanks (1,800-gallon, 500-gallon)
- Generator
- Water well
- Three (3) 500-gallon propane tanks
- Solar panels and solar panel control boxes
- A one-room 10' x 15' office building with bathroom
- Septic tank & leach field area
- Gravel road

Figure 2: Existing site conditions



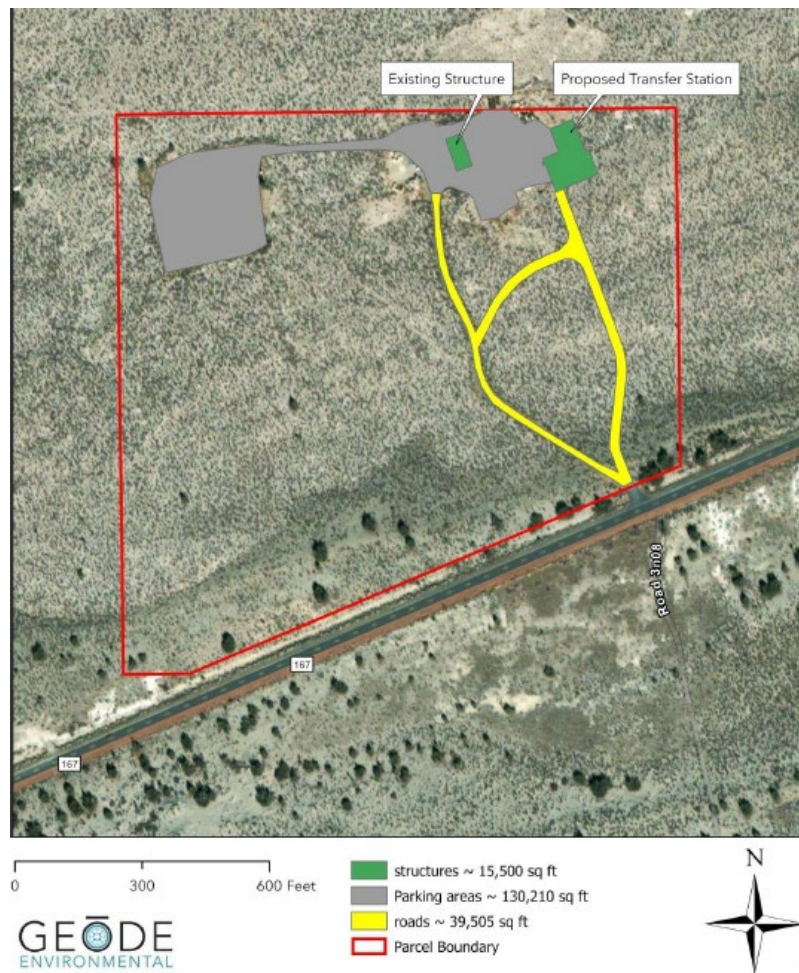
The proposed project includes:

- Permitting the site as a transfer facility to temporarily house municipal solid waste (MSW) for up to 48 hours.
- Construction of an 8,000-s.f. metal waste storage & management warehouse (80' x 100' x 30') to temporarily house MSW, equipment and vehicles.

- Installation of a 12 'x 70' subterranean truck scale.
- Developing gravel approaches to the new building
- Construction of berms shielding both the existing and new project features

The proposed D & S Waste Transfer Station would be used to transfer MSW. The waste will remain on-site for up to 48 hours before transfer, with no permanent waste remaining on-site and no septic waste. Waste brought to the site will originate in Mono County and be transferred to Lockwood, Fallon, and Hawthorne, Nevada. The facility will not be open to the public and will solely be used by D & S Waste employees. The project will operate in conjunction with the Pumice Valley Landfill. Figure 3 below shows the general location of the proposed features. Please see Attachment 1 for a detailed site plan.

**Figure 3: Location of proposed transfer station**



## **General Plan Amendment (GPA)**

A GPA to change the land use designation from RM to I is required to allow for the proposed waste transfer facility. The change from RM to I will increase the allowable maximum lot coverage from 5% to 80%. RM has setbacks of 50' front, 30' side, and 30' rear. I does not have setback standards. Minimum parcel size is 40 acres for RM and 10,000 s.f. for I.

## **Noticing & Public Comments**

The application was accepted at the November 15, 2021, Land Development Technical Advisory Committee (LDTAC) meeting. The project was noticed under SB-18 and AB-52 on February 25, 2022, with no comments received. The Planning Commission hearing was noticed in the November 5, 2022, edition of The Sheet and was noticed to property owners within 300' on November 1, 2022. Conditions of Approval were reviewed at the November 7, 2022, LDTAC meeting. No comments were received at the time of the agenda being published.

## **CEQA**

The project was analyzed as a negative declaration (PRC Section 21064). A negative declaration is a written statement describing the reasons that a proposed project will not have a significant effect on the environment, and does not require the preparation of an Environmental Impact Report (EIR). The draft Initial Study (IS) was released for a 30-day public comment period, ending October 3, 2022. There were two public comment letters received: one in support and one in opposition.

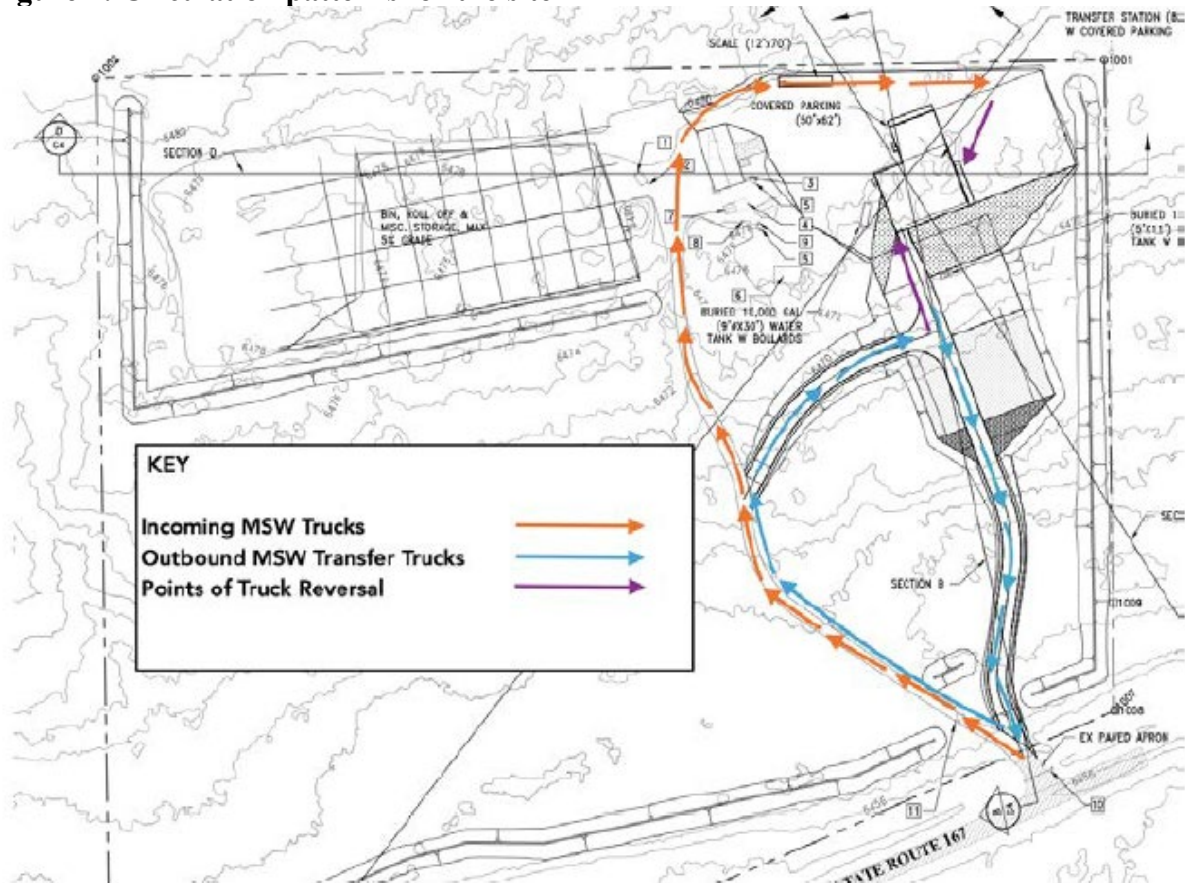
## Noise

The opposition letter stated a concern about noise impacting nearby residences on Cottonwood Canyon Road.

Beeping from truck reversals will not be a regular source of noise. The dump trucks operate in a forward direction and reverse only during refueling and parking. Transfer trucks operate once a day in the summer and once every two days in the winter. The transfer trucks will reverse for approximately 100' feet with a maximum 5 minute duration per truck visit, in compliance with the federal Occupational Health & Safety Administration (OSHA)-required back-up beeper. The back-up beeper, also known as back-up alarm or vehicle motion alarm, is required by OSHA regulation 29 CFR Part 1926.601(b)(4). Transfer truck operation (i.e., the source of the beeping noise) will be confined to daytime business hours. Please see Figure 4 below, depicting the area of beeping in purple.

General noise levels were also calculated for the project in relation to property boundaries and nearby sensitive receptors. The noise generated will not exceed the allowable levels under the Mono County Noise Ordinance. The generator will be placed inside a structure to further reduce sound dispersion. Please see Attachment 2 for a full analysis of noise and response to comments.

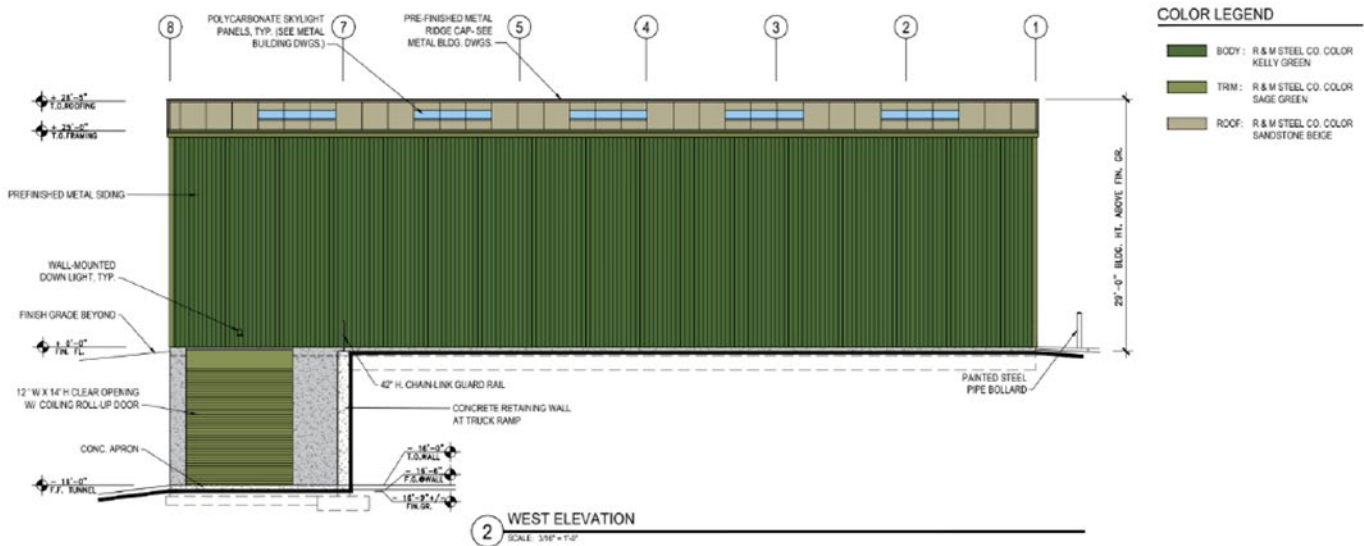
**Figure 4: Circulation patterns for the site**



### Visual Impacts

Although not raised through public comment, the project takes several measures to reduce impacts to the viewshed. The viewshed will be protected by constructing berms shielding both the existing and new project features as a design-element with local native vegetation. The 4' to 12' tall and 57' wide berms screen the project from view along the western, southern, and eastern parcel boundaries. The berms are landscaped with native botanicals to create continuity with the natural landscape. The facility will be set back 0.15 miles from SR-167. The new metal building will be painted in dark earth tone colors and all surfaces will be non-reflective. The proposed colors are indicated in Figure 5 below.

**Figure 5: Proposed colors for the facility**



No significant impacts were determined for the aforementioned subjects or other areas.

**General Plan Amendment Findings**

According to Chapter 48.020 of the Land Use Element, prior to taking an action to approve or recommend approval of a change in district designation classification, the following findings shall be made:

- A. *The proposed change in land use designation is consistent with the text and maps of this General Plan;*
- B. *The proposed change in land use designation is consistent with the goals and policies contained within any applicable area plan;*
- C. *The site of the proposed change in land use designation is suitable for any of the land uses permitted within that proposed land use designation;*
- D. *The proposed change in land use designation is reasonable and beneficial at this time; and*
- E. *The proposed change in land use designation will not have a substantial adverse effect on surrounding properties.*

Findings for General Plan Amendment 22-02 are contained in Exhibit A of the attached Resolution R22-12.

**Use Permit Findings**

In accordance with Mono County General Plan, Chapter 32, Processing Use Permits, the Planning Commission may issue a Use Permit after making certain findings.

Section 32.010, Required Findings:

1. *All applicable provisions of the Mono County General Plan are complied with, and the site of the proposed use is adequate in size and shape to accommodate the use and to accommodate all yards, walls and fences, parking, loading, landscaping, and other required features because:*

The project meets all requirements under the Industrial land use designation, including lot coverage, site disturbance, setbacks, and parking. The site and proposed configuration are adequate to accommodate required circulation for vehicles.

2. *The site for the proposed use related to streets and highways is adequate in width and type to carry the quantity and kind of traffic generated by the proposed use because:*

The site is accessed from SR 167. The amount of truck traffic generated will not create a significant impact on the highway. No local or “neighborhood” roads will be used in accessing the site.

3. *The proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located because:*

The proposed use will not be detrimental to the public welfare or injurious to property. The Negative Declaration indicates there will be no significant impacts to visuals, noise, biological resources, or any other impact category analyzed under CEQA. Measures are proposed in the Conditions of Approval to address public concern and to issues, particularly in regard to sound, visuals, biological resources, and archeological resources. The project is subject to Chapter 23, Dark Sky Regulations, and the Mono County Noise Ordinance.

4. *The proposed use is consistent with the map and text of the Mono County General Plan because:*

The proposed use is consistent with the Industrial land use designation, once GPA 22-02 is approved. Waste transfer facilities are permitted under Industrial, subject to Use Permit. Approval of the Use Permit is contingent upon approval of the General Plan Amendment to change the land use designation from Resource Management (RM) to Industrial (I).

This report has been reviewed by the Community Development Director.

Attachments:

1. Site Plan
2. Resolution 22-12 certifying the Addendum and making the findings for GPA 22-02
3. Final Negative Declaration, comprised of the following: A) Response to Comments, B) Draft Initial Study/Negative Declaration.
4. Noticing



**Conditions of Approval/UP 21-007**

1. Preconstruction surveys shall be conducted by a qualified biologist, approved by the County, and funded by the developer, to determine potential presence of special status wildlife and/or habitat (including dens, burrows, nests, and other suitable habitat). The surveys shall be conducted within the appropriate survey windows, no more than seven days prior to ground disturbing activities, and again no more than 24 hours prior to initiating ground disturbing activities. Transect distances shall be no more than 25-meters. The final report shall clearly identify which species were looked for and the survey methods used, and all references to other survey findings shall clearly specify the dates, authors, locations and boundaries of the referenced work.
2. The project shall comply with all applicable requirements of the Migratory Bird Treaty Act. To avoid impacts to nesting birds, the removal of any trees and vegetation from the project site from March 15 to September 15 shall require that a qualified biologist, approved by the County and funded by the developer, conduct Nesting Bird Surveys of the site, within the appropriate survey windows, to determine the location of any nesting birds prior to project activities (including site preparation). The nesting bird surveys shall be conducted no more than seven days, and again no more than 24 hours, prior to initiating ground disturbing activities. Transect distances shall be no more than 25-meters. The final report shall clearly identify which species were looked for, and the survey methods used, and all references to other survey findings shall clearly specify the dates, authors, locations, and boundaries of the referenced work. Should nesting birds be identified, a qualified biologist will mark those areas with Environmentally Sensitive Area (ESA) fencing, and monitor the nesting sites throughout project activities, until the young have fledged.
3. The following housekeeping measures shall be implemented throughout the construction process: (a) raw cement/concrete or washings thereof, asphalt, paint, or other coating material, oil or other petroleum products, or any other substances which could be hazardous to wildlife resources shall be removed from the site immediately; (b) all construction equipment shall be checked for leaks daily prior to initiating work. Leaking equipment shall be taken offsite to be maintained. If equipment is leaking while onsite, a construction diaper (i.e. tarp and wattles) shall be placed underneath the leak until the equipment can be maintained; and (c) construction crew shall limit disturbance to necessary work areas only so as to limit potential impacts to flora and fauna.
4. Weed control shall be practiced in all temporarily disturbed habitats. Prior to issuance of an occupancy permit, invasive plant species shall be removed from the screening berms. If an herbicide is used, it will be done by a licensed applicator, approved by the County and funded by the developer. Weed controls will be monitored by the County-approved biologist, and repeated annually until the native landscape plantings are established as described in Condition 5 below.
5. Landscaping on the new berms shall consist of plant materials that are native to the Mono Basin. The berms shall be hydroseeded with a locally-sourced native seed mix, covered with paper mulch to retain moisture, and irrigated 3-6 times a day for a period of no less than 6 months. The landscape plantings shall be monitored over a period of 5 years by a qualified County-approved biologist. The progress of revegetation will be evaluated by the biologist at the end of each growing season and reported with regard to attainment of success criteria: 1) after 5 years, at least six live native shrubs per 4 square meters or 10% total living shrub canopy cover will be present, and 2) weeds will together establish less than 10% canopy cover in sampled 4 square meter quadrats. If it appears at the time of annual monitoring that either of these success criteria may not be met after 5 years, recommendations for

specific remediations including re-planting or additional weed control will be provided in the annual monitoring report.

6. In the event of the discovery of archaeological resources during construction, ground disturbance shall be suspended within a 200-foot radius of the location of such discovery until the area can be evaluated by a qualified archaeologist approved by the County and funded by the developer. Work shall not resume in the defined area until the archaeologist conducts sufficient research and data collection to make a determination as to the significance of the resource. If the resource is determined to be significant and mitigation is required, the first priority shall be avoidance and preservation of the resource. All feasible recommendations of the archaeologist shall be implemented. Mitigation may include, but is not limited to, in-field documentation and recovery of specimens, laboratory analysis, preparation of a report detailing the methods and findings of the investigation, and curation at an appropriate collection facility.

In the event that human remains are encountered, State Health and Safety Code § 7050.5 requires that no further disturbance shall occur until the County Coroner has been notified and has made a determination of the origin and disposition of the remains. If the remains are determined to be of prehistoric or protohistoric Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), pursuant to PRC § 5097.98. The NAHC shall determine and notify a Most Likely Descendant (MLD) individual or group that will consult with the landowner or their authorized representative and recommend the manner of treatment for any human remains and associated burial materials. All associated costs shall be borne by the developer.

7. All project construction shall be conducted in compliance with permit conditions of approval and current building code requirements.
8. The project shall be required to obtain a permit from the State Water Resources Control Board, including a stormwater Pollution Prevention Plan for drainage and control of onsite spills. The project operator shall be required to comply with all applicable requirements and practices therein through the life of the project.
9. The development footprint and project construction shall substantially comply with the project description and site plan as described in the adopted Initial Study.
10. The project warehouse shall comply with the following standards:
  - a. Setbacks: The metal warehouse shall be set back from SR-167 no less than 80-feet.
  - b. Building Height: The building height shall not exceed 30-feet.
  - c. Lot Coverage: Lot coverage shall not exceed 15% of the parcel area.
  - d. Color Palette: The onsite warehouse structure shall be painted consistent with the approved color palette including Kelly Green (for the main building); Sage Green (for the trim, main doors, and vehicle doors); and Sandstone Beige (on the roof and along the edges of siding).
11. All truck travel on the gravel approach leading into and exiting the weigh scale shall be limited to the movement described in the noise analysis of the Negative Declaration, in order to reduce noise caused by reversing.
12. Operations on the property shall be limited to daylight hours year-round.

13. Noise levels at the property boundary during daytime hours (7 am to 10 pm) shall not at any time exceed 65 decibels, and during evening hours (10 pm to 7 am) shall not exceed 60 decibels. Noise levels at the boundary of the closest nearby residential property shall not at any time exceed 55 decibels during daytime hours (7 am to 10 pm), and shall not at any time exceed 50 decibels during evening hours (10 pm to 7 am).
14. The generator shall be placed inside and comply with the Mono County Noise Ordinance.
15. The project shall at all times be in full compliance with applicable dust and PM-10 mitigation requirements of the Great Basin Unified Air Pollution Control District, including requirements adopted specifically for the Mono Basin PM10 Statement Implementation Plan.
16. Wastes from any single delivery shall not be stored on the property for more than 48 hours, and all waste storage shall be confined to the metal warehouse.
17. The existing onsite solar system has a 1.8 kilowatt hour power capacity on a 30-ampere system to charge batteries daily. Prior to issuance of the Certificate of Occupancy, capacity of the existing 30-ampere solar panel system shall be doubled to a minimum of 60-amperes.
18. A formal a fire risk assessment and a formal fire plan shall be provided to set forth proper protocols and procedures for the unanticipated receipt of burning wastes. A 10,000-gallon fire suppression tank, supplied by the on-site well, shall be made available onsite for fire suppression. As required by CalFire, all staff will be trained in fire safety protocols. The formal fire risk assessment and fire plan shall be maintained onsite and accessible to all staff at all times. Fire safety equipment shall be available on-site for all staff. No open burning will be allowed.
19. Water use on the project site shall be provided from the existing onsite well, and limited to one onsite bathroom and the misters used inside the warehouse for odor control. Onsite use of process water shall at all times be prohibited. The project shall be in full compliance with all requirements of the Mono County Environmental Health Department.
20. Odor control systems shall be maintained, and if complaints are received, the systems shall be modified or enhanced.
21. All leachate water that has percolated through the solid MSW shall be hauled offsite with the solid waste and remediated. Additionally, leachate from the existing septic system holding tank shall be pumped and hauled offsite and remediated. The applicant shall work with Mono County's Environmental Health Department to ensure that the wastewater holding tank and septic system are in full compliance with Title 14 of the County Code, which regulates water and sewer issues.
22. The project shall comply with all applicable requirements of the California Integrated Waste Management Act of 1989, which requires that at least 50 percent of waste produced on the site be recycled, reduced, or composted.
23. The project shall be permitted to receive no more than 150 tons of municipal solid waste per day, and waste materials shall not be held on the site in excess of 48 hours.

24. The project shall be required to obtain an approved Full Solid Waste Facilities Permit from the Mono County Environmental Health Department prior to commencement of operations on the project site. The project shall comply with all applicable state and federal solid waste requirements.
25. Project lighting shall fully comply with lighting requirements of Mono County General Plan Land Use Element Chapter 23. Additionally, inasmuch as the southern project boundary adjoins SR-167, a County-designated Scenic Highway, project lighting shall fully comply with lighting requirements of the Mono County Scenic Combining Element, including provisions that prohibit glare, require proper maintenance, minimize allowed contrast in lighting levels, require full cut-off luminaires with the light source downcast and fully shielded and prohibit light trespass onto neighboring properties or the public right of way. Light intensity should aim for an intensity of 2400K, and in no event shall exceed 3000K.
26. Reflective materials and windows shall not be permitted on the project site or structures.
27. Berms constructed around the west, south and east site perimeter shall comply with the following standards:
- a. Dimensions: All onsite berms shall be within the range of 4' to 12' in height, and approximately 57' in width. Total berm length on the 3 perimeters shall not exceed 3,500-feet.
  - b. Native Landscaping: Berms shall be landscaped exclusively with sourced native plant materials grown from locally sourced seeds.
28. The project shall obtain and comply with the applicable permit requirements of all trustee and responsible agencies.
29. Approval of Use Permit 21-007 is contingent upon approval of the General Plan Amendment to change the land use designation to Industrial (I).
30. Termination: Per section 32.060 of the Land Use Element, a use permit shall terminate and all rights granted therein shall lapse, and the property affected thereby shall be subject to all the provisions and regulations applicable to the land use designation in which such property is classified at the time of such abandonment, when any of the following occur:
- There is a failure to commence the exercise of such rights, as determined by the Director, within two years from the date of approval thereof or as specified in the conditions. If applicable, time shall be tolled during litigation. Exercise of rights shall mean substantial construction or physical alteration of property in reliance with the terms of the use permit;
  - There is discontinuance for a continuous period of one year, as determined by the Director, of the exercise of the rights granted; and
  - No extension is granted as provided in Section 32.070.
31. Extension: If there is a failure to exercise the rights of the use permit within two years (or as specified in the conditions) of the date of approval, the applicant may apply for an extension for an additional one year. Only one extension may be granted. Any request for extension shall be filed at least 60 days prior to the date of expiration and shall be accompanied by the appropriate fee. Upon receipt of the request for extension, the Planning Division shall review the application to determine the extent of review necessary and schedule it for public hearing. Conditions of approval for the use permit may be modified or expanded, including revision of the proposal, if deemed necessary. The Planning Division may also recommend that the Commission deny the request for extension.

32. If any of these conditions are violated, this permit and all rights hereunder may be revoked in accordance with Section 32.080 of the Mono County General Plan, Land Development Regulations.

# MONO COUNTY

## Planning Division

### DRAFT NOTICE OF DECISION & USE PERMIT

**USE PERMIT:** 21-007 **APPLICANT:** D&S Waste

**APN:** 013-210-028

**PROJECT TITLE:** D&S Waste Transfer Facility

**PROJECT LOCATION:** 7937 Hwy 167, Mono Basin

#### CONDITIONS OF APPROVAL

See attached Conditions of Approval

ANY AFFECTED PERSON, INCLUDING THE APPLICANT, NOT SATISFIED WITH THE DECISION OF THE COMMISSION, MAY WITHIN TEN (10) DAYS OF THE EFFECTIVE DATE OF THE DECISION, SUBMIT AN APPEAL IN WRITING TO THE MONO COUNTY BOARD OF SUPERVISORS.

THE APPEAL SHALL INCLUDE THE APPELLANT'S INTEREST IN THE SUBJECT PROPERTY, THE DECISION OR ACTION APPEALED, SPECIFIC REASONS WHY THE APPELLANT BELIEVES THE DECISION APPEALED SHOULD NOT BE UPHELD AND SHALL BE ACCOMPANIED BY THE APPROPRIATE FILING FEE.

**DATE OF DECISION/USE PERMIT APPROVAL:** Nov. 17, 2022

**EFFECTIVE DATE USE PERMIT:** Nov. 27, 2022

This Use Permit shall become null and void in the event of failure to exercise the rights of the permit within one (1) year from the date of approval unless an extension is applied for at least 60 days prior to the expiration date.

Ongoing compliance with the above conditions is mandatory. Failure to comply constitutes grounds for revocation and the institution of proceedings to enjoin the subject use.

Notice is hereby given pursuant to Code of Civil Procedure Section 1094.6 that the time within which to bring an action challenging the County's decision is 90 days from the date the decision becomes final. If no appeal is made to the Board of Supervisors, the Planning Commission decision shall become final on the expiration of the time to bring an appeal. Notice is also hereby given that failure to exhaust administrative remedies by filing an appeal to the Board of Supervisors may bar any action challenging the Planning Commission's decision.

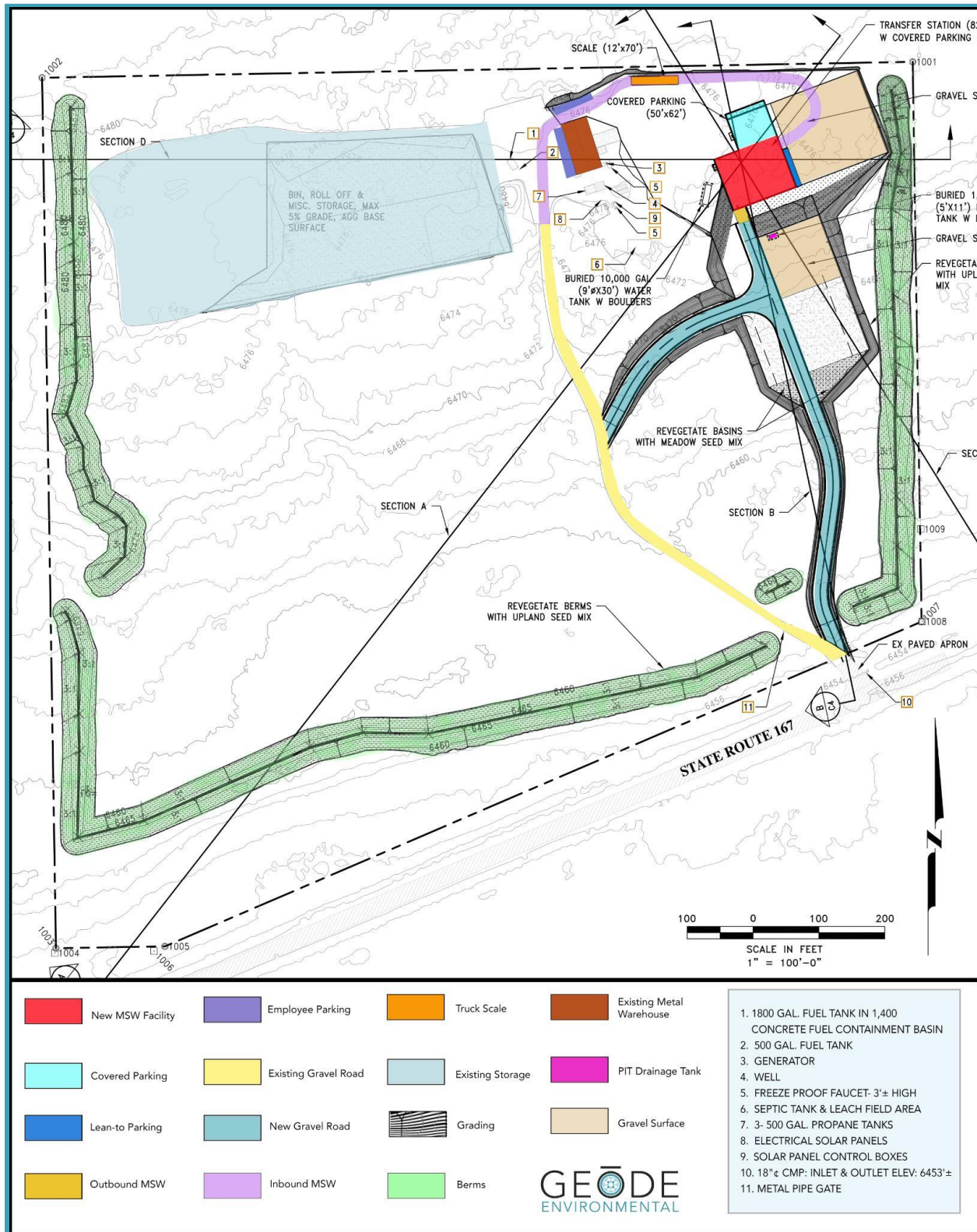
#### MONO COUNTY PLANNING COMMISSION

**DATED:** November 17, 2022

cc:

- Applicant
- Public Works
- Building
- Compliance

FIGURE 4 | SITE FEATURES



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**RESOLUTION NO. 22-12**

**A RESOLUTION OF THE MONO COUNTY PLANNING COMMISSION  
RECOMMENDING THE MONO COUNTY BOARD OF SUPERVISORS  
ADOPT GENERAL PLAN AMENDMENT 22-02 TO CHANGE THE LAND USE  
DESIGNATION FOR APN 013-210-028 FROM RESOURCE MANAGEMENT (RM) TO  
INDUSTRIAL (I)**

**WHEREAS**, Community Development received a complete application for a General Plan Amendment (GPA) to change the land use designation at 7937 Hwy 167 (APN 013-210-028) from Resource Management (RM) to Industrial (I); and

**WHEREAS**, the GPA proposal was noticed to surrounding property owners on November 3, 2022, and relevant to tribes consistent with the provisions of SB-18 and AB-52 on February 25, 2022, and published in The Sheet on November 5, 2022; and

**WHEREAS**, the Mono County Planning Commission held a duly noticed and advertised public hearing on November 17, 2022 to hear all testimony relevant to the proposed GPA; and

**WHEREAS**, the Mono County Planning Commission found that the proposed uses under Use Permit 21-007 are suitable for the I land use designation; and

**WHEREAS**, following the public hearing the Mono County Planning Commission considered this Resolution 22-12, recommending the Board of Supervisors approve GPA 22-02 redesignating APN 013-210-028 from RM to I and certification of the Negative Declaration.

**NOW, THEREFORE, BE IT RESOLVED** that the Mono County Planning Commission hereby finds, resolves, and recommends as follows:

**SECTION ONE:** The Planning Commission initiates General Plan Amendment 22-02.

**SECTION TWO:** Having reviewed and considered the analysis in the staff report, comments received during the public review process and testimony provided in the public hearing, the Planning Commission certifies the Negative Declaration, finding that on the basis of the whole record, including the initial study and comments received, that there is no substantial evidence that the project will have a significant effect on the environment and that the Addendum reflects the lead agency’s independent judgement and analysis.



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**SECTION THREE:** Having reviewed and considered the analysis in the staff report, comments received during the public review process and testimony provided in the public hearing, the Planning Commission finds that the General Plan Amendment is consistent with the texts and maps of the General Plan, is consistent with the goals and policies contained within any applicable area plans, is suitable for any of the land uses permitted within that proposed land use designation, is reasonable and beneficial at this time, and will not have a substantial adverse effect on surrounding properties as set forth in Exhibit A, and was sufficiently analyzed under the negative declaration.

**SECTION FOUR:** The Planning Commission recommends that the Board of Supervisors adopt GPA 22-02 and certify the Negative Declaration.

**APPROVED AND ADOPTED** this 17<sup>th</sup> day of November, 2022, by the following vote of the Planning Commission, County of Mono:

- AYES :**
- NOES :**
- ABSENT :**
- ABSTAIN :**

\_\_\_\_\_  
**CHAIR  
PLANNING COMMISSION**

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**SECRETARY**

\_\_\_\_\_  
**COUNTY COUNSEL**

## Exhibit A to R22-12: General Plan Amendment Findings

According to Chapter 48.020 of the Land Use Element, prior to taking an action to approve or recommend approval of a change in district designation classification, the Commission shall find as follows:

- A. *The proposed change in land use designation is consistent with the text and maps of this General Plan;*

The proposed Amendment to change the land use designation from Resource Management (RM) to Industrial (I) is consistent with General Plan policies. Waste transfer facilities are not permitted under RM, but are permitted subject to Use Permit under I. The project has been analyzed for potential impacts and no significant impacts were identified due to the change from RM to I. The proposed project is consistent with the standards set forth by the I land use designation.

- B. *The proposed change in land use designation is consistent with the goals and policies contained within any applicable area plan;*

The project supports County and Mono Basin objectives to support economic development and provide a variety of services. Approval of the General Plan Amendment and Use Permit will provide public services, while maintaining the rural nature of the Mono Basin.

### MONO COUNTY LAND USE ELEMENT

***Objective 1.C.***

*Provide a balanced and functional mix of land uses.*

***Policy 1.C.1.*** *Designate adequate sites for a variety of land uses in order to provide for the land use needs of community areas.*

***Objective 1.E.***

*Provide for commercial development to serve both residents and visitors.*

### MONO COUNTY LAND USE ELEMENT, Mono Basin Area Plan Policies

***Policy 10.C.3.*** *Preserve the dark night sky of the Mono Basin.*

***Action 10.C.3.a.*** *Require compliance with and enforce Dark Sky Regulations.*

***Objective 11.A.*** *Plan for a diversified, sustainable economy.*

***Policy 11.A.1. Achieve a more-diversified economy and employment base consistent with the small-town, rural nature of the Mono Basin.***

- C. *The site of the proposed change in land use designation is suitable for any of the land uses permitted within that proposed land use designation;*

The proposed Amendment and Use Permit will not increase density and will provide public services that are consistent with the rural nature of the area. The parcel and surrounding parcels are all at least 40-acres in size, allowing for space between uses.

- D. *The proposed change in land use designation is reasonable and beneficial at this time.*

The proposed uses provide a public benefit while implementing conditions to be consistent with the rural setting of the neighborhood. There will be no significant impacts, including to visuals, noise, and biological resources.

- E. *The proposed change in land use designation will not have a substantial adverse effect on surrounding properties.*

As analyzed under the Negative Declaration document, the change in land use designation will have no significant impacts. The site is not located in a State Scenic Highway corridor, or the Mono Basin Scenic Area and development would not have a significant adverse effect on a scenic vista. The project has no significant impacts to dark skies, given that any new exterior lighting will be subject to General Plan Land Use Element Chapter 23, Dark Sky Regulations. New lighting will be fully shielded and downward directed, with LED lighting temperature not to exceed 3000K. The project shall not use any reflective materials and shall use only dark, earth-tone colors. All development shall also be subject to the Mono County Noise Ordinance.



RE: D&S Waste Mono MSW Transfer Station Initial Study Public Comments from Michael Light

Format: The response to the comment letter will proceed by stating the numbered *substantive comment*, followed by a response that explains the rationale for arriving at a conclusion of No impacts.

1. Comment Letter, Paragraph 3:

"...not surprisingly all work in an expectedly biased way towards describing the expansion of the property's current use, for example on Page 123, as something that "does not have the potential to significantly impact the environment or human beings, either directly or indirectly" – an assertion which is clearly false. This project has many real impacts to the environment, and to the many humans which make their homes in the immediate vicinity..."

Response to comment:

The proposed additions to the project site were designed to occur primarily in pre-disturbed and graded areas in the northeast of the property, to minimize environmental impacts. The proposed easterly gravel access road is on both disturbed and undisturbed areas. The purpose of this CEQA Initial Study is to analyze the impacts resulting from the proposed project that go *beyond the current baseline level*. Per CEQA, the proposed changes from baseline-use and operations, are the following:

- A metal waste storage & management warehouse (80' x 100' x 30') to temporarily house MSW, equipment and vehicles (empty dump trucks & septic trucks); located in a pre-disturbed area.
- A 12'x70' subterranean truck scale; located in a pre-disturbed area.
- A new gravel approach to the new building with a bridge to the former gravel road; located on both disturbed and undisturbed areas.
- Berms ranging from 4' to 12' tall and 57' wide, screening the western, southern and eastern parcel boundaries, landscaped with native botanicals for continuity with the natural landscape.
- Reduced vehicle miles traveled (VMT) for dump trucks to deposit MSW.

As determined in the Initial Study, the project does not meet the CEQA, Section XXI requirements for Mandatory Findings of Significance:

*The project [does not] have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. [Nor does] the project have impacts that are individually limited, but cumulatively considerable; meaning that the incremental effects of the project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The project has been designed to reduce all impacts below a level of significance. [Nor does] the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.*

## 2. [Comment Letter, Paragraph 7](#)

“Page 29 of the [Initial Study] document asserts that “Only one residential/commercial property [Rea] is affected” by the expansion of use. Page 40 states that “The closest residential community is Mono City, approximately 8 miles to the West.” Both these statements are patently false.”

### Response to comment:

Page 29 discusses that visual effects are primarily assessed against the nearest residential property (Rea Ranch), as this is the viewer group and sensitive receptor most likely to experience significant effects, if any. The analysis focused on the nearest residential property, as a first screening analysis, to determine if any significant effects would occur as a result of the project. Based upon the noise attenuation analysis completed for effects on Rea Ranch, the Initial Study concluded that impacts to residences further from the source would experience less noise from the project. To further clarify this point, Figure 1, on page 5, has been added to the Initial Study. Page 40, was referring to the nearest higher-density residential development, with consideration that Mono City is a census-designated place and a named community in proximity to the project.

Under CEQA, a noise assessment entails analyzing the baseline noise and how perceptible any noise increase would be in a given area. Key considerations include: the setting, noise receptors, magnitude of increase, affected residences, and the absolute noise level. The Mono County General Plan Noise Element, as seen in Table 1 here, allows for Industrial Land Uses to have a maximum allowable 65 Community Noise Equivalent Level (CNEL). CNEL is an average sound level during a 24-hour day and a noise measurement scale, which accounts for source, distance, frequency, and time of day. From 10pm to 7am, humans perceive sound to be 10 dBA higher due to the lower background level. Therefore the CNEL is obtained by adding an additional five decibels to sound levels in the evening from 7pm to 10pm, and 10 dBA to sound levels in the night before 7am and after 10pm. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

TABLE 1: MAXIMUM ALLOWABLE NOISE EXPOSURE BY LAND USE EXTERIOR NOISE LEVELS

Land Use	Noise Level (CNEL)						
	45-50	51-55	56-60	61-65	66-70	71-75	76+
Residential — Low-Density Single Family, Duplex							
Residential — Multiple Family, Mixed Use							
Transient Lodging							
Public Uses — Schools, Libraries, Hospitals, Community Centers, Senior Centers							
Passive Recreational Areas, Cultural Resource Areas, Natural Habitat Areas							
Community Parks and Athletic Fields							
Commercial Uses, Offices, Retail							
Light Industrial Uses							
Industrial Uses, Utilities, Mining, Ranching, Agriculture							

	<b>ACCEPTABLE</b> — Specified land use is satisfactory, based on the assumption that any structures involved are of normal, conventional construction, without special noise-insulation requirements.
	<b>CONDITIONALLY ACCEPTABLE</b> — New construction or development should be undertaken only after a detailed noise analysis is conducted to determine if noise reduction measures are necessary and, if so, those measures have been included in the project design.
	<b>UNACCEPTABLE</b> — New construction or development should not be undertaken.

The existing noise environment of the project area and its vicinity is characterized by vehicular traffic, animals (birds), and weather (wind). Vehicular traffic is the primary source of noise in the project vicinity and is the largest consistent noise source in the project vicinity. Rea Ranch, to the west of the proposed project area, a wood mill and ATV rental, also contributes to ambient noise emissions. Using the distances noted in Mr. Light’s comment letter, there is one residence located within a one-mile radius of the project, Rea Ranch which is located 0.41 miles to the west (see Figure 1). An additional four residences are located approximately one-mile west of the point-source of noise generation (Figure 2).

Noise attenuation—or the gradual reduction and loss of strength of sound waves—was calculated and documented in the following Figures 1 & 2.

Calculations were performed conservatively to ensure maximum disclosure of potential impacts. Noise calculations assume an EPA Tier 4 diesel generator, operating at 60 Hz, with a noise level of 70 dBA at a distance of 10 feet. The model also assumes that the generator will be in the open, when in fact the generator will be housed inside the metal warehouse of the transfer station to dampen and avoid noise impacts, as noted on page 89 of the Initial Study. Clarification will be made in the Initial Study. Figures 1, 2, and 3 note the following:

- For Rea Ranch, the attenuated noise level, at a distance of 0.41 miles from the point-source generation to the neighboring residence, is approximately 8 dBA.
- For Mr. Light's property (508 Cottonwood Canyon Road), the attenuated noise level, at a distance of 1.03 miles from the point-source generation, is approximately 1 dBA.
- The attenuated noise level, from the point-source generation on the project-property to the property's western boundary is between 10-11 dBA.
- The four residences within the approximate one-mile radius (1.02-1.04 miles from point-source generation), can expect noise levels that are comparable to Mr. Light's property or below (0-3 dBA), as shown in Figures 1 & 2 on the following pages.
- The green noise contour lines are in 10 dBA increments. Color contours are no longer visible beyond the area of the warehouse/generator, as they are below 30 dBA, the extent of the color contours noted in the key in each figure.

FIGURE 1- CLOSEST SENSITIVE RECEPTOR TO NOISE SOURCE

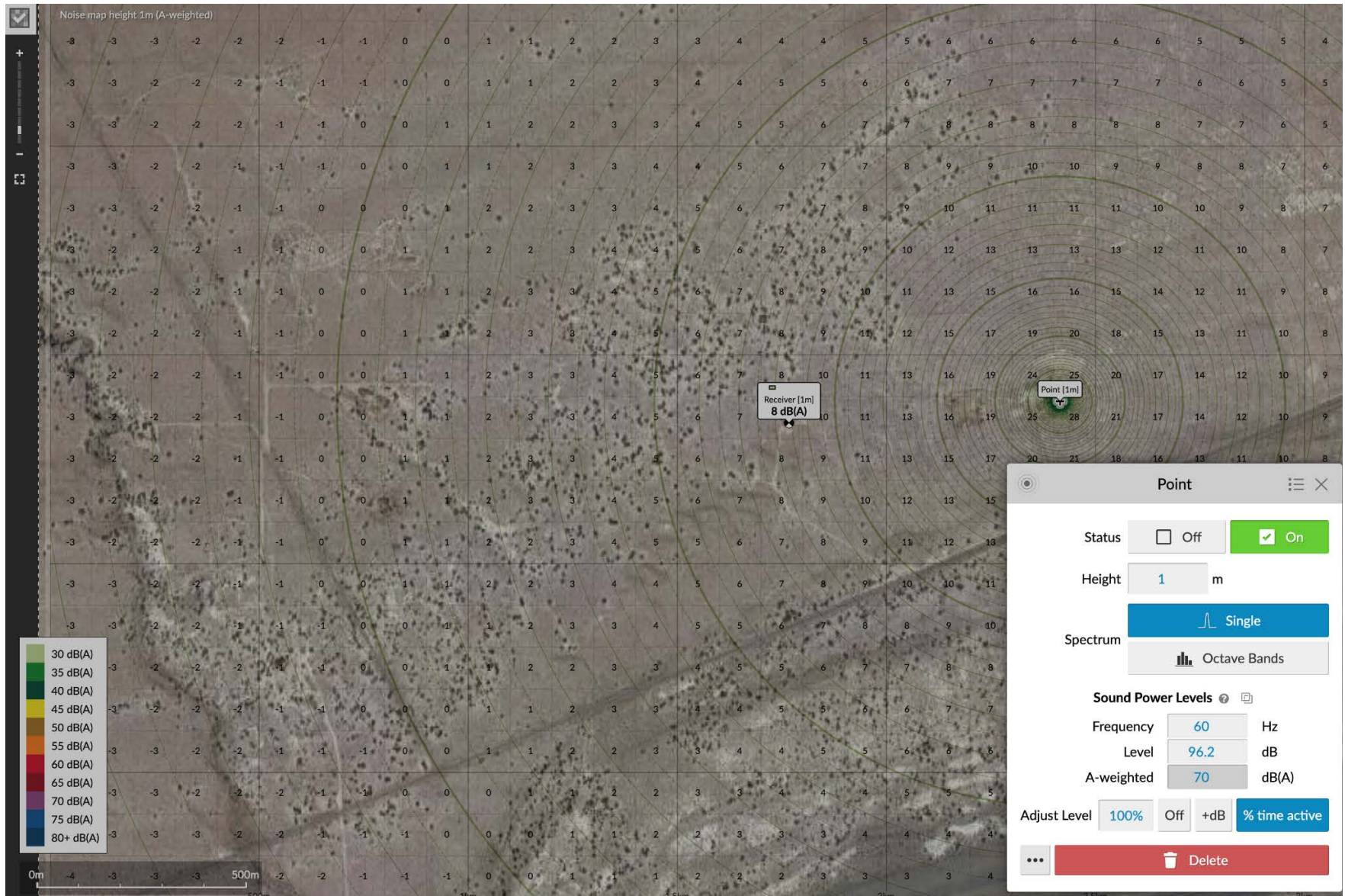




FIGURE 2- MICHAEL LIGHT'S RESIDENCE (SENSITIVE RECEPTOR) TO NOISE SOURCE

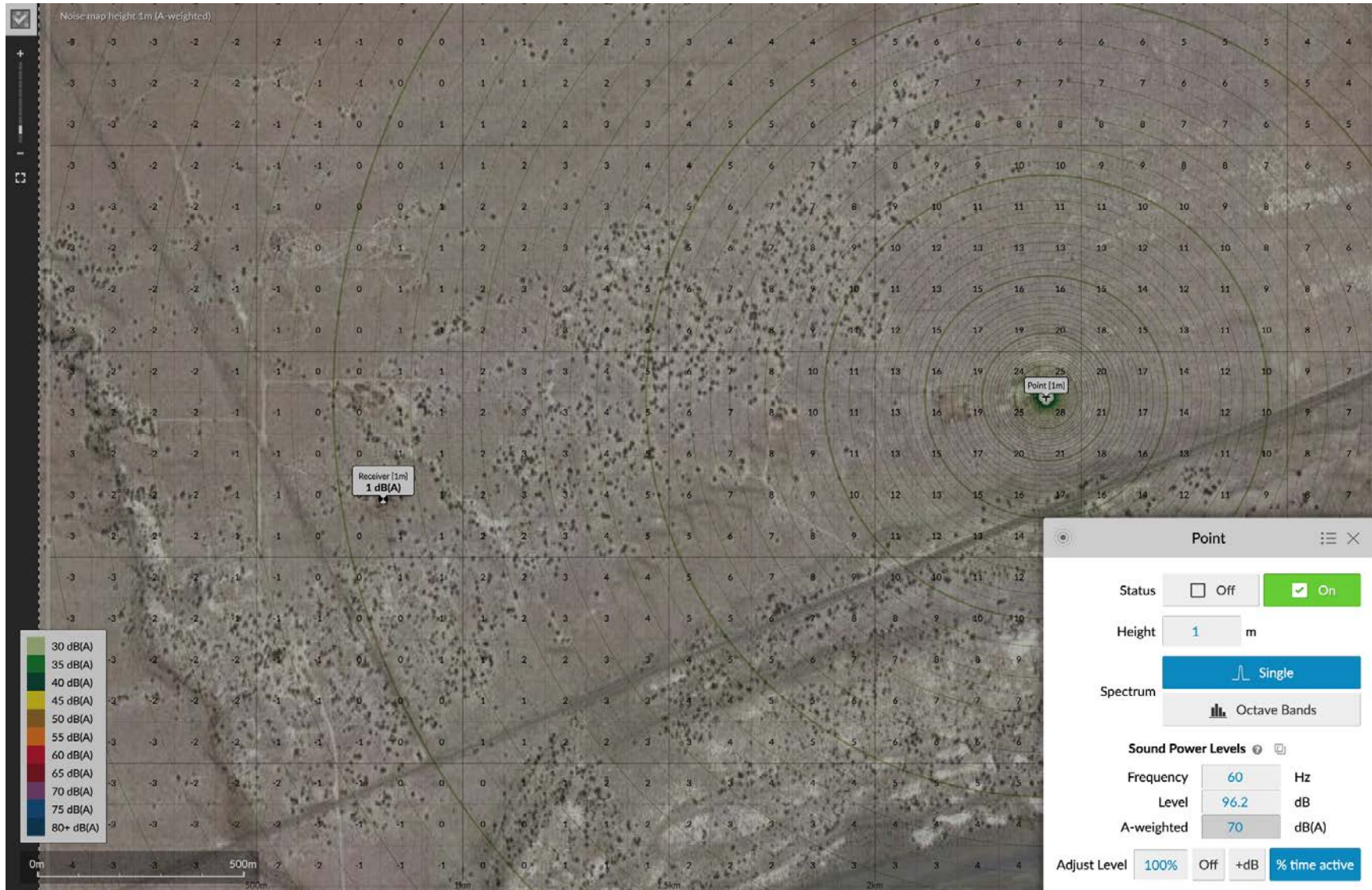


FIGURE 3- NOISE CONTOUR DEPICTING dBA LEVEL AT THE PROJECT'S WESTERN PARCEL BOUNDARY (SIDE WITH THE CLOSEST SENSITIVE RECEPTOR)



### 3. [Comment Letter, paragraph 11 \(Electrical Use & Noise\)](#)

"I fear profoundly however that the Transfer Station will have commercial/industrial levels of power usage, far beyond residential that can mostly be covered by solar, and thus that it will need to run its generator(s) a great deal, creating substantial and real noise to the larger community. I believe the present document both understates the real noise that would be generated, as well as the need for it to be generated."

#### Response to comment:

Facility's power usage: The proposed project has minimal electrical need that is sufficiently met by ground-mounted solar paneling (page 110 of the Initial Study, Section 19-Utilities & Service Systems). The proposed project will generate 8,000 to 10,000 watts of power, which exceeds daily power usage. Moreover, surplus energy will be stored in batteries with a state-of-the-art inverter. The generator will only be used for backup purposes and housed inside the metal warehouse, as noted on page 89 of the Initial Study. There will not be an increase in the facility's electrical load that exceeds the capacity of either the photovoltaic solar panels or the diesel generator.

Facility's noise generation: As mentioned in the Initial Study page 52, the generator will be used sparingly in winter months when solar output is reduced. The 15-kW (20 hp) generator will be located inside the metal building, and noise levels will not exceed the allowable noise thresholds set by Mono County. All noise attenuation models depict noise levels below the allowable thresholds established in Mono County's General Plan Noise Ordinance for Industrial land uses. Noise will further be attenuated by the berms that flank the project on the west, south, and east sides of the parcel. For further noise analysis, see comment 2. Notations will be made in the Initial Study to clarify this point.

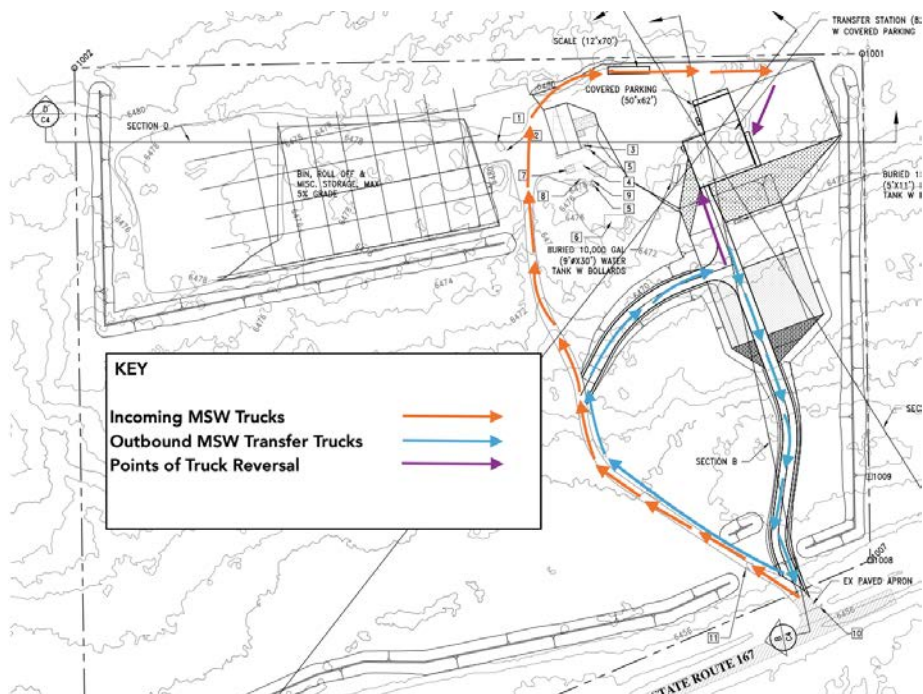
4. [Comment Letter, paragraph 12 \(Noise\)](#)

"If D&S Trucks are going to regularly go in reverse on the property, outside, with beepers on, it will be a true nightmare for the neighborhood and shatter the special nature of the space that brought us here to settle. Hopefully all truck and loader beeping can either be wholly avoided, or only happen in the covered space where the sound will be contained?"

Response to comment:

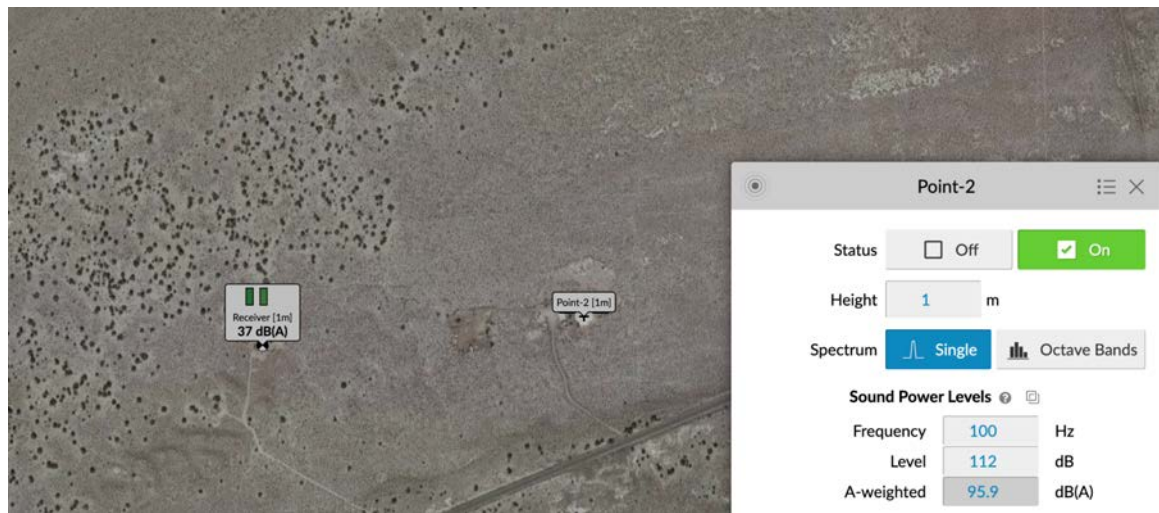
There is a current circulation concept on page 20 of the Initial Study. The graphic will be updated to note the area of truck reversal. Beeping from truck reversals will not be a regular source of noise. The dump trucks operate in a forward direction and reverse only during refueling and parking. Transfer trucks operate once a day in the summer and once every two days in the winter. The transfer trucks will reverse for approximately 100' feet with a maximum 5 minute duration per truck visit, in compliance with the federal Occupational Health & Safety Administration (OSHA)-required back-up beeper. The back-up beeper, also known as back-up alarm or vehicle motion alarm, is required by OSHA regulation 29 CFR Part 1926.601(b)(4). This regulation states that "a reverse signal alarm audible above surrounding noise level" is required when the motor vehicle has "an obstructed view to the rear." For further noise analysis, see comment 2. Transfer truck operation (i.e., the source of the beeping noise) will be confined to daytime business hours. Please see Figure 3 below, depicting the area of beeping in purple.

FIGURE 3- CIRCULATION CONCEPT *UPDATED WITH AREA OF REVERSAL*



No impacts from noise are anticipated given the distance of 0.41 miles to the nearest residential “sensitive noise receptor,” and the attenuation resulting from the elevated berms. A truck back-up alarm is typically 90-112 dBA, at the 97 dbA range. Noise attenuation models have shown that noise levels will be below the allowable thresholds established in Mono County’s Noise Ordinance. Assuming maximum dBA in our noise attenuation model, at the nearest sensitive receptor, 0.41 miles to the west, the dBA is 37. Please see Figure 4 below.

**FIGURE 4- 37 DBA OF BEEPING TRUCKS TO NEAREST NOISE RECEPTOR**

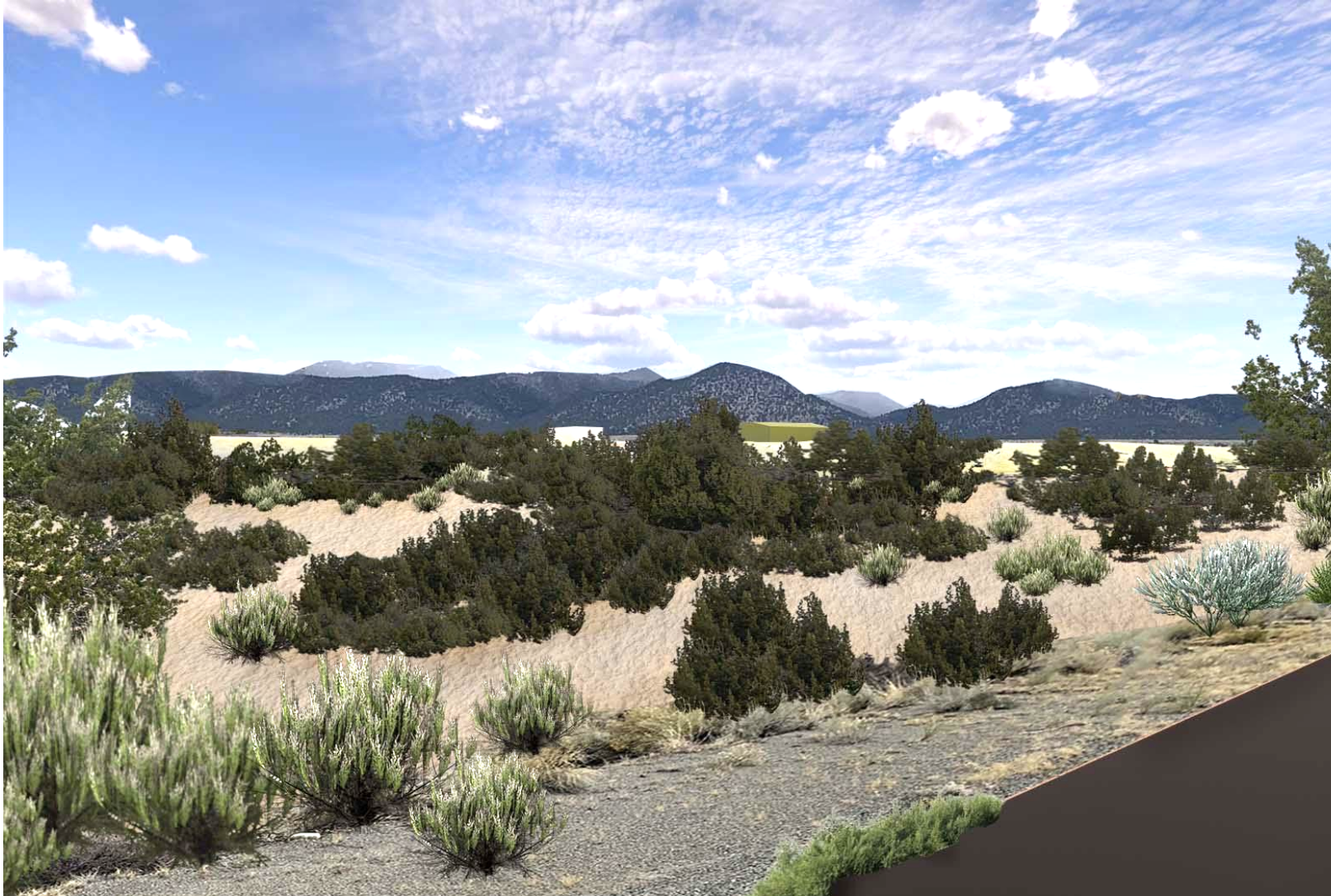


The Mono County General Plan Noise Element for Industrial land uses, as referenced in the Initial Study, provides the threshold of significance for noise impacts on this project (see Table 1, in response to Comment 2, for allowable noise exposure thresholds). A dBA of 37 at the closest receptor is well below the allowable noise level of 65 dBA.

**D & S WASTE REMOVAL INC.  
MONO WASTE TRANSFER STATION  
CEQA INITIAL STUDY  
NEGATIVE DECLARATION**

**PUBLIC REVIEW DRAFT | JUNE 2022**

PREPARED FOR MONO COUNTY



D & S WASTE REMOVAL INC.  
 MONO WASTE TRANSFER STATION  
 CEQA INITIAL STUDY | NEGATIVE DECLARATION  
 JUNE 2022

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## LIST OF ACRONYMS

AADT	Annual Average Daily Traffic
AB	Assembly Bill
AMP	Ampere
APN	Assessor Parcel Number
BAM	Best Available Map
Bio CO <sub>2</sub>	Biological Carbon Dioxide
BMPs	Best Management Practices
CalFire	California Department of Forestry & Fire Protection
CALGreen	2019 California Green Building Standards Code
CalRecycle	California Department of Resources, Recycling & Recovery
Caltrans	California Department of Transportation
CalEEMod	California Emissions Estimator Model Software (CalEEMod.2020.4.0)
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CDD	Mono County Community Development Department
CFG Code	California Fish & Game Code
CFR	Code of Federal Regulations
CGP	Statewide Construction Stormwater General Permit

CHRIS	California Historical Resources Information System
CWA	Clean Water Act
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon Dioxide Equivalent
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CHL	California Historical Landmarks
CHPD	California State Historic Properties Directory
CH <sub>4</sub>	Methane
CPHI	California Points of Historical Interest
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Authority
dB	Decibels
dBA	A-weighted decibels
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EIC	Eastern Information Center
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EOP	Emergency Operations Plan
ESA	Endangered Species Act

FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ft	Foot
ft <sup>2</sup>	Square Foot
GHG	Greenhouse Gas
IS	Initial Study
km	Kilometer
kW	Kilowatt
Ldn	Day-Night Average Sound Level
LADWP	Los Angeles Department of Water & Power
MBTA	Migratory Bird Treaty Act
MCMC	Mono County Municipal Code
MCSD	Mono County Sheriff's Department
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
MSW	Municipal Solid Waste
MT	Metric Tons
NAHC	Native American Heritage Commission
NFHL	National Flood Hazard Layer
NO <sub>x</sub>	Nitrogen Oxides

N <sub>2</sub> O	Nitrous Oxide
Non-Bio CO <sub>2</sub>	Non Biological Carbon Dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historical Places
OHWM	Ordinary High Water Mark
OSHA	Occupational Safety and Health Administration
PCE	Passenger Car Equivalent Trips
PM <sub>2.5</sub>	Particulate Matter Less than 2.5 Microns in Diameter
PM <sub>10</sub>	Particulate Matter Less Than 10 Microns in Diameter
PPV	Peak Particle Velocity
PRC	Public Resources Code
REP	Mono County Resource Efficiency Plan
RM	Resource Management
ROG	Reactive Organic Gasses
ROW	Right of Way
RPAC	Regional Planning Advisory Committee
RPA	Registered Professional Archaeologist
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SGSI	Sierra Geotechnical Services, Inc.
SLCP	Short-Lived Climate Pollutant
SO <sub>x</sub>	Sulfur Oxides
SO <sub>2</sub>	Sulfur Dioxide

SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Regional Control Board
US	United States
US	United States
USACE	United States Army Corps. of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UV	Ultraviolet
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
Yd <sup>3</sup>	Cubic Yard

## 1 | INTRODUCTION

The proposed D & S Waste Removal Inc. (D & S Waste) Mono Transfer Station Project (project) is located at 7937 State Route (SR) 167, Lee Vining 93541 in Mono County. The project site is a 33.65-acre parcel, Mono County Assessor Parcel Number (APN): 013-210-028, located north of SR-167, eight miles east of Highway 395 (US-395) and one mile north of Mono Lake.

### Project Objectives

- Permit the site to be a municipal solid waste (MSW) transfer facility.
- Provide Mono County a facility for the expedited movement of MSW.
- Focus development to previously impacted areas away from view.
- Protect the viewshed by shielding the project with berms with native vegetation.

### Project Description

The project proposes to:

- Permit the site as a transfer facility to temporarily house MSW for up to 48 hours.
- Construct a metal waste storage & management warehouse (80' x 100' x 30') to temporarily house MSW, equipment and vehicles (empty dump trucks & septic trucks).
- Install a 12'x70' subterranean truck scale.
- Develop gravel approaches to the new building; no new right of way (ROW) and no encroachment permits will be necessary.
- Protect the viewshed by constructing berms shielding both the existing and new project features as a design-element with local native vegetation, reducing baseline visual impacts while preventing new ones. The 4' to 12' tall and 57' wide berms screen the project from view along the western, southern and eastern parcel boundaries for a length of 3253'. The berms are landscaped with native botanicals to create continuity with the natural landscape, helping to maintain the vividness, intactness and unity of the site.

The proposed project is discussed in detail in Section 2.0, Project Description. Following a preliminary review of the proposed project, the Mono County Community Development Department (CDD) has determined that it is subject to the guidelines



and regulations of the California Environmental Quality Act (CEQA). This Initial Study (IS) addresses the direct, indirect, and cumulative environmental effects of the proposed project.

### Regulatory Climate

In accordance with the CEQA (Public Resources Code (PRC) Section 21000-21177) and pursuant to California Code of Regulations (CCR) § 15063, the Mono County CDD, acting in the capacity of Lead Agency, is required to undertake the preparation of an IS to determine if the proposed project would have a significant environmental impact. If, as a result of the IS, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the IS, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration for that project. Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such impacts may occur (PRC Section 21080(c)). Also, CCR, Title 14, Section 17410.1, governs solid waste management and removal. All requirements have been complied with and the project is concurrently undergoing the Mono County Environmental Health permitting process.

### Purpose

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an IS. Pursuant to those requirements, an IS shall include:

- A description of the project, including the location;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, utilizing explanation and evidence that support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the IS.

## Consultation

As soon as a Lead Agency (CDD) has determined that an IS is required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. The CDD is the CEQA Lead Agency, and at their recommendation, D & S Waste Removal, the applicant, presented the project to the public at the following fora to offer the community, interest groups, and the Lead Agency an opportunity to comment:

- Mono County Land Development Technical Advisory Committee (LDTAC) on November 15, 2021
- Regional Planning Advisory Committee (RPAC) on December 8, 2021
- Site Visit with Mono Lake Committee's Bartshé Miller, Eastern Sierra Policy Director, to discuss design measures to preserve the viewshed, on March 19, 2021

Following completion of this IS, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

## Incorporation By Reference

The following documents were utilized during preparation of this IS, and are incorporated into this document by reference. These documents are available for review at the Mono County-Mammoth Lakes Office, located at 1290 Tavern Rd., PO Box 347, Mammoth Lakes, CA 93546 and on Mono County's webpage: <http://www.monocounty.ca.gov>.

- *Mono County General Plan (amended 2009)*. Mono County amended its General Plan in 2009. The General Plan establishes standards, guidelines, and priorities that guide decisions on future growth, development, and conservation of natural resources on private lands in the unincorporated area of the County. The General Plan is organized by elements. Each element is introduced with an explanation of the intent of the goals, policies, and actions within that element.
- *Mono County 2015 Regional Transportation Plan & General Plan Update Environmental Impact Report*. The 2015 RTP/General Plan Update EIR analyzed the environmental impacts associated with the update of the County's General

Plan. This update provided the County's long-range comprehensive direction to guide future development and identified the community's environmental, social, and economic goals. The RTP/General Plan EIR concluded significant and unavoidable impacts regarding biological resources, geology, health & safety hazards, cultural resources, hydrology, recreational resources, transportation, and aesthetic resources.

- *Mono County General Plan Land Use Element & Mono County Municipal Code (Section 19.00.010 & 19.00.020)*. Mono County is unique among California cities and counties in that it has fully integrated its Zoning Code into the General Plan Land Use designations. Thus the Mono County General Plan Land Use Element contains not only policies and land use designations to guide land use decisions, but also land development regulations to regulate development activities. The Mono County General Plan policies are intended to guide land use decisions; the land use designations reflect the policy framework and the natural, cultural and social characteristics of the land; and the land development regulations govern the use of buildings, the size and layout and intensity of uses, parking requirements, allowed lot coverage, setbacks and other regulatory development standards.
- *Mono County General Plan Noise Element & Mono County Municipal Code (Section 10.16-Noise Regulation)*. Mono County sets all noise regulations "to prevent unnecessary, excessive and annoying sound that may jeopardize the health, welfare, or safety of the citizens or degrade the quality of life." These guidelines and standards are prescribed in the General Plan's Noise Element & Section 10.16 of the municipal code.

### Surrounding Land Uses and Setting

The 33.65-acre site is located at Postmile 8 and accessed by SR-167, also known as Pole Line Road, one mile north of Mono Lake. The project is in a remote rural area, and the property is composed of sagebrush shrubland. No residential land uses are located within the immediate vicinity of the project site and the nearest residential site is 0.41 miles from the project (Figure 1 and 2 below).

### Other Public Agencies Whose Approval is Required

The CDD is the sole agency with the authority to approve the proposed project. The following regional, state, and federal agencies may require their own permits, inspections, reporting and/or certifications prior to construction and/or completion of the project:

- Great Basin Unified Air Pollution Control District:
  - Secondary Source Permit intended to limit fugitive dust & construction-related impacts)
- Lahontan Regional Water Quality Control Board:
  - Statewide Construction Stormwater General Permit (CGP)
  - Stormwater Pollution Prevention Plan
- Mono County Public Works Department:
  - Grading Permit
- Mono County Environmental Health Department:
  - Full Solid Waste Facilities Permit

### Tribal Consultation: Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

The CDD initiated the 30-day Tribal Consultation opportunity period, as required by PRC section 21080.31, and consistent with Assembly Bill (AB) 52, by mailing on February 25, 2022, certified letters to local Native Americans who have requested notification under AB 52. It described the project and location. The tribes notified were: the Washoe and Kutzadika'a tribes. Under AB 52, tribes have 30 days to respond and request consultation. The 30-day window for requesting consultation on the project closed on March 25, 2022. In addition, SB 18 requires that projects involving land use reclassifications give tribes 90 days to formally request consultation. Letters inviting SB 18 consultation were sent on February 25, 2022 and the window to receive consultation requests closed on May 25, 2022. Since no comments have been provided and no formal consultation meeting date requested, this Negative Declaration has been submitted for a 30-day public review and comment period. If no Tribe provides comments or schedules a formal consultation meeting within this period, the County, per PRC 21082.3 (d)(2) will consider the consultation process complete and certify the Negative Declaration of Environmental Impact. The proposed project design features will reduce baseline visual impacts while preventing new ones, by shielding both the existing and new project features.

## 2 | PROJECT DESCRIPTION

### Project Location

D & S Waste Transfer Station, 7937 SR-167, Lee Vining, CA (APN: 013-210-028-000), Mono County. The legal description for the subject property is Township 3 North, Range 27 East, NE ¼ Of SW ¼ of Section 29 M.D.B.& M., USGS Negit Island 7.5' Quadrangle, California Topographic Map.

FIGURE 1 | PROJECT VICINITY

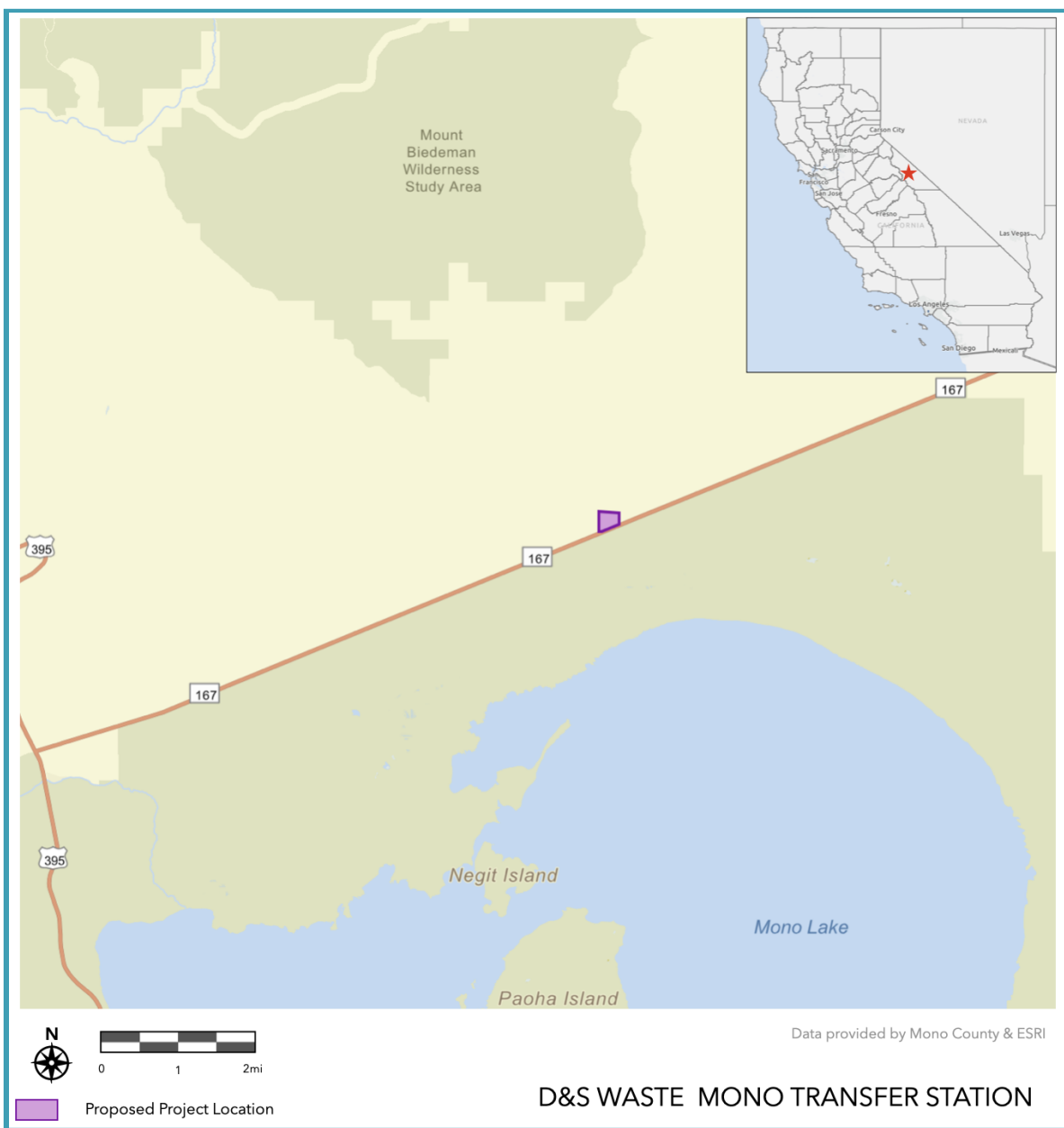


FIGURE 2 | SITE MAP | EXISTING CONDITIONS



FIGURE 3 | SITE MAP | EXISTING & PROPOSED DEVELOPMENT

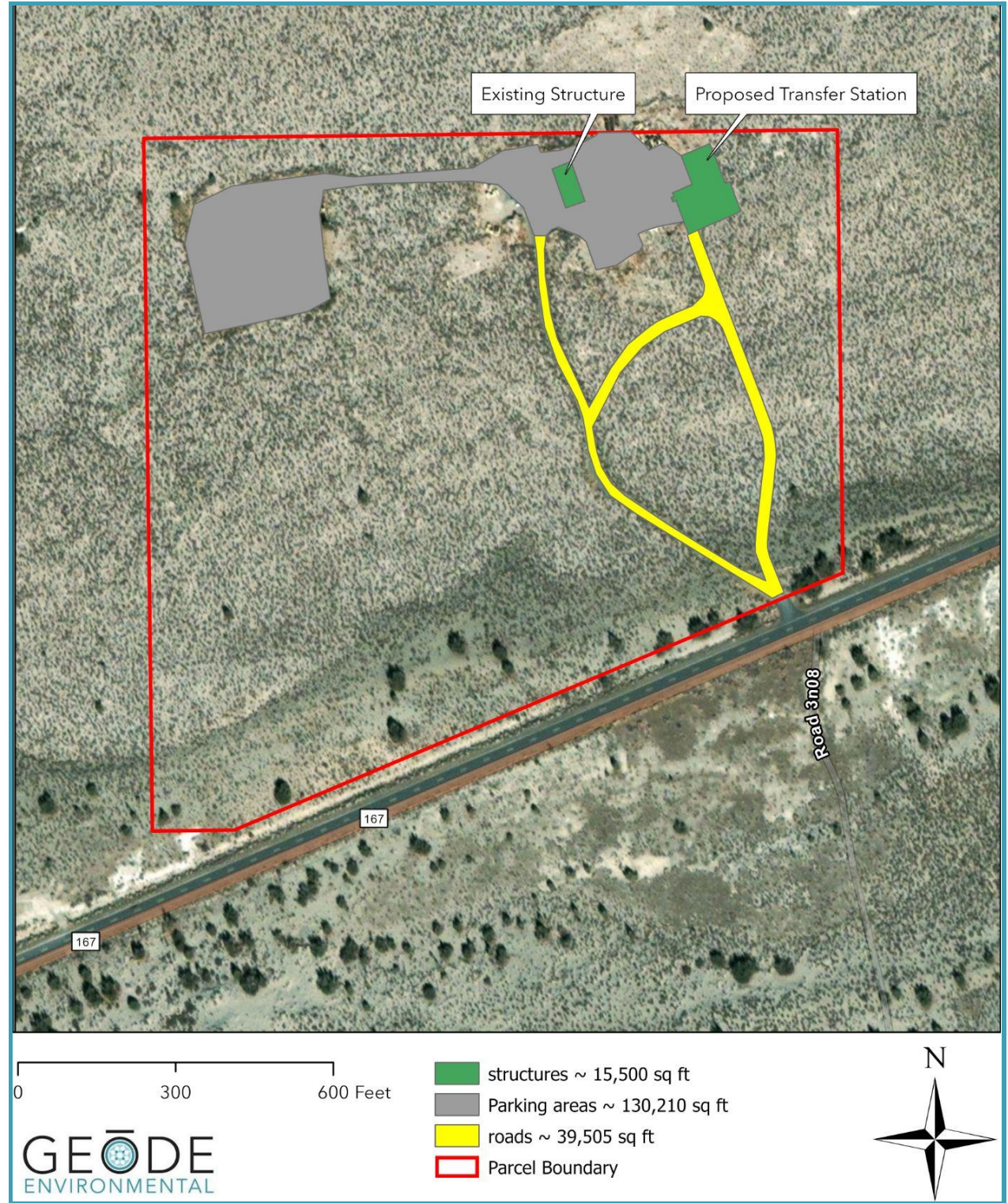


FIGURE 4 | SITE FEATURES

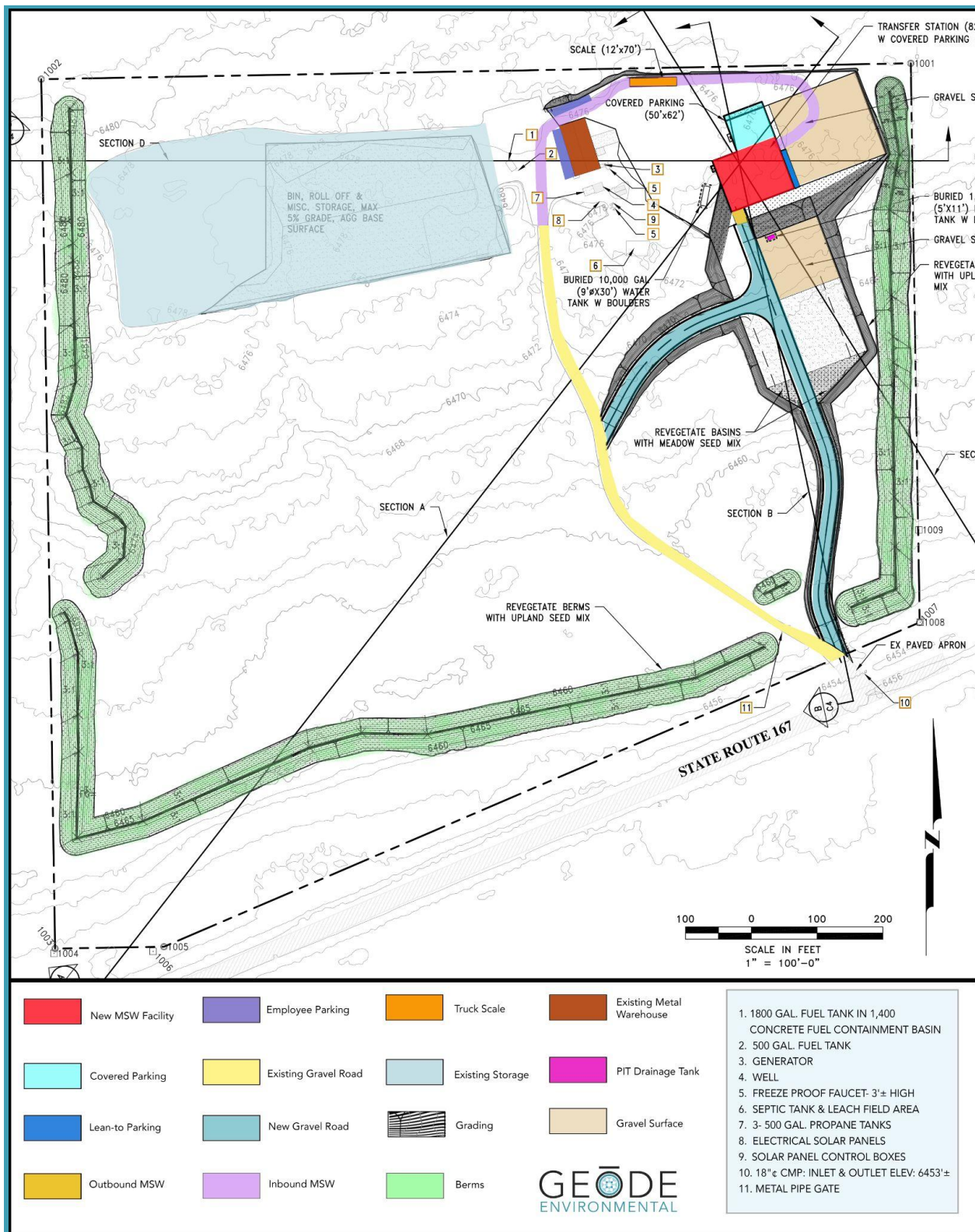




FIGURE 5 | SITE FEATURES DETAIL

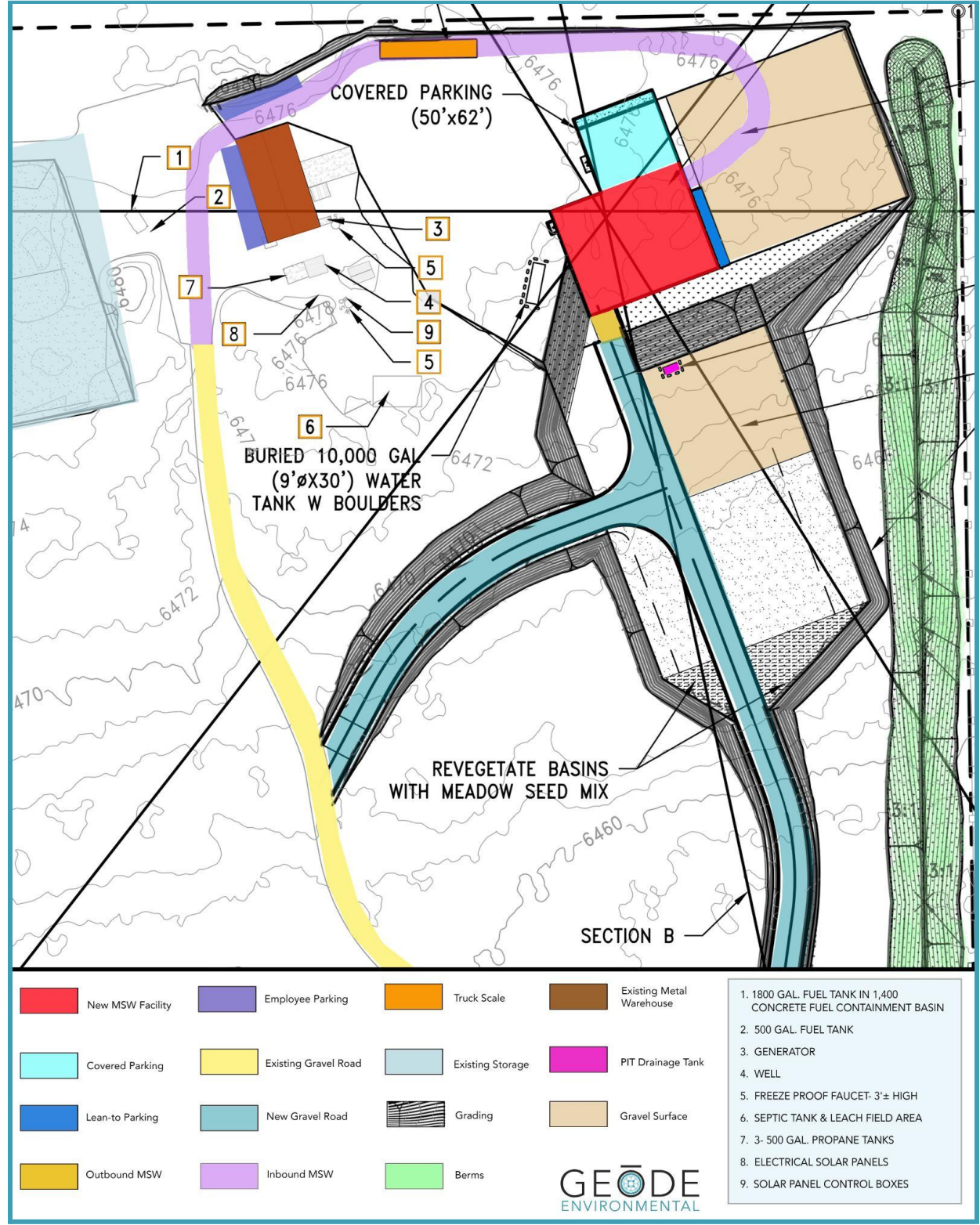
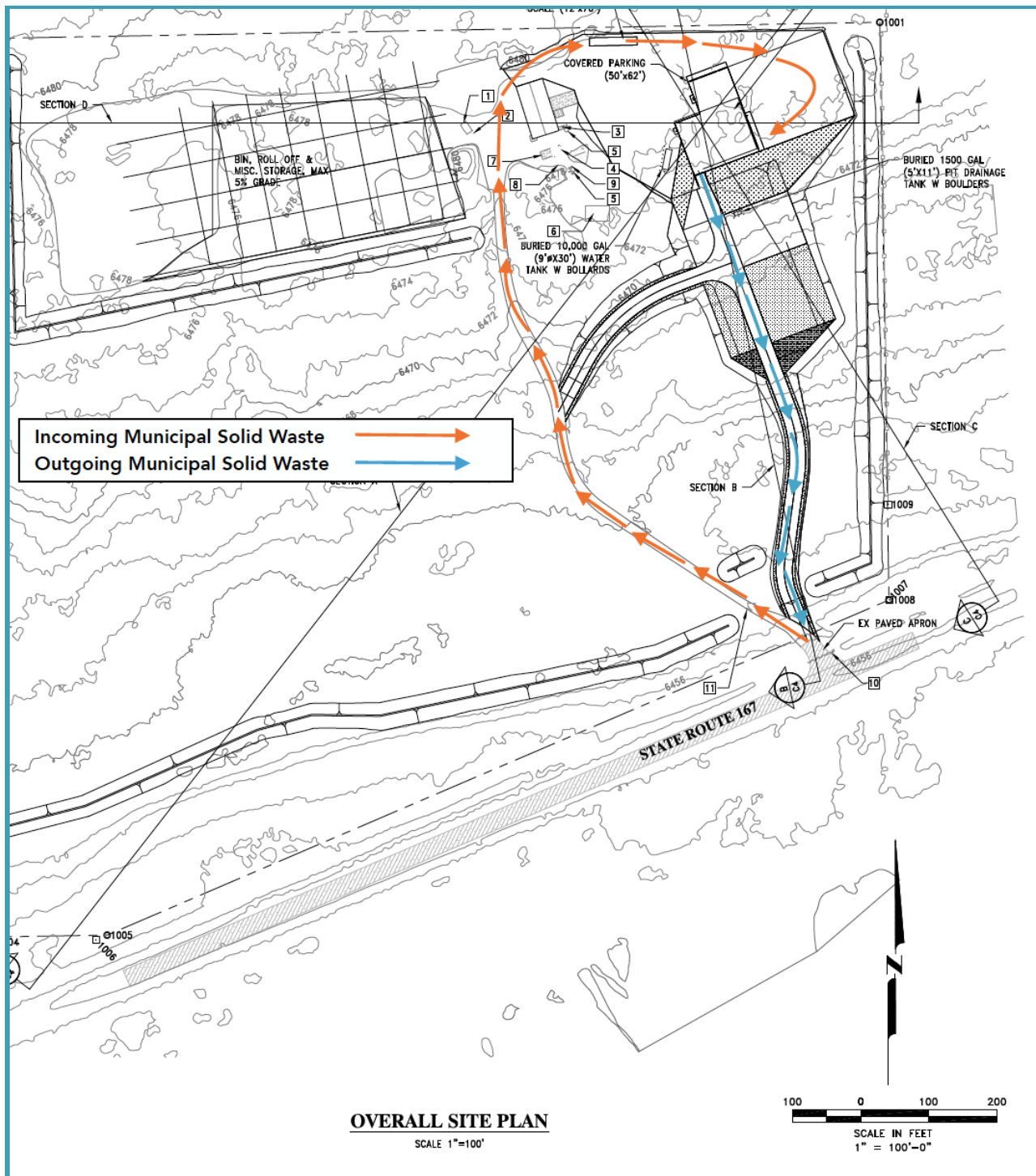


FIGURE 6 | CIRCULATION CONCEPT



## Project Background

Since 1974 the 33.65-acre property has been used for waste management equipment storage. D & S Waste acquired the property in 2007, maintaining its current land use. In 2010, a metal storage building was built in the northeastern section of the parcel.

Mono County operates seven disposal facilities, three of which are active landfills. Municipal solid waste collected by D & S Waste Removal Inc. is currently disposed of at the existing Benton Crossing Landfill, located on Benton Crossing Road ("Green Church Road") approximately 5 miles east of US 395. In 2019, the Benton Crossing Landfill was accepting an average of 75 tons of waste per day. The landfill is anticipated to reach capacity and will stop receiving waste as of January 1, 2023. The County has analyzed several alternatives for future waste management within its jurisdiction, and long-haul transfer was identified as the preferred alternative for waste disposal, based on cost, implementation, and environmental constraints within Mono County. The County researched waste management options within a long-haul transfer model, as well as analysis for the siting, maintenance, and enhancement of recycling programs. In anticipation of transitioning to long-haul transport, in 2014 the County convened its Solid Waste Task Force (Task Force) (Cal. Pub. Res. Code §40950), to amend the County's Integrated Waste Management Plan (CIWMP). The Task Force approved amendments to the CIWMP based on the planned closure of the Benton Crossing Landfill. The amendments recognized that waste burial within Mono County would be replaced by a system for long-haul transfer and disposal outside of the County. This project therefore supports Mono County's amended CIWMP, as it facilitates future disposal of solid waste to locations outside the County.

Current site features include the following:

- 2,400 ft<sup>2</sup> (40' x 60') metal warehouse
- Two (2) fuel tanks (1,800-gallon, 500-gallon)
- Generator
- Water well
- Three (3) 500-gallon propane tanks
- Solar panels and solar panel control boxes
- A one-room 10' x 15' office building with bathroom
- Septic tank & leach field area
- Gravel road

### Existing General Plan Designation

The proposed project is on a private parcel with a land use designation of Resource Management (RM). Mono County is unique among California cities and counties in that it has fully integrated its Zoning Code into the General Plan Land Use designations. Thus the Mono County General Plan Land Use Element contains not only policies and land use designations to guide land use decisions, but also land development regulations to guide development activities. The project will require a zone reclassification/General Plan Amendment from the Resource Management (RM) to Industrial (I), and is subject to a use permit, per Mono County's Land Use Element of the General Plan (II-156).

### Surrounding Land Uses & Setting

The proposed project site is in a rural setting, composed of sagebrush shrubland, and dominated by vacant land. The nearest residential use to the project site is 0.41 miles from the property line of the proposed project location.

TABLE 1 | LAND USE, DESIGNATION & OWNERSHIP

LOCATION	USE	GENERAL PLAN DESIGNATION	OWNERSHIP
SITE	Commercial: Warehousing Vehicles & Equipment	Resource Management (RM)	D & S Waste Removal Inc.
NORTH	Vacant	Resource Management (RM)	BLM
SOUTH	Vacant	Resource Management (RM)	BLM & Inyo National Forest
EAST	Vacant	Resource Management (RM)	BLM
WEST	Residential/Commercial: ATV Rental	Resource Management (RM)	The Rea Ranch

### Project Description

The proposed D & S Waste Transfer Station would be used to transfer MSW; the waste will remain onsite for up to 48 hours before transfer, with no permanent waste remaining onsite and no septic waste. Waste brought to the site will originate in Mono County and be transferred to Lockwood, Fallon, and Hawthorne, Nevada. The facility will not be open to the public and will solely be used by D & S Waste employees as a

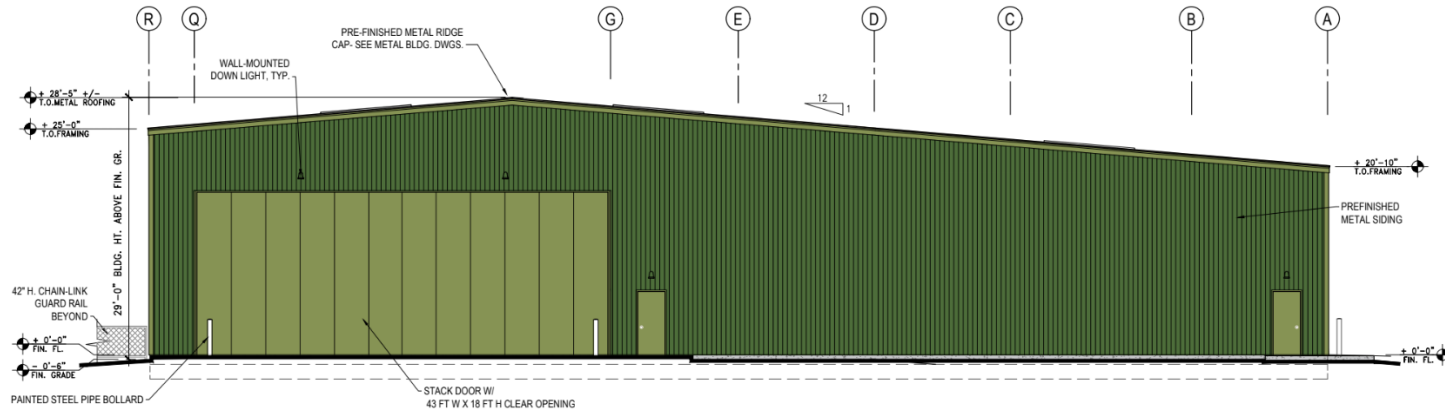
repository for temporary storage and transference of waste from D & S Waste's clients. The waste will include MSW and light construction waste, *excluding* concrete. Currently all waste that will be transported to the site is going to the Benton Crossing Landfill in Crowley Lake. Benton Crossing Landfill is a public landfill on leased Los Angeles Department of Water & Power (LADWP) land, permitted by Mono County, scheduled to close on January 1st, 2023. When Benton Crossing Landfill goes into closure, waste will be transported to Lockwood, Fallon, and Hawthorne, Nevada for disposal.

The proposed project would add structures and features to the current facility (see Figures 3, 4 and 5 above). The applicant will construct an 8,000 ft<sup>2</sup> metal building for temporary waste storage and management and to house equipment and vehicles (i.e. empty dump trucks and septic trucks). The project would also install an 840 ft<sup>2</sup> subterranean truck scale, adjacent to the new metal building on the north west of the parcel, to weigh and track waste quantities entering the facility. The applicant also plans to construct new gravel approaches, from the ingress/egress to the facility at SR-167, to the new metal storage building. In addition, the applicant will construct berm design-elements along the western, southern and eastern parcel boundaries to shield the project from view and protect the viewshed. The berms will be landscaped with native botanical species, to blend the facility into the local landscape.

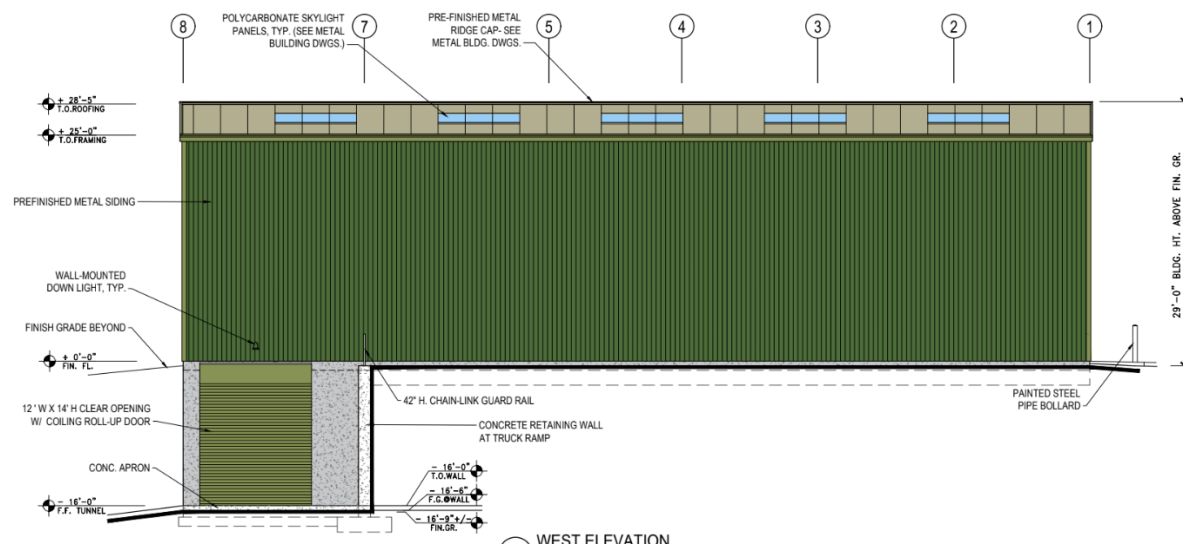
### Permits & Approvals

The CDD is the sole agency with the authority to approve the proposed project. Other public or jurisdictional agencies that may require permitting, inspections, reporting and/or certifications include: The Great Basin Unified Air Pollution Control District (Secondary Source Permit intended to limit fugitive dust & construction-related impacts); Statewide Construction Stormwater General Permit (CGP) and Stormwater Pollution Prevention Plan issued by the Lahontan Regional Water Quality Control Board in compliance with the Federal Water Pollution Control Act (Clean Water Act) under the National Pollutant Discharge Elimination System (NPDES) Program; Grading Permit from Mono County Public Works Department; Full Solid Waste Facilities Permit from Mono County Environmental Health Department.

FIGURE 7 | DESIGN PLANS FOR NEW MUNICIPAL SOLID WASTE FACILITY - 1 OF 2



1 SOUTH ELEVATION  
 SCALE: 3/16" = 1'-0"

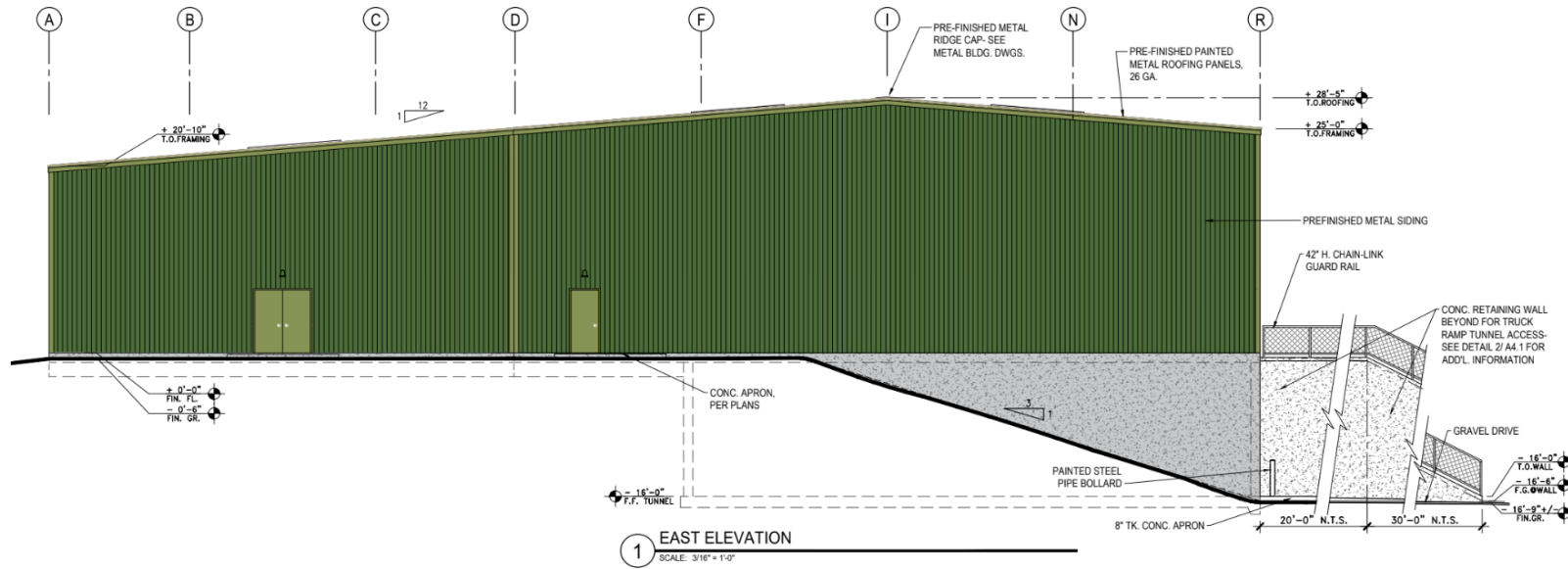


2 WEST ELEVATION  
 SCALE: 3/16" = 1'-0"

**COLOR LEGEND**

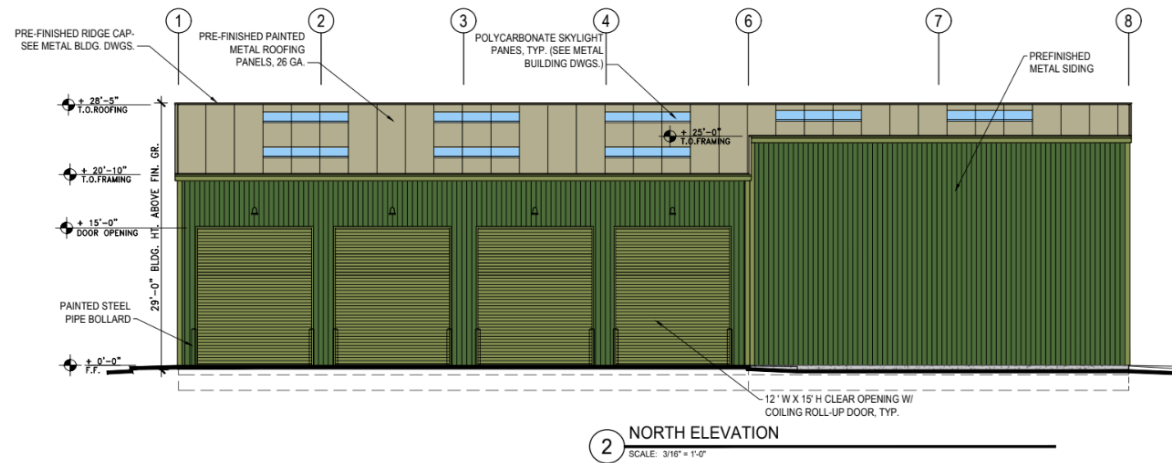
	BODY: R & M STEEL CO. COLOR KELLY GREEN
	TRIM: R & M STEEL CO. COLOR SAGE GREEN
	ROOF: R & M STEEL CO. COLOR SANDSTONE BEIGE

FIGURE 8 | DESIGN PLANS FOR NEW MUNICIPAL SOLID WASTE FACILITY - 2 OF 2



**COLOR LEGEND**

	BODY : R & M STEEL CO. COLOR KELLY GREEN
	TRIM : R & M STEEL CO. COLOR SAGE GREEN
	ROOF : R & M STEEL CO. COLOR SANDSTONE BEIGE



## 3 | INITIAL STUDY CHECKLIST

### Environmental Factors Evaluated

The environmental factors checked below could be potentially affected by this project, if at least one resource is evaluated to result in a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology & Soils             | <input type="checkbox"/> Greenhouse Gas Emissions         | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology & Water Quality   | <input type="checkbox"/> Land Use & Planning              | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population & Housing             | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation                   | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Wildfire                         | <input type="checkbox"/> Mandatory Findings of Significance |

### FINDINGS:

- A. The proposed project is consistent with goals and objectives of the Mono County General Plan
- B. The proposed project is consistent with the provisions of the Mono County Zoning Ordinance.
- C. Potential adverse environmental impacts will not exceed thresholds of significance, either individually or cumulatively.
- D. Based on the environmental evaluation of the proposed project, the Mono County Community Development Department finds that the project does not have the potential to create a significant adverse impact on flora or fauna; natural, scenic and historic resources; the local economy; public health, safety, and welfare. This constitutes a Negative Finding for the Mandatory Findings required by Section 15065 of the CEQA Guidelines.



# 1. Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Except as provided in PRC Section 21099, would the project:

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

*Less than significant.* The proposed project design features will reduce baseline visual impacts while preventing new ones, by shielding both the existing and new project features. Chapter 8 of Mono County’s General Plan Land Use Element, titled, “Scenic Combining District & State Scenic Highway,” defines scenic combining, districts (S-C), which are visual land use requirements intended to regulate development activity in scenic areas outside communities in order to minimize potential visual impacts. It also creates visual development standards.<sup>1</sup> The project is not located within a S-C District; however, it is located within a Mono County-designated scenic highway (SR-167). Views of the project site from SR-167 will be avoided and minimized, due to intervening topography and vegetation, and the project’s design measures, which include:

- Protect the viewshed by constructing berms shielding both the existing and new project features as a design-element with local native vegetation, reducing baseline visual impacts while preventing new ones. The 4' to 12' tall and 57' wide berms screen the project from view along the western, southern and eastern parcel boundaries for a length of 3253'. The berms are landscaped with native botanicals to create continuity with the natural landscape, helping to maintain the vividness, intactness and unity of the site. The berms create visual interest in the foreground to observers on adjacent properties and drivers/passengers traveling east and west on SR-167.
- Three earth-tone colors compatible with the color palette of the surrounding native vegetation.
- No constant lighting during nighttime, as all operations are during daylight

<sup>1</sup> County of Mono. *General Plan-Land Use Element, Chapter 8, Scenic Combining District & State Scenic Highway.* [https://monocounty.ca.gov/sites/default/files/fileattachments/planning\\_division/page/9617/2021\\_land\\_use\\_element\\_final\\_08-10-21.pdf](https://monocounty.ca.gov/sites/default/files/fileattachments/planning_division/page/9617/2021_land_use_element_final_08-10-21.pdf). (2021): II-257-258.

hours. Emergency lighting fixtures are shielded, downward facing, and on timers.

- No windows or reflective materials to eliminate reflective surfaces and glare.

Moreover, the project is outside of the designated Mono Basin National Forest Scenic Area (Scenic Area), which is located south of the project area and SR-167. With consideration of the project's proximity to the Scenic Area and in compliance with relevant policies and guidance-documents that govern design and aesthetics, the project architect has taken the following measures to protect the unique Mono Basin viewshed, its topographical features, geology, and ecology. Thus, project implementation would not have a substantial adverse effect on a scenic vista, as identified by the General Plan. Impacts are less than significant.

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

Less than significant. Based on the California Department of Transportation's California State Scenic Highway System Map, there are no Officially Designated State Scenic Highways near the project site.<sup>2</sup> The proposed transfer facility is eight miles east of the section of US-395 that is an Officially Designated Scenic Highway; views of the project site are not afforded from US-395 due to intervening topography and vegetation, and the proposed project does not impact the resources in this viewshed. The proposed facility is situated outside of the federally listed Mono Basin National Forest Scenic Area;<sup>3</sup> however, it is on a Mono County-Designated Scenic Highway (SR-167), and project features may be minimally visible from this vantage point. See parts 1a. and 1c. below, and Appendix A for a detailed description of design measures that will minimize impacts to scenic resources from SR-167 to less than significant.

c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the

<sup>2</sup> California Department of Transportation. *California State Scenic Highway System Map*  
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

<sup>3</sup> County of Mono, Local Transportation Commission, Community Development Department, Town of Mammoth Lakes Community Development Department. *Mono County Regional Transportation Plan-2015 Update*.  
[https://monocounty.ca.gov/sites/default/files/fileattachments/planning\\_division/page/9617/rtp\\_w-appdx\\_2015\\_final.pdf](https://monocounty.ca.gov/sites/default/files/fileattachments/planning_division/page/9617/rtp_w-appdx_2015_final.pdf) (2015): 45-48.

project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

*Less than significant impact.* The proposed additions to the project site will occur in a pre-disturbed non-urbanized area within Mono County. The surrounding area consists of resource management/open space and one joint residential and commercial property. The following analysis evaluates the project's potential to conflict with applicable zoning and other regulations governing scenic quality.

### Construction

Short-term visual impacts of the project will result from the presence of grading activities and heavy machinery such as excavators and cement trucks during the construction of the project. Short-term impacts are generally perceived as negative, but not significant, and are in compliance with CEQA and/or Mono County General Plan thresholds. Construction activities at the project site are anticipated to occur in one phase, within a period of 6 months. During this time, short-term construction activities, construction equipment, and truck traffic would be visible to nearby motorists. The closest sensitive receptor to the project site is one joint residential and commercial structure, approximately 0.41 miles to the west.

Given that construction activities at the facility would be temporary and predominantly screened from the nearest sensitive receptors, the project's construction-related impacts to visual character/quality of the project site and its surrounding areas would be less than significant.

### Operations

The Mono County General Plan Land Use Element creates visual development standards for projects with industrial land uses. The "Mono County Design Guidelines Industrial/Business Park Uses," which govern parking and circulation within the facility, visual elements of the proposed metal building, landscaping, walls and fences, screening of project activities from visual receptors, and architectural design to ensure visual impacts to public views are minimized, were incorporated into project design to meet the visual development standards outlined in the General

#### Plan Land Use Element (08.010 - 08.040).<sup>4</sup>

*Less than significant impact.* The proposed project development is within the pre-disturbed footprint of the site, which will avoid altering the visual quality of the existing viewshed. However, the visual quality of the existing viewshed will result in a marginal change due to the new land use and with the addition of the new metal building. See Appendix A for the complete assessment of visual impacts, which are summarized below.

Visual resources of the project setting are defined and identified below by assessing *visual character* and *visual quality* in the viewshed. Existing visual quality is defined by the following criteria: vividness, intactness, and unity. Vividness refers to the visual power or memorability of landscape components as they combine in distinctive visual patterns. Intactness refers to the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern. Unity refers to the degree to which the visual resources of the landscape join to form a coherent, harmonious visual pattern, or inter-compatibility between landscape elements. The proposed developments of the project are within the pre-disturbed footprint of the site to avoid altering the visual quality of the existing viewshed. However, the visual quality of the existing viewshed will result in a marginal change due to the new land use and with the addition of the new metal building. The visual quality of the site will be maintained by the following elements:

- Protect the viewshed by constructing berms shielding both the existing and new project features as a design-element with local native vegetation, reducing baseline visual impacts while preventing new ones. The 4' to 12' tall and 57' wide berms screen the project from view along the western, southern and eastern parcel boundaries for a length of 3253'. The berms are landscaped with native botanicals to create continuity with the natural landscape, helping to maintain the vividness, intactness and unity of the site. The berms create visual interest in the foreground to observers on adjacent properties and drivers/passengers traveling east and west on SR-167.
- The facility will be set back 0.15 miles from SR-167.
- The new metal building is designed to incorporate clean and simple lines, painted in colors that are compatible with the color palette of the surrounding existing native vegetation. This includes Kelly Green for the main building; Sage Green for the building's trim, main doors, and vehicle doors; and Sandstone Beige on the roof and along the edges of siding.

The visual character of the project is designed to be compatible with the existing visual character of the viewshed. The following are the visual characteristics of the proposed project that promote the overall compatibility with the existing viewshed in

<sup>4</sup> County of Mono Planning Division. *Mono County Design Guidelines*. [https://monocounty.ca.gov/sites/default/files/fileattachments/planning\\_division/page/9617/2015\\_design\\_guidelines.pdf](https://monocounty.ca.gov/sites/default/files/fileattachments/planning_division/page/9617/2015_design_guidelines.pdf) (December 2007): 4.

compliance with the Mono County General Plan, Design Guidelines & Dark Sky Ordinance:

- Building materials, textures, colors, and site configurations that minimize or avoid impacts to visual resources.
- The form of the proposed building “L” shaped to blend in with the surrounding environment by deliberately avoiding a “big box” aesthetic.
- Removal of invasive plant species and revegetation with native plants will restore the site to a more natural condition, making it more consistent with the wild aesthetic of the area.
- Materials and design of site features are proposed to be appropriate for the rural visual character of this location, ensuring visual access to Mono Lake would not be impacted.

Although there are no setback requirements for industrial use, facility buildings are setback 0.15 miles from SR-167, which will assist in screening the facility from public views. The proposed changes to the facility meet all County development standards for Industrial use: the building height of 30’ is within the 40’ allowable height for industrial facilities; approximately 4.27 acres of the property, 13% of the parcel area, will be covered by an industrial use (see Figure 3 above), well below the maximum permitted coverage of 80%.<sup>5</sup> These design features conform with Action 20.C.2.a of the General Plan’s Conservation & Open Space Element, regulating visual resources, which utilizes the General Plan design guidelines, “to ensure that development is visually compatible with the surrounding community...and natural environment.”<sup>6</sup>

The overall visual character of the proposed project will be highly compatible with the existing visual character of the viewshed by incorporating several design elements that create a “blended” appearance of the site, complimenting the natural landforms and vegetation of the surrounding area. The visual quality of the existing corridor will be slightly changed by the proposed project’s addition of berms, new gravel approaches and a new metal building. However, a variety of design techniques will be implemented to help maintain the vividness, intactness and unity of the proposed project site with the surrounding landscape elements<sup>7</sup>: through developing the berms with natural vegetation; the colors and textures of the proposed metal building; landscaping; the screening of project activities from visual receptors; and architectural design. Highway users, neighbors and recreational users are within the viewshed of the proposed project. The proposed project design features will reduce baseline visual impacts while preventing new ones, by shielding

<sup>5</sup> County of Mono. *General Plan-Land Use Element*. II-156-157.

<sup>6</sup> County of Mono. *General Plan-Conservation/Open Space Element*  
[https://monocounty.ca.gov/sites/default/files/fileattachments/planning\\_division/page/9617/conservation-os\\_final.9\\_20\\_0.pdf](https://monocounty.ca.gov/sites/default/files/fileattachments/planning_division/page/9617/conservation-os_final.9_20_0.pdf) (2020): V51-52.

<sup>7</sup> Appendix A. Geode Environmental, Inc., *Visual Impact Assessment- D & S Waste Removal Inc. Mono Waste Transfer Station* (April 2022): 29.

both the existing and new project features. It is anticipated that the average response of all viewer groups will be low to moderate-low. This means minor adverse changes to existing visual quality, with low viewer response to changes in the visual environment. Impacts would be less than significant.<sup>8</sup>

d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

No impact. The project is required to meet State regulations, and County General Plan policy, related to light and glare. The project design is compliant with Mono County's General Plan-Conservation & Open Space Element, Action 20C.2.a., which states that industrial development projects shall include the following development standard: "exterior lighting [that] shall be shielded and indirect, shall be minimized to that necessary for security and safety, and shall comply with the Dark Sky Regulations where applicable."<sup>9</sup> See Appendix A-Visual Impact Assessment. Lighting is not anticipated to be of concern on this project as hours of operation are during daylight. No windows or reflective materials are proposed and all emergency lighting fixtures are shielded, downward facing, and on timers to reduce nighttime glare.

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<sup>8</sup> *ibid.* 31.

<sup>9</sup> County of Mono. *Conservation & Open Space Element*. V-52.

## 2. Agriculture & Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No impact. The proposed project is an extension of a pre-existing land use (waste management equipment storage). The site is not zoned for agricultural uses and no agricultural uses, or related operations, are present on the project site. Furthermore, the project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (CDC 2021).<sup>10</sup> Therefore, no impact would occur from conversion of Farmland to non-agricultural uses.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>b. Conflict with existing zoning for agricultural use or a Williamson Act contract?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No impact. Neither the current waste management equipment storage facility, nor the proposed waste transfer building, are located on land zoned/designated exclusively for agriculture. Mono County is currently not accepting new Williamson Act contracts.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)); timberland (as</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

<sup>10</sup> California Department of Conservation. *Farmland Mapping and Monitoring Program*. <https://maps.conservation.ca.gov/DLRP/CIFF/>

defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No impact. Mono County does not include zoning for forest land, timberland, or timberland production. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned for 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?

No impact. The current waste management equipment storage facility has been in operation since 1974, and the site is vegetated with the Sagebrush and Saltbush Scrub plant communities. The proposed project is not located in forested land, nor would it cause the conversion of forested land to another 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?

No impact. Neither the current waste management equipment storage facility, nor the proposed waste transfer building, are located on farmland. The proposed project would not involve changes to the existing open space environment which could result in the conversion of farmland or forestland and there are no farmland uses on or in the vicinity of the project site.



### 3. Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

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

No impact. To ensure that land-development and construction projects in the Eastern Sierra minimize their impact on air quality, the Great Basin Unified Air Pollution Control District (District) requires air pollution permits, specifically secondary source permits, for commercial projects. Land-development projects are secondary sources that require permits to ensure that their construction and operation do not emit more air pollution than is necessary. The project proponent must apply for a secondary source permit from the District for construction of the project. This permit is intended to limit fugitive dust emissions and diesel emissions during construction and any applicable air quality standards.

Secondary source permits contain conditions to ensure that all projects comply with District regulations, the CEQA, and any air quality requirements imposed by local land-development regulatory agencies (cities and counties). Typical conditions may include requirements to control dust during construction, permanent dust controls on exposed surfaces in the development, and a limit on the number or type of wood-burning heaters. Permits are valid for two years following the date of the permit.

(Rule 216-A.F.1.) District rules state:

A person shall not initiate, modify, construct or operate any secondary source which will cause the emission of any man made air pollutant for which there is a state or national ambient air quality standard without first obtaining a permit from the Air Pollution Control Officer (Rule 216-A.A.1.).

- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

### Air Quality Standards and Attainment

The proposed project is located within the Mono Basin in Mono County. The Mono Basin is designated as non-attainment for Particulate Matter less than 10 microns in diameter (PM<sub>10</sub>) by the USEPA.<sup>11</sup> PM<sub>10</sub> is typically generated by dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; and natural sources.

The majority of PM<sub>10</sub> in the Mono Basin comes from wind disturbing the exposed Mono Lake bed.<sup>12</sup> Mono Lake's historic shoreline is approximately one mile south of the proposed project.

Site preparation and construction typically involves clearing, cut-and-fill activities, grading, installation of foundations, and installation of the prefabricated metal building. These activities could temporarily generate enough PM<sub>10</sub>, PM<sub>2.5</sub>, and small amounts of carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), nitrogen oxides (NO<sub>x</sub>), and Volatile Organic Compounds (VOCs) to be of concern. Sources of fugitive dust would include disturbed soils at the construction site.

Exposure to PM<sub>10</sub> irritates eyes and the respiratory tract. Prolonged exposure can decrease lung capacity and is associated with increased cancer and mortality. PM<sub>10</sub> contributes to haze and reduced visibility. Many toxic and other aerosol and solid compounds are included in PM<sub>10</sub>, as well as dust from natural soils.

VOCs, also known as Reactive Organic Gasses (ROG) are gasses emitted into the air by evaporation, drying, curing, and/or burning of many materials, such as industrial solvents, petroleum fuels (such as operating cars and trucks), paints, glues and adhesives, some inks and toners, and household cleaners. VOCs react with NO<sub>x</sub> to create ozone molecules. Exposure to ultraviolet (UV) radiation from the sun speeds

<sup>11</sup> U.S. Environmental Protection Agency. *Green Book, National Area and County-Level Multi-Pollutant Information, California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants.* [https://www3.epa.gov/airquality/greenbook/anayo\\_ca.html](https://www3.epa.gov/airquality/greenbook/anayo_ca.html). (April 2022).

<sup>12</sup> Great Basin Unified Air Pollution Control District. *Air Quality Plan.* <https://www.gbuapcd.org/Docs/District/AirQualityPlans/MonoBasin/MonoBasinReasonableFurtherProgressReport2018.pdf>. (2018).

the reaction. Ground-level ozone, such as that created by VOCs can irritate the eyes, nose, and throat, and can aggravate asthma and other lung diseases, including bronchitis. Exposure to high levels of ground-level ozone can increase the risk of premature death in individuals already suffering from heart or lung disease. Children, whose lungs are still forming, many of whom spend a large amount of time outdoors, are at particular risk under high ozone concentrations.

Exposure to VOCs themselves can cause a variety of health effects, including irritation to the eyes, nose, and throat; headaches and the loss of coordination; nausea; and damage to the liver, kidneys, or central nervous system. Some VOCs are suspected or proven carcinogens.

The precise emission level of VOCs that will result in adverse health effects on humans is subject to many confounding variables, making any specific numeric threshold speculative. These confounding variables include the specific types of VOCs emitted, how many of those VOC molecules react with NO<sub>x</sub> to form ozone molecules, and the specific exposure to the VOCs and ozone.

### Project Construction & Operation

No impact. Emissions from the proposed project's construction and operations were calculated using the California Emissions Estimator Model software Version: CalEEMod.2020.4.0 (CalEEMod). The data used for the calculations can be found in Appendix B and C at the end of this document, and summarized in the table on the following page:

TABLE 2 | DATA USED TO CALCULATE PROJECT EMISSIONS

<i>CalEEMod</i> CALCULATIONS	<i>VOCs &amp;</i> <i>ROGs</i>	<i>Nitrogen</i> <i>Oxides</i> ( <i>NOx</i> )	<i>Carbon</i> <i>Monoxide</i> ( <i>CO</i> )	<i>Sulfur</i> <i>Oxides</i> ( <i>SOx</i> )	<i>Total</i> <i>Particulate</i> <i>Matter &lt;</i> <i>10 Microns</i> ( <i>PM10</i> )	<i>Total</i> <i>Particulate</i> <i>Matter</i> <i>&lt;2.5</i> <i>Microns</i> ( <i>PM2.5</i> )
<i>Net Annual</i> <i>Emissions</i> ( <i>tons/year</i> )	0.03875	-0.5189	-0.0360	-0.00044	-0.03497	-0.00817
<i>Net Daily</i> <i>Maximum</i> <i>Emissions</i> ( <i>lbs/day</i> )	0.2091	-0.6338	-0.2359	-0.00344	-0.2717	-0.0617
<i>Total</i> <i>Construction</i> <i>Emissions</i> ( <i>tons</i> )	0.00925	0.0840	0.1090	0.00022	0.0103	0.0047

### Site Preparation and Construction

No impact. Site preparation and construction typically involves clearing, cut-and-fill activities, grading, installation of foundations, and installation of the prefabricated metal building. These activities could temporarily generate enough PM<sub>10</sub>, PM<sub>2.5</sub>, and small amounts of CO, SO<sub>2</sub>, NO<sub>x</sub>, and VOCs to be of concern. Sources of fugitive dust would include disturbed soils at the construction site. As calculated in CalEEMod, the proposed project is estimated to generate a maximum of 1.63 pounds of PM<sub>10</sub> per day of construction, totalling approximately 20.6 pounds for the entire span of construction.<sup>13</sup> PM<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>10</sub> emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Because the one-time generation of PM<sub>10</sub> emissions during construction would be offset in less than 4 months by more efficient operations, both the construction and operations are determined to have no negative impact on PM<sub>10</sub> emissions, and

<sup>13</sup> see Appendix B: CalEEMod output data, *D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer. Baseline, Section 2.1 Overall Construction (Maximum Daily Emission)*. 4.

therefore will not result in a cumulatively considerable net increase of PM<sub>10</sub>, as a pollutant for which the project's region is in federal nonattainment.

In addition, the project proponent must apply for a secondary source permit from the Great Basin Unified Air Pollution Control District for construction of the new transfer station building. This permit is intended to limit fugitive dust emissions and diesel emissions during construction and to comply with District Rule 216-A.F.1.: A person shall not initiate, modify, construct or operate any secondary source which will cause the emission of any man made air pollutant for which there is a state or national ambient air quality standard without first obtaining a permit from the Air Pollution Control Officer (Rule 216-A.A.1.). Given that PM<sub>10</sub> emissions, for which the air basin is in non-attainment, will be reduced over time with more efficient operations, and given the requirements outlined in the secondary source permit, the project is not expected to impact air quality

### Facility Operations

*No impact.* As calculated in CalEEMod, the existing mobile operations (i.e., truck usage) and stationary source (i.e., diesel generator), both of which will be modified as part of the proposed project, generate a total of approximately 434 pounds of PM<sub>10</sub> emissions per year.<sup>14</sup> Operation of the proposed project, including the modified mobile operations and stationary source, will generate approximately 364 pounds of PM<sub>10</sub> emissions per year, a net reduction of approximately 69.94 pounds of PM<sub>10</sub> emissions per year.<sup>15</sup> Similarly, CO, SO<sub>x</sub>, PM<sub>2.5</sub>, and VOCs will have increased emissions following completion of the proposed project. The proposed project will result in a slight increase in emissions (approximately 0.03875 tons or 77.5 pounds per year of operations). This increase is not an impact primarily because the Mono Basin is in attainment for ozone, which may be created by VOC emissions reacting in the atmosphere.

Facility operations are determined to have no negative impact on PM<sub>10</sub> emissions, and therefore will not result in a cumulatively considerable net increase of PM<sub>10</sub>, as a pollutant for which the project's region is in federal nonattainment. Therefore, no impacts to air quality from facility operations will occur.

<sup>14</sup> see Appendix B: CalEEMod output data. *D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual-Baseline, Section 2.2-Overall Operational Mitigated Operational Baseline Emission.* 5.

<sup>15</sup> see Appendix C: CalEEMod output data. *D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual. Proposed Operation, Section 2.2 Overall Operational Unmitigated Operational Emissions* for projected PM<sub>10</sub> on an annual basis. 6.

c. Expose sensitive receptors to substantial pollutant concentrations?

No impact. As defined by the US Environmental Protection Agency "Sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants. Extra care must be taken when dealing with contaminants and pollutants in close proximity to areas recognized as sensitive receptors."<sup>16</sup>

While pollutant concentrations generated at the proposed facility are low, the site is also isolated away from sensitive receptors. The nearest sensitive receptors are the Imaca Preschool and Lee Vining High School, 10.28 miles southwest of the proposed project. The nearest convalescent home, senior center, and hospital are all outside the Mono Air Basin.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No impact. The proposed construction and operation of the transfer facility will not result in emissions that adversely affect a substantial number of people. Odors will naturally occur from facility operations when MSW is brought into the proposed 8,000 ft<sup>2</sup> metal warehouse. Water misters will be used inside the warehouse to suppress and contain odors. The nearest resident is on the neighboring parcel, 0.41 miles to the west of the project site. The closest residential community is Mono City, approximately 8 miles to the west, along SR-167, and Lee Vining, which is approximately 14.5 miles to the southwest. The facility will not be generating emissions, including odors, that will impact these residential communities.

<sup>16</sup> U.S Environmental Protection Agency, EPA Region 1. *What Are Sensitive Receptors?* <https://www3.epa.gov/region1/eco/uep/sensitivereceptors.html>. (2022).

## 4. Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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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 Wildlife or US Fish and Wildlife Service?
- |                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Existing Conditions

Since 1974 the 33.65-acre property has been used for waste-management-equipment storage and is heavily disturbed. In 2010, a metal storage building was built in the northeastern section of the parcel. Current features present include the following features:

- 40' x 60' metal warehouse
- two (2) fuel tanks (1,800-gallon, 500-gallon)
- diesel generator
- water well
- three (3) 500-gallon propane tanks
- solar panels and solar panel control boxes
- a one-room 10' x 15' office building with bathroom
- septic tank & leach field area; and
- gravel road.

The northern margins of the site are heavily impacted by human-use around the existing structures and storage lot, while the remainder of the site remains relatively undisturbed. The longtime use of the existing structures has led to soil compaction and piles of fill material along the northern parcel boundary. These impacted areas host non-native and invasive Russian thistle and Skeleton weed. The site is vegetated

with Big Sagebrush Scrub with the closely related Great Basin Mixed Scrub and Saltbush Scrub plant communities, commonly found in soils with high salinity and alkalinity.

### Potential Impacts

*No impact.* A Biological Resources Report, with a focused botanical survey, was prepared to support this Initial Study (see Appendix D-Biological Resources Report). Biological data repositories like CDFW's California Natural Diversity database (CNDDDB), were consulted to inventory special status species and their spatial distribution with relation to the project site. A 0.5-mile buffer was used when querying data to ensure a thorough assessment and disclosure of potential species that have historically been reported in the project vicinity. One special status species was identified *outside* of the project boundary to the southeast, the Intermountain lupine.<sup>17</sup> The Intermountain lupine has a California Native Plant rank of 2B.3—a California Rare Plant designated as rare, threatened, or endangered in California but common elsewhere. Per the 2018 CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*, a focused, floristic botanical survey for Intermountain lupine (*Lupinus pusillus*) was conducted on March 27, 2022. The survey was conducted in 10 transects, spaced at 44.5-meter intervals (going north to south) to capture the presence or absence of this species across the entire parcel, as well as any area that could be affected directly or indirectly by proposed development, per 50 CFR §402.02. Although Intermountain lupine blooms in May and June, the leaves of lupine plants are distinctive and would have alerted surveyors to further investigate the plant. No species of lupine were sighted during the survey, which was expected as the species historical range is not within the project footprint. The focused survey for the Intermountain lupine documented its absence from the site. In addition, no regulatory agency-designated special status species were identified during the survey.<sup>18</sup>

The remainder of the native plants observed are reflective of a healthy Big Sagebrush Scrub plant community according to the California's Native Plant Society, with the exception of the Annual bursage, which is found in the high-use parts of the parcel. Based on the database records search and site reconnaissance, there was no native vegetation on-site with the capacity to support sensitive biological resources. The implementation of project activities (construction of the 8,000 ft<sup>2</sup> metal warehouse,

<sup>17</sup> see Appendix D: Geode Environmental Inc., *Biological Resources Report-D&S Waste Removal Inc. Mono Waste Transfer Station, Floristic Botanical Survey & Focused Survey for Intermountain Lupine* (April 2022): 12.

<sup>18</sup> *ibid.*, see page 14 for survey site conditions, natural communities, and survey findings; and Table 1, pages 15-16, for common plant and animal species observed during the survey.



installation of the 840 ft<sup>2</sup> subterranean truck scale; development of the gravel approaches to the new building; and construction of vegetated berms) are designed to occur in already degraded habitat, near the northeastern site-boundary.

The newly constructed vegetated berms will temporarily displace existing vegetation using excavated soils from the grading process on the road, storage, and building areas. Mono Works Landscaping, in Lee Vining, was retained to revegetate the berms with native botanical species. Although the new berms will provide an opportunity for non-native invasive species to temporarily colonize, the new berms will be hydroseeded with a native seed mix, covered with paper mulch to retain moisture, and irrigated 3-6 times a day for a period of 6 months. Native vegetation should establish, and outcompete non-native species, within 1-3 years. Moreover, the southern berm serves as a physical barrier to the introduction of invasive species from vehicles passing on SR-167. Deliberate efforts will be made to remove invasive botanical species, as needed. The project will not adversely impact any species identified as candidate, sensitive, or special status. No impacts would occur in this regard.

Pre-construction surveys, incorporated as part of the project design, will prevent impacts to any regulatory agency-designated special status species. The project biologist will survey the site for wildlife and special-status species, and any habitat, dens, burrows, nests, etc. capable of supporting wildlife and/or a special-status species seven days prior to, and again no more than 24 hours prior to, initiating ground disturbing activities. Nesting bird surveys shall be conducted seven days prior, and again no more than 24 hours prior to, initiating ground disturbing activities. Should nesting birds be identified, the project biologist will mark those areas with Environmentally Sensitive Area (ESA) fencing, and monitor throughout project activities, until the young have fledged. Construction crews shall limit disturbance to necessary work areas only, to limit potential impacts to flora and fauna.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. Wetlands are defined under the Federal Clean Water Act as land that is

flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs.

There are no Federally protected wetlands present on the project site. No surface or groundwaters are present onsite. As documented in the Geotechnical Investigation in Appendix E, neither a groundwater table nor groundwater seepage was encountered during surveys. According to the US Fish and Wildlife Service National Wetlands Inventory, the closest wetland habitat is an 8.69-acre freshwater emergent wetland habitat that begins approximately 0.66-miles to the east of the project site and extends eastward.<sup>19</sup> All project related activities will be over a half-mile west of these mapped wetlands. Thus, project implementation would not impact Federally protected wetlands 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?

Sections 3503, 3503.5, and 3513 of the California Fish & Game Code (CFG Code) prohibit the taking of all birds and their active nests, including raptors and other migratory nongame birds, as listed under the Migratory Bird Treaty Act (MBTA).

No Impact. No regulatory agency-designated special status species were identified during the records search, nor the March 2022 biological survey. The proposed project will adhere to all existing laws and regulations, including compliance with the MBTA, to minimize any potential impacts to migratory birds or raptors as a result of tree removal. Vegetation will not be removed from the project site from March 15 - September 15, to avoid impacts to nesting birds. If project construction must commence between March 15 and September 15, a qualified biologist will survey all habitat (trees, natural and artificial cavities, shrubs, grasses, rocky and bare ground areas, and structures) within the project site for nesting birds prior to project activities, including site preparation and actual construction.<sup>20</sup>

<sup>19</sup> U.S. Department of Fish & Wildlife. *National Wetlands Inventory-Surface Waters & Wetlands Map* <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. (2022).

<sup>20</sup> Appendix D. Geode Environmental Inc. *Biological Resources Report*. 17.

The areas adjacent to the Lee Vining Creek corridor at Mono Lake Reserve and Pumice Valley provide potential habitat for migratory wildlife. The project site is located outside of these areas, and project implementation will not impact any vegetation that migratory wildlife species depend on, nor their ability to migrate to and from their habitats. Therefore, the project would not interfere 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, and no impact would occur.

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

No impact. The Mono County RTP & General Plan Update EIR (2015), states that “habitats for sensitive plants and wildlife remaining in Lee Vining are generally located only at the outskirts of town and along Lee Vining Creek. Most of the diversity of occurring species is restricted to the riparian forest and woodland habitats of Lee Vining Creek, and most of the potentially occurring sensitive species would be found only there.”<sup>21</sup> Table 4.4-9, “Notable Characteristics of 16 Unincorporated Communities Studied in 2013-2014” observes that in Lee Vining, and its surrounding areas, “development and recent wildfire has displaced or converted much of the vegetation of the mainly upland habitats. Weeds are pervasive.”<sup>22</sup> Finally, Section 4.4.2.5 “Sensitive Plant Communities and Species,” states that “there are no sensitive tree species that could occur as self-sustaining populations in the available habitats.”<sup>23</sup>

There are no policies or ordinances in the County General Plan EIR, pertaining to biological resources or tree preservation, that conflict with the proposed project. Thus, project implementation would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impact would occur.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or

<sup>21</sup> County of Mono, Bauer Planning & Environmental Services, Inc., *County of Mono Regional Transportation Plan & General Plan Update EIR* (2015): Page 4.4-41.

<sup>22</sup> *ibid.* 4.4-26.

<sup>23</sup> *ibid.* 4.4-20.

other approved local, regional, or state  
habitat conservation plan?

*No impact.* The 2020 Mono County Open Space and Conservation Element states, in its policy section (Policy 2.A.1.) that development projects should avoid potential significant impacts to animal or plant habitats or mitigate impacts to a level of non-significance.<sup>24</sup> The project does not pose any significant impact to animal or plant habitats, and therefore the project complies with this policy. Additionally, the project site and surrounding vicinity are not located within an area covered by a Habitat Conservation Plan or Natural Community Conservation Plan. No other approved local, regional, or state habitat conservation plans apply to the project site. As such, no impact would occur in this regard.

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<sup>24</sup> County of Mono. *General Plan-Conservation/Open Space Element*. V-11.

## 5. Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

CEQA requires consideration of project impacts on "historical resources." A "historical resource" is a resource listed, or determined to be eligible for listing, in the California Register of Historical Resources (Title 14 CCR §15064.5(a)(1)-(3)). Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1(j)).

The eligibility criteria for the California Register are the definitive characteristics for assessing the significance of historical resources for purposes of CEQA. A resource is considered "historically significant" if it meets one or more of the following criteria for listing on the California Register: 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 2) Is associated with the lives of persons important in our past; 3) Embodies 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; and 4) Has yielded, or may be likely to yield, information important in prehistory or history (PRC §5024.1(c)). Under CEQA, a substantial adverse change in the significant qualities of a historical resource is considered a significant effect on the environment. Please see Appendix F-*D&S Waste Removal Inc. Mono Waste Transfer Station, Phase 1 Cultural Resource Assessment*, for a detailed discussion of the analysis below.

## Analysis

No impact. To initiate the project site investigation, a cultural resources records search was conducted through the California Historic Resources Information System (CHRIS) at the Eastern Information Center (EIC) housed at the University of California, Riverside. The archival and digital materials were obtained from the EIC on November 18, 2021. The records search queried the CHRIS database for previously documented cultural resource sites and surveys within a half-mile buffer of the project footprint. The search included a review of all recorded prehistoric/historic archaeological resources, built-environment resources, and the following directories: The California Points of Historical Interest (CPHI), California Historical Landmarks (CHL), California Register of Historical Resources (CRHR), National Register of Historic Places (NRHP), and California State Historic Properties Directory (CHPD). Results of the record search indicate that no previous studies have been completed within the project area, and no cultural resources were located within the project area. Four previous studies and three previously recorded resources were located within ½ mile of the project area. Historic topographic and aerial maps along with local newspapers and local history websites were also consulted with negative results.<sup>25</sup>

On November 30<sup>th</sup>, 2021, an intensive pedestrian survey was conducted by a Registered Professional Archaeologist (RPA). The survey consisted of east-west, 10-15 meter transects on open ground within the project area. Large swaths of cleared ground, buildings, equipment, and vehicle storage covered much of the north edge of the project area. The site includes numerous pieces of obsidian shatter, a light scattering of obsidian core reduction and biface thinning flakes. Since the obsidian shatter extends beyond the Project area boundaries, a site boundary was determined within the Project area based on the presence of flakes and tools.<sup>26</sup> The recorded flakes, tools, and related shatter most likely represent single-use or short-term utilization and are too few and too widely spaced to be considered significant according to Section 15064.5 of the CEQA and Section 5024.1 of the California PRC establishing the CRHR. The cultural resources present within the project area do not represent a significant contribution to the broad patterns of California's history and cultural heritage, are not likely to yield information important in prehistory or history, and do not represent a unique archaeological resource.<sup>27</sup> Therefore, no impacts to listed or eligible historical resources are anticipated.

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<sup>25</sup> Appendix F: Geode Environmental Inc., *D&S Waste Removal Inc. Mono Waste Transfer Station, Phase 1 Cultural Resource Assessment* (March 2022): 14.

<sup>26</sup> *ibid.* 16.

<sup>27</sup> *ibid.* 17.

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

No impact. It is unlikely that any additional archaeological or cultural resource will be discovered on the site during the construction phase of the proposed project. Ground disturbing activities include installation of a prefabricated 8,000 ft<sup>2</sup> metal building for temporary waste storage, and equipment and vehicle storage (i.e., empty dump trucks and septic trucks); installation of an 840 ft<sup>2</sup> subterranean truck scale; construction of easterly gravel approaches to the new building within the parcel; and construction of berm design-elements with local vegetation to ensure preservation of the northern, western, and eastern viewsheds. The site includes numerous pieces of obsidian shatter, a light scattering of obsidian core reduction and biface thinning flakes, one obsidian scraper tool, and a small amount of brown jasper shatter and flakes.

Consistent with the County's General Plan Policy, to identify and inventory cultural resources ( 22.B.), the County and the applicant have analyzed the cultural and tribal resources that may exist and or be impacted by the proposed project. Policy 22.B.1 of the Mono County General Plan, asks private landowners to conduct an inventory of cultural resources on private lands.<sup>28</sup> The records search and field surveys, as described in the Cultural Resource Assessment completed for this project, determined that the Project area has a low sensitivity for buried historic features. It also noted that because the area is covered in aeolian sand dunes, there is the possibility that only a small portion of the cultural resources are exposed. Therefore, the cultural resources present within the Project area do not represent a significant contribution to the broad patterns of California's history and cultural heritage, are not likely to yield information important in prehistory or history and do not represent a unique archaeological resource.<sup>29</sup>

Section 15064.5(f) of the CEQA Guidelines state that if previously undocumented cultural resources are identified during earthmoving and ground disturbing construction activities, a qualified archaeologist shall be contacted to assess the nature and significance of the find. In the unlikely event that human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has been notified and has made a

<sup>28</sup> County of Mono. *General Plan-Conservation/Open Space Element*. V-60.

<sup>29</sup> Appendix F. Geode Environmental Inc. *Cultural Resource Assessment*. 17.

determination of the origin and disposition of the remains. If the remains are determined to be of prehistoric or protohistoric Native American origin, the Coroner will notify the Native American Heritage Commission (NAHC), pursuant to PRC Section 5097.98. The NAHC shall determine and notify a Most Likely Descendant (MLD) individual or group that will consult with the landowner or their authorized representative and recommend the manner of treatment for any human remains and associated burial materials.

c. Disturb any human remains, including those interred outside of formal cemeteries?

No impact. There are no known human remains or burial sites on the parcels. Refer to the response to Section 18b of this IS for the potential for archaeological resources. While unlikely, human remains are a potential archaeological resource, and will be handled similarly to other archaeological resources, as outlined Section 5b in this IS.



## 6. Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

No impact. The main source of energy used during project construction includes petroleum-based fuels. Both diesel and gasoline would be used to fuel heavy equipment, material delivery trucks and construction worker vehicles throughout the construction period. Specifically, construction activities will require:

- 1-Backhoe
- 1-Excavator
- 2-Transfer trucks
- 1-Loader
- 1-Bobcat
- 1-Grader
- 1-Cement truck

Once complete, petroleum use for construction would cease. Diesel and petroleum are currently available in the project area with no shortages and construction of the project would not use these resources in a wasteful manner. Therefore, there would be no impacts to energy resources.

Operation

No impact. The project site is off-grid, electrified with solar energy, and has back-up diesel generators. The primary source of onsite energy is ground mounted

photovoltaic solar panels and propane gas. No State utilities are involved as the facility is completely off grid. The solar panels currently have a 1.8 Kilowatt (kW) power capacity, on a 30 ampere (amp) system, which charge batteries daily. The applicant is proposing to increase the system by 30 amps. During winter months, the decrease in available sunlight, combined with intermittent working days and higher electrical loads, requires the facility to utilize a 12 kW diesel generator, with 16 horsepower (hp). This generator consumes 25 gallons of diesel per month and generates approximately 400 kWh per month. The applicant is proposing to increase capacity using a 15 kW generator, with 20 hp. This generator is expected to consume 20 gallons of diesel and produce 319 kWh per month. The project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, impacts to energy are considered less than significant. Operational energy use from the proposed project's construction and operations were calculated using electrical load information from the applicant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No impact. The proposed project would follow applicable energy standards and regulations during construction and operation. In addition, the proposed project would be constructed in accordance with all existing, applicable state building regulations in place at the time of construction. Therefore, construction of the project would not conflict or obstruct a state or local plan for renewable energy and energy efficiency and no impact would occur.

## 7. Geology & Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Directly or indirectly cause 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?
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. According to the Geotechnical Report found in Appendix E, the project site is not located within an Alquist-Priolo Earthquake Fault Zone, nor adjacent to any known active or potentially active faults. The nearest known active regional fault is the Mono Lake fault. The closest projected trace for this fault zone is located approximately 8.7 miles west of the site.<sup>30</sup>

- (ii). Strong seismic ground shaking?
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No impact. A deterministic seismic analysis was performed within a 62.2 mi (100 km) radius of the site using the computer program EQFAULT (Blake, 2001). Seismic analysis was conducted for the subject site in order to develop parameters for structural design.<sup>31</sup> The facility’s new metal building, installation of an underground scale, grading of the road approaches, and excavation of material to create vegetated berms (all of which incorporate these seismic parameters in the project area), will undergo an engineering plan check, per Mono County Municipal Code

<sup>30</sup> Appendix E: Sierra Geotechnical Services Inc. *Geotechnical Investigation for D & S Waste Inc.-Project No. 3.30832.1* (March 4, 2010; re-validated in 2021): 4.

<sup>31</sup> *ibid.* Appendix C of Geotechnical Report.

(MCMC) (150.04.080), to address seismic design specifications and shall adhere to the building standards of the State of California.

Earthwork and grading shall conform to Mono County's construction grading standards, California's current Building Code, and the recommendations from the Geotechnical Report. The recommendations provided in the Geotechnical Report have accounted for the seismic limitation of the project area as they relate to earthwork, grading, and construction. Installation of the prefabricated metal building, installation of the underground truck scale, grading of the road approaches, and excavation of material to create vegetated berms, shall adhere to these recommendations.<sup>32</sup> The geotechnical contractor and site foreman will ensure that grading, excavation, fill compaction, slopes, and temporary excavation for the proposed facility are designed to avoid significant impacts from seismic ground shaking. Therefore, no impacts are expected.

(iii). Seismic-related ground failure, including liquefaction?

Secondary effects associated with severe ground shaking following a relatively large earthquake include shallow ground rupture, soil lurching, liquefaction, seiches, landslides, lateral spreading, dynamic settlement, and avalanche/rockfall.

#### Ground surface rupture

No impact. Ground surface rupture results when the movement along a fault is sufficient to cause a gap or break along the upper edge of the fault zone on the surface. A review of the available geologic literature indicated that there are no known active, potentially active, or inactive faults that transect the subject site. The nearest known active regional fault is the Mono Lake fault. The closest projected trace for this fault zone is located approximately 8.7 miles west of the site.<sup>33</sup> No secondary seismic impacts, from ground surface rupture, are expected to occur as a result of the project.

#### Soil lurching

No impact. Soil lurching refers to the rolling motion on the ground surface by the passage of seismic surface waves. Effects of this nature are likely to be most severe where the thickness of soft sediments varies appreciably under structures. In its present condition, the potential for lurching at the subject site is considered low-to-

<sup>32</sup> *ibid.* Appendix D of Geotechnical Report.

<sup>33</sup> Appendix E: Sierra Geotechnical Services Inc. *Geotechnical Investigation*. 5.

moderate due to the presence of potentially compressible soils within the upper approximate 2 feet of material below existing grades. The potential for lurching will be greatly reduced as the potentially compressible soils, present on site, shall be removed, and properly compacted during grading.<sup>34</sup> No secondary seismic impacts, from soil lurching, are expected to occur as a result of the project.

### Liquefaction

*No impact.* Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Research and historical data indicate that loose granular soils below a near-surface groundwater table are most susceptible to liquefaction. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soil to behave as a viscous liquid. This effect may be manifested at the ground surface by settlement and, possibly, sand boils where insufficient confining overburden is present over layers.<sup>35</sup>

In order for the potential effects of liquefaction to be manifested at the ground surface, the soils generally must be granular, loose to medium-dense and saturated relatively near the ground surface, and must be subjected to ground shaking of a sufficient magnitude and duration. The potential for liquefaction to occur is considered very low, given the lack of a static or perched water table (pg. 10) and the dense nature of bearing soils on-site. Because the liquefaction potential is considered very low, the potential for ground failures associated with liquefaction, i.e post liquefaction reconsolidation, and sand boils are also considered very low. No secondary seismic impacts from liquefaction are expected to occur as a result of the project.

### Seiches

*No impact.* The potential for seiches as the result of the design level earthquake in a nearby fault are considered very low, due to the relative distance of a large body of water from the project site.<sup>36</sup> No secondary seismic impacts from seiches are expected to occur as a result of the project.

### Lateral Spreading

*No impact.* Lateral spreading refers to landslides that form on gentle slopes as a

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<sup>34</sup> *ibid.* 5-6.

<sup>35</sup> *ibid.* 6.

<sup>36</sup> *ibid.* 6.

result of seismic activity and have a fluid-like movement. It differs from slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Soil types that are highly susceptible to lateral spread include silts and shale. Soils in the immediate vicinity of the building site consist of firm to dense, clayey sands. The potential for lateral spreading is considered very low at the site.<sup>37</sup> No secondary seismic impacts from lateral spreading are expected to occur as a result of the project.

Dynamic Settlement

No impact. Granular soils, in particular, are susceptible to settlement during seismic shaking, whether the soils liquefy or not. Portions of the shallow granular on-site soils may be loose and susceptible to dynamic settlement if strongly shaken by the design level earthquake. The potential for dynamic settlement will be greatly reduced because the loose and compressible soils near the surface (upper 2') shall be removed and properly compacted in accordance with the earthwork and grading recommendations contained in the Geotechnical Report.<sup>38</sup> No secondary seismic impacts from dynamic settlement are expected to occur as a result of the project.

(iv). Landslides?

No impacts. Seismically-induced landslides are slope failures that occur where the horizontal seismic forces act to induce soil and/or bedrock failures. The most common effect is reactivation or movement on a pre-existing landslide. Existing slides that are stable under static conditions (i.e., factor-of-safety above one) become unstable and move during strong ground shaking. Evidence of past landslides was not observed either during aerial photographic review or in the field. Due to the topography of the site, the potential for seismically induced bedrock landslides is non-existent.<sup>39</sup>

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

Less than significant impact.

Construction Activities

<sup>37</sup> ibid. 7.

<sup>38</sup> ibid. 7 for discussion on *Dynamic Settlement*; see Appendix D of the Geotech Report-*Earth Work & Grading Recommendations*.

<sup>39</sup> ibid. 6-7.

The proposed project involves excavation, grading, and activities that would disturb soil and leave exposed soil on the ground surface. The Facility site will require grading/excavation for the construction of the new metal building, subterranean truck scale, gravel approaches, and vegetated berms. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. These activities could result in soil erosion.

Development of the project site is subject to local and State codes and requirements for erosion control and grading during construction. Per Section 15.04.080 (Building & Construction) of Mono County's Municipal Code, the applicant's building and grading plans will be reviewed by the County for approval. The CGP issued by the State Water Resources Control Board (SWRCB), will regulate construction activities to minimize water pollution, including sediment. The proposed facility will be subject to an NPDES permit, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The proposed project's construction contractor would be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP during grading and construction. Adherence to the BMPs, and permit requirements such as the SWPPP, would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Project compliance with existing local and State regulations, as well as recommended excavation practices would reduce impacts to less than significant levels.

### Operational Activities

The project will construct elevated berms, seeded with native botanicals to maintain soil integrity and minimize erosion, and to screen the project from public views. The berms will be constructed along three linear alignments that surround the proposed facility. One leg runs north-to-south, over 300' to the west of the facility and within ten feet of the western property line. The second leg runs north-to-south, directly east of the proposed metal building, within 10' of the eastern property line. The third leg runs west-to-east, approximately 300' south of the facility, and between ten to eighty feet from the southern property line. There will be approximately 32,800 yd<sup>3</sup> of cut material excavated onsite during grading activities, to the subgrade level, for the building, road approaches, and storage area. This is the same quantity of fill material required to construct the berms. Earthwork is approximately balanced for the site. The height of the berms will vary from 4' to 12' in different locations. With a

total length of 3,253' and an average width of 57', the berms will cover approximately 14% of the property's total area. The berms will be hydroseeded with a native seed mix, covered with paper mulch to retain moisture, and irrigated 3-6 times a day for a period of 6 months. This revegetation with native plants will reduce soil erosion and increase soil health and stability. Therefore, project operations would not likely result in substantial loss of topsoil or erosion. Thus, soil erosion and loss of topsoil impacts from construction and operational activities associated with the proposed project would be less than significant.

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?

No impact. For analysis of landslides, lateral spreading, and liquefaction, please see Section 7(a)(3) and 7(a)(4) above. Evidence of past soil failures, or landslides on the site were not encountered. Groundwater was not encountered during the geotechnical field investigation. Groundwater is not anticipated to be encountered during site development due to the location of the site with respect to overall drainage. Minor amounts of seepage may be encountered if the site is graded during the peak snowmelt runoff period between April and May. Site soils encountered during the field investigation generally consisted of loose to dense, silty to clayey, very fine to coarse-grained sands. The subject site is situated on relatively flat terrain underlain by approximately 2 feet of relatively loose soils considered unsuitable for the support of new fill or structural loads. Excavations at the site will be achievable using standard earthmoving equipment. The depth of the unsuitable soils is based upon the areas observed during the field investigation. It should be anticipated that the overall depth of the unsuitable materials exposed during construction may vary from that encountered in the borings. Reasonably continuous construction observation and review during site grading and foundation installation will allow for evaluation of the actual soil conditions and the ability to provide appropriate revisions where required during construction.<sup>40</sup>

To ensure that soils will not become unstable as a result of the project, the following BMPs shall be followed prior to and during construction, per the recommendations in the Geotechnical Report:<sup>41</sup>

<sup>40</sup> *ibid.* 9.

<sup>41</sup> *ibid.* 9-14.



- A geotechnical review of the grading and foundation plans prior to construction in order to assure that they are in conformance with the Geotechnical Report (revalidated in 2021); some of the recommendations may need to be revised closer to construction.
- Earthwork shall conform with the General Earthwork and Grading Specifications in the Geotechnical Report. These recommendations are general grading specifications provided for typical grading projects.
- Prior to grading, the proposed structural improvement areas (i.e. all structural fill, pavements areas and structural building, etc.) of the site should be cleared of surface and subsurface obstructions, including vegetation. Holes resulting from removal of buried obstructions, which extend below the recommended removal depths described herein or below finished site grades (whichever is lower) should be filled with properly compacted soil. Should existing underground utilities be encountered they should be completely removed and properly backfilled. Alternatively if the utility is not within the influence zone of the foundation it may be abandoned in place by fully grouting the pipe.
- Site grading and footing excavations should be observed by a geotechnical specialist. This will be essential to identify field conditions that differ from those anticipated by the investigation, to adjust design to actual field conditions, and to determine that the grading is accomplished in general accordance with the recommendations of the Geotechnical Report.
- A review by the geotechnical engineer of foundation loads and embedment in order to confirm the implementation of the recommendations.
- Design of positive site drainage will direct runoff away from foundations and pavement areas. Drainage should not flow uncontrolled over the top of, or down the face of, any descending slopes.

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

No impact. Expansive soils are soils that swell when subjected to moisture. Shrink/swell potential is the relative change in volume to be expected with changes in moisture content; that is, the extent to which the soil shrinks as it dries or swells when it gets wet. The extent of shrinking and swelling is influenced by the amount and kind of clay in the soil. Shrinking and swelling of soils causes damage to building foundations, roads, and other structures. According to the Geotechnical Report, a

subsurface investigation of soils, in the immediate vicinity of the building site, showed low expansion potential.<sup>42</sup> The California Building Code (CBC) ensures that new construction be built according to required seismic standards, designed to withstand such events and the proposed project does not include any buildings for human occupancy. Therefore there is no increase in substantial adverse effects due to strong seismic ground shaking.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. Site soils encountered during the geotechnical field investigation generally consisted of loose to dense, silty to clayey, very fine to coarse-grained sands. Groundwater is not anticipated to be encountered during site development due to the location of the site with respect to overall drainage. Minor amounts of seepage may be encountered if the site is graded during the peak snowmelt runoff period between April and May. Septic systems are common in the area and the soils are capable of supporting them. Any proposed septic system for the site shall be reviewed and approved by the Mono County Environmental Health Department.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The project site does not include a unique paleontological or geologic feature.

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<sup>42</sup> ibid. 7.

## 8. Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

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

### Global Climate Change

Greenhouse gas (GHG) emissions were known to be a contributor to climate change and an effect on the environment since the 1970s, consistent with Citizens for Responsible Equitable Environmental Development v. City of San Diego (2011, 196 Cal.App. 4th 515).

Emissions of GHGs adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Although the emissions of one single project will not cause global climate change, GHG emissions from multiple projects throughout the world have a cumulative impact with respect to global climate change. In turn, there is scientific consensus that global climate change will result in rising sea levels, which can inundate low-lying areas; affect rainfall and snowfall, leading to changes in water supply; affect habitat, leading to adverse effects on biological resources; and result in other adverse environmental and economic effects.

### Project-Related Sources of Greenhouse gasses

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub>, and would not result in other GHGs that would facilitate a meaningful analysis. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Analysis of mobile emissions is based primarily upon a transportation study initiated for the

project (please see Appendix G- Transportation Memorandum for detailed discussion). CalEEMod relies upon trip data within the project's Transportation Analysis and project specific land use data to calculate emissions.

### Existing Greenhouse Gas Emissions

The existing project site is broken down into uses at 7937 SR-167. Existing structures include a 2,400 ft<sup>2</sup> metal building for storage of equipment, an approximately 150 ft<sup>2</sup> office building, an 1800-gallon fuel tank in 1,400 ft<sup>2</sup> concrete fuel containment basin, a 500-gallon fuel tank west of the existing metal building, a generator on the right side of the existing metal building, a water well, three (3) 500-gallon propane tanks, freeze proof faucet (3 ft ± high) electrical solar panels, and solar panel control boxes south of the existing metal building. A CalEEMod model run was conducted to quantify the GHG emissions from the existing project site. Trip generation rates associated with the existing use were based on the Transportation Analysis Memorandum. According to the Transportation Analysis, the existing project site generates approximately 24 passenger car equivalent trips (PCE) per day.<sup>43</sup>

### Project Greenhouse Gas Emissions

The project proposes to (1) permit the site to be a transfer facility to temporarily house MSW, (2) construct an 8,000 ft<sup>2</sup> metal waste storage & management warehouse to temporarily house MSW (no longer than 48 hours), equipment, and vehicles (i.e. empty dump trucks and septic trucks), (3) install a 840 ft<sup>2</sup> subterranean truck scale, (4) develop gravel approaches to the new building, and (5) construct berms as a design-element with local vegetation to preserve the viewshed. The proposed project would include GHG emission reductions from the most current building energy Efficiency Standards, the 2019 Title 24 building code and the 2019 California Green Building Standards Code (CALGreen). The table below presents the estimated existing and proposed project's CO<sub>2</sub>, N<sub>2</sub>O, CH<sub>4</sub>, and carbon dioxide equivalent (CO<sub>2</sub>e) emissions. Emissions from the proposed project's construction and operations were calculated using CalEEMod. This GHG-emission data for current operations, construction, and the proposed facility, can be found in Appendices B and C of this document.<sup>44</sup> The results are summarized in the table on the following page.

<sup>43</sup> Appendix G: Geode Environmental Inc. & GTS | General Technologies and Solutions. *D & S Waste Removal Inc. Mono Transfer Station Transportation Analysis Memorandum* (February 2022): 3.

<sup>44</sup> Appendix B: CalEEMod output data. *Baseline* & Appendix C: CalEEMod output data. *Proposed Operation*.

TABLE 3 | DATA USED TO CALCULATE PROJECT GREENHOUSE GAS EMISSIONS

<i>PROJECTED EMISSIONS</i>	<i>Biological Carbon Dioxide (Bio CO<sub>2</sub>)</i>	<i>Non Biological Carbon Dioxide (Non-bio CO<sub>2</sub>)</i>	<i>Total Carbon Dioxide (CO<sub>2</sub>)</i>	<i>Methane (CH<sub>4</sub>)</i>	<i>Nitrous Dioxide (N<sub>2</sub>O)</i>	<i>Carbon Dioxide Equivalents (CO<sub>2</sub>e)</i>
<i>Net Annual Operational Emissions (metric tons/year)</i>	0.2864	-42.1713	-41.8849	0.02016	-0.0055	-43.0448
<i>Preexisting (Baseline) Mobile &amp; Stationary Operational Emissions (metric tons/year)</i>	0	268.6550	268.655	0.00234	0.0373	279.8409
<i>Annual Operational Emissions of (metric tons/year)</i>	0.2864	226.4837	226.7701	0.0225	0.0318	236.7961
<i>Total Construction emissions (metric tons)</i>	0	19.8477	19.8477	0.00364	0.00055	20.1028

No impact. The table presents the GHG emissions from the existing use, the proposed project, and the project's net operational emissions. The net operational emissions were calculated by subtracting the existing use emissions from the proposed project emissions. As calculated in CalEEMod, the current mobile operations and on-site diesel generator use, which would both be modified as part of the proposed project, result in 279.8 metric tons (MT) of CO<sub>2</sub>e per year. Annually the new facilities and modified operations would generate approximately 236.8 MT of CO<sub>2</sub>e per year, as calculated by CalEEMod. Therefore, operations of the proposed project will result in a net reduction of approximately 43 MT of CO<sub>2</sub>e per year compared to current operations by the applicant.

Construction of the new facilities, as estimated in CalEEMod, is expected to generate 20.1 MT of CO<sub>2</sub>e. Because the one-time generation of greenhouse gas emissions would be offset within 6 months of the more efficient operations, both the construction and operations are determined to have no negative impact on greenhouse gas emissions.

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

No impact. The project will not conflict with any applicable plan, policy, or regulation. The proposed operations will comply with all applicable laws and regulations, including those intended to reduce the emissions of greenhouse gasses.

#### Mono County General Plan Update 2015

Mono County's RTP & General Plan Update, 2015 EIR Section "4.3.3.7-Baseline GHG Emissions in Mono County," notes that of the 140,310 MT CO<sub>2</sub>e of greenhouse gasses produced from the unincorporated portions of the County in 2010, approximately 17% (23,853 MT CO<sub>2</sub>e) were attributed to landfills, off-road equipment, water and wastewater, and solid waste disposal activities.<sup>45</sup> Furthermore, the Conservation & Open Space element provides renewable energy goals and corresponding policies for the County to pursue, including:

- GOAL 11. Encourage appropriately scaled renewable energy generation for use within the county.
  - Policy 11.A.1. Support and incentivize residential and nonresidential distributed renewable energy generation.

Pursuant to the above named renewable energy goal and policy, the General Plan explicitly states that the County should "Continue offering workshops and information for residents and businesses to provide resources and permitting assistance for those interested in adding renewable energy systems to their properties" (Action 11.A.1.c).<sup>46</sup> Distributed energy refers to electricity that is produced (via solar, hydroelectric, etc.) at the location where it is consumed. As the project applicant will be utilizing renewable solar energy to power the facility operations, and offset GHG emissions from municipal solid waste, the project aligns with local County policies and regulations contained in the General Plan.

<sup>45</sup> County of Mono & Bauer Planning. *RTP & General Plan Update, 2015 EIR*. 4.3-8.

<sup>46</sup> County of Mono. *County General Plan, Conservation/Open Space Element*. V-42.

### Mono County Resource Efficiency Plan

Mono County incorporated the Mono County Resource Efficiency Plan (REP) within the Mono County General Plan in 2015 to identify the County's long-term strategies to reduce GHG emissions and provide energy, fuel, water, and monetary savings to the County's residents. The REP includes: 1) a baseline GHG emissions inventory; 2) a GHG emissions forecast and reduction target; 3) policies and programs to achieve the adopted target; and 4) a monitoring program. Policies addressing issues related to climate adaptation including flooding, reduced snowpack (and water availability), economic issues, and ecosystems and biodiversity, are contained in the Mono County General Plan Land Use Element and Conservation/Open Space Element. As the project applicant will be utilizing solar paneling to power the facility operations, and offset GHG emissions from municipal solid waste, the project aligns with local County policies and regulations contained in the Resource Efficiency Plan.

### 2017 California Air Resources Board Scoping Plan

On December 11, 2008, California Air Resources Board (CARB) adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California will implement to reduce CO<sub>2</sub>e emissions by 174 million MT, or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MT CO<sub>2</sub>e. In December 2017, CARB approved California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan). This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this the updated Scoping Plan draws on a decade of successful programs, several of which are applicable to this project:

- Increased Renewable Energy: California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
  - Consistent. The proposed project includes improvements on transfer station facilities and would not involve the generation of electricity. As such, the project would be consistent in this regard.
- Short-Lived Climate Pollutant (SLCP) Reduction Strategy: The plan calls for a significant cut in super-pollutants, such as CH<sub>4</sub> and hydrofluorocarbons by 40

percent below the 2013 levels by 2030. Furthermore, the plan aims to reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.

- Consistent. A solid waste transfer station receives MSW, then transports the MSW to an off-site end point. The proposed transfer station building would receive MSW, construction and demolition debris, excluding concrete. Waste would be dumped on the tipping floor on-site and then moved directly to large haul trucks for transport. On-site operations limit the amount of time solid waste remains at the facility to 48 hours. As such, no decomposition (associated with extended time frames) or actual landfill activities would occur on-site and the project would not emit a large amount of CH<sub>4</sub> emissions. In addition, project design incorporates a water misting system to control dust and minimize odors, and fugitive gasses.
- Consistent. Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves.<sup>47</sup> The project would not include hearths (wood stove and fireplaces) to be installed in the proposed transfer station facilities. As such, the proposed project would not conflict with the SLCP reduction strategy and would be consistent in this regard.

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<sup>47</sup> California Air Resources Board. *California's 2017 Climate Change Scoping Plan, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources* (November 2017): 11.



## 9. Hazards & Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

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

No impact. Exposure of the public or the environment to hazardous materials is not expected to occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies.

### Construction

Project construction could expose construction workers to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, transmission fluid, etc.). Risk from these activities would be short-term and limited, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All project construction activities would demonstrate compliance with applicable state and local laws and regulations governing the use, storage, and transportation of hazardous materials, to ensure that all potentially hazardous materials are used and handled in an appropriate manner. Therefore, there are no expected impacts concerning the routine transport, use, or disposal of hazardous materials during project construction.

### Operation

Since acquiring the 33.65-acre property, located at 7937 SR-167 in 2007, D&S Waste has used the site as a truck storage facility, and a metal building for the storage of waste management equipment. The project site currently includes:

- One (1) 40' x 60' metal warehouse
- Two (2) fuel tanks (1,800-gallon, 500-gallon)
- Generator

- Water well
- Three (3) 500-gallon propane tanks with freeze proof faucet (3 ft ± high)
- Solar panels and solar panel control boxes
- A one-room 10' x 15' office building with bathroom
- Septic tank & leach field area
- Gravel road

Normal capacity for this facility is between 16 to 22 tons/day. Accepted waste includes household trash, and light construction waste, *excluding* concrete.

#### Proposed Transfer Station Facility

No impact. The proposed project would add structures and features to the current facility, including:

- A (80' x 100' x 30') prefabricated metal warehouse to temporarily house MSW, equipment and vehicles (empty dump trucks & septic trucks).
- A 12'x70' subterranean truck scale, adjacent to the new metal building, to weigh and track waste quantities entering the facility
- Development of the gravel approaches from the ingress/egress at SR-167 to the new building; no new right-of-way and no encroachment permits will be necessary.
- Construction of berms shielding the project on the the western, southern, and eastern parcel boundaries, as a design-element with local native vegetation, to preserve the viewshed.

The proposed 8,000 ft<sup>2</sup> transfer station building would be open from 6:30 am - 4:00 pm, Monday through Thursday. There will be no materials processing onsite. Waste collection vehicles would leave the site in the mornings empty and return full. The trucks would empty into the warehouse/metal building and the waste pushed into transfer trailers. The waste would remain onsite for up to 48 hours before transfer, with no permanent waste remaining onsite and no septic waste. The waste in the trailers will be transferred by truck to landfills in Lockwood, Fallon, and Hawthorn, Nevada.

Pursuant to California Code of Regulations (CCR) Sections 17407.5 and 17408.2, hazardous wastes would continue to be prohibited at the proposed solid waste transfer station. Notwithstanding, some household hazardous wastes may be included in the waste stream delivered to the facility, as with the existing condition. As such, Mammoth Disposal implements BMPs as part of the off-loading process to ensure that acceptance of hazardous materials is minimized. Personnel would monitor the off-loading of materials and inspect loads for hazardous, toxic or infectious wastes, and unacceptable e-wastes. The potential exists for hazardous wastes to be present in the waste stream that is received at the transfer station. In the event hazardous wastes are discovered, they would be transferred by a licensed hauler to a permitted disposal facility in accordance with applicable federal, state, and local standards and regulations. Typical incidents that could result in the accidental release of hazardous materials during sorting operations may include accidental spills. The project would be required to comply with all applicable standards and regulations regarding the handling and storage of hazardous materials pursuant to the Certified United Program Authority (CUPA), which is Mono County. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and no impacts are anticipated in this regard.

### Fleet Maintenance

*No impact.* The current and proposed vehicle fleet receives maintenance off-site from a commercial vendor. Therefore, there is no possibility that vehicle maintenance would result in the release of hazardous materials, such as oil, lubricants, or other petroleum products, into the environment.

Overall, construction and operational activities associated with the proposed project would not cause a significant hazard to the public or environment through the routine use, transport, or disposal of hazardous materials, compared to the existing condition. No impacts are anticipated in this regard.

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

No impact. The project site is currently developed with a small one-room office building, a fuel tank, a concrete fuel containment basin, and employee and truck parking area. No releases of hazardous materials to soil, soil gas, or groundwater have been reported at the project site, pursuant to Government Code Section 65962.5. Proposed construction includes site grading, with no planned demolition of any existing structures. As such, there is little potential for accidental conditions during site grading activities, given the existing conditions of the project site.

As discussed under Response 9(a) above, construction activities would continue to comply with current local, state and federal laws and regulations. During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is low, given the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law. No impacts are anticipated in this regard.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

No impact. The proposed project would not result in hazardous emissions or hazardous materials that would pose a potential health hazard. The only emissions that would occur are those resulting from the use of construction equipment. However, these emissions would be primarily composed of particulates and criteria air pollutants that do not pose a significant health risk (refer to Section 3, Air Quality). The nearest school to the project site is Lee Vining High School, located approximately 14.5 miles southwest. As noted in Responses 9(a) and 9(b), above, the project would not result in hazardous materials emissions during the construction process or long-term operations. Therefore, no impacts are anticipated.

d. Be located on a site that is included on a list of hazardous material 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. Government Code Section 65962.5 requires the DTSC and SWRCB to compile and update a regulatory site listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the CCR, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not listed pursuant to Government Code Section 65962.5.3. Thus, no impact would result in this regard.

e. For a project located in 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 or excessive noise for people residing or working in the project area?

No impact. The project site is approximately 10.19 miles from the Lee Vining Airport. Based on the "Bridgeport & Lee Vining Airport Land Use Planning Areas," within Mono County's Land Use Element, the project site is located outside of the Airport Influence Area for both Bryant Field and the Lee Vining Airport.<sup>48</sup> Neither Bryant Field nor the Lee Vining airport is situated in a manner that significantly conflicts with existing land use. Therefore, the proposed project would not pose any airport safety hazards for people residing or working in the project area, and no impacts would occur.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<sup>48</sup> County of Mono. *General Plan-Land Use Element. II 20-30.*

No impact. The County's Emergency Operations Plan (EOP) meets the State's Standardized Emergency Management System and addresses emergency scenarios and appropriate responses to seismic hazards; wildland and structural fires; volcanic hazards; flooding, storm, or dam failure; avalanche hazards; excessive weather and drought; mass casualty transportation incidents; hazardous materials release; public health emergencies; terrorism; and energy disruption.

During the construction and operation phases, the proposed project would not interfere with any daily operations of emergency vehicles. All construction activities would provide the necessary on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases. Project construction would not require any roadway closures.

Operation of the proposed project would be subject to compliance with emergency access standards and requirements specified by the County's Municipal Code to ensure that enough road width exists to accommodate emergency vehicles. The project would also be required to undergo design review through the County's design review and permitting process and must incorporate all applicable design and safety standards and regulations, as set forth by the CBC and the Municipal Code, to ensure that it does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, minimum turning radii, adequate numbers/locations of fire hydrants). Overall, there will be no impacts from the project in this regard.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No impact. According to the California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zones Map, the project site is not designated as a Very High Fire Severity Zone.<sup>49</sup> Fire risks are moderate in some areas surrounding the project site, but not the property itself. The project site and surrounding area are sparsely vegetated. The proposed project does little to add to the wildfire risk in the area. Any potential risk of loss, injury or death involving wildland fires is minimized by compliance with the 2019 CBC and California Fire Code, which include mandatory

<sup>49</sup> California Department of Forestry and Fire Protection, Office of the State Fire Marshal. *Draft Fire Hazard Severity Zones.* <https://egis.fire.ca.gov/FHSZ/>.

measures for fire prevention and emergency access. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.

## 10. Hydrology & Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Regulatory Setting

National Pollutant Discharge Elimination System

As part of the Clean Water Act (CWA) Section 402, the US Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the nine Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Lahontan RWQCB.

Stormwater Pollution Prevention Plan

Dischargers whose projects disturb 1 acre or more of soil, or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 acre or more, are required to obtain coverage under the SWRCB’s “General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009- 0009- DWQ” (General Construction Permit). The General Construction Permit requires the project applicant to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would specify BMPs to be used during construction of the project to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality. Upon



completion of the project, the Applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed. Further, project construction activities would be required to comply with the water quality BMPs set forth in Mono County's Municipal Code Section 14.04.010-14.04.070, which regulates on-site wastewater treatment and discharge requirements to manage water quality. County Code Section 14.04.030(E)(2) states that industrial wastewater is subject to regulation by the Regional Water Quality Control Board.

### Construction & Operation

*No impact.* Impacts related to water quality typically range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase. The Geotechnical Report notes that neither a groundwater table nor groundwater seepage was encountered during field investigation. It is possible that shallow wet soils from snowmelt and rain could be encountered during grading depending upon the time of the year in which the site is excavated.<sup>50</sup> The project applicant shall work with the geotechnical specialist to create a site design that ensures site grades are raised above any water or drainage flows, if encountered during the beginning of construction.

The only water use onsite will be from the one bathroom facility and the misters used for odor-abatement. There is no process water at the facility. Process water means water used by industrial users to create a product or product content, such as a continuous manufacturing process, or water used for testing, cleaning, and maintaining equipment. All equipment will be maintained offsite. The proposed metal building will have negligible incidental water use, in the form of water misters, that will periodically spray the air to minimize odors emanating from solid waste. Incidental water use, in this case, means industrial water use for purposes not related to producing a product, product content, or research and development. Other incidental water use includes sanitation, bathrooms, and cleaning. The misters are not required to provide any commercial goods or service, but rather to avoid and

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<sup>50</sup> Appendix E: Sierra Geotechnical Services Inc. *Geotechnical Investigation*.10.

minimize nuisances resulting from odors. The warehouse, enclosing the misters, will utilize the facility’s dead end wastewater pit and holding tank. This tank is used as an emergency overflow system for surplus leachate from MSW. Leachate is water that has percolated through the solid MSW and leached out some of the constituents. Typically, leachate from MSW is hauled offsite with the solid waste. When and if needed, the holding tank leachate will be pumped and hauled offsite and remediated. The project site already has a septic system and leach field. The applicant shall work with Mono County’s Environmental Health Department to ensure that the wastewater holding tank and septic system are in compliance with Title 14 of the County Code, which regulates water and sewer issues. Compliance with these permits and ordinances would avoid impacts to water quality.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No impact. Neither a groundwater table nor groundwater seepage was encountered during field investigations. Wet soil would likely be the result of snowmelt and rain. The only incidental water use is from water misters (during summer months only), the 10,000-gallon fire tank, and a single bathroom, all of which will be supplied by the on-site well. There is no process water used at the facility, so no significant groundwater will be pumped for industrial use. Mono Works Landscaping, in Lee Vining, was retained to revegetate and irrigate the berms. The berms will be irrigated 3-6 times a day for a period of 6 months, with water brought from offsite by the landscaping firm contracted. Additionally, the proposed project does not include the need for any additional water connections. Therefore, the project would not substantially deplete groundwater nor interfere with groundwater recharge and will be an extension of current use; therefore, no impact to groundwater supplies will occur.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site;

No impact. The proposed project is a continuation of previous use and would not substantially alter the amount of impervious surfaces and landscaping near the facility. Vegetated berms will be added, as part of the project’s visual design, but these berms are setback from facility activities at the parcel boundaries. Project construction would still be required to comply with BMP’s identified by the RWQCB in the SWPPP, which would reduce the potential for erosion or siltation. Given the flat terrain of the area, site grades may need to be raised such that drainage flows away from the building area. Positive site drainage will direct runoff away from foundations and pavement areas. Water shall not be allowed to pond. Site drainage shall not flow uncontrolled over the top of, or down the face of, any descending slopes.<sup>51</sup> Therefore, compliance with BMPs would ensure that the project would not substantially alter the drainage pattern of the project site in a manner that would result in the substantial erosion or siltation on- or off-site.

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

No impact. See Section 10(c)(1) above.

(iii) 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; or

No impacts. Facility operations will not produce process water. The facility currently has its own dead end wastewater pit and holding tank. This tank is used as an emergency system, in case there is leachate from MSW in the waste truck. This wastewater holding tank has never reached capacity throughout the facility’s lifespan. When and if needed it can be pumped and hauled to an acceptable remediation facility. Stormwater is not a significant concern in this area of Mono Basin, and stormwater drainage systems are not in jeopardy of overtopping or exceeding their capacity.

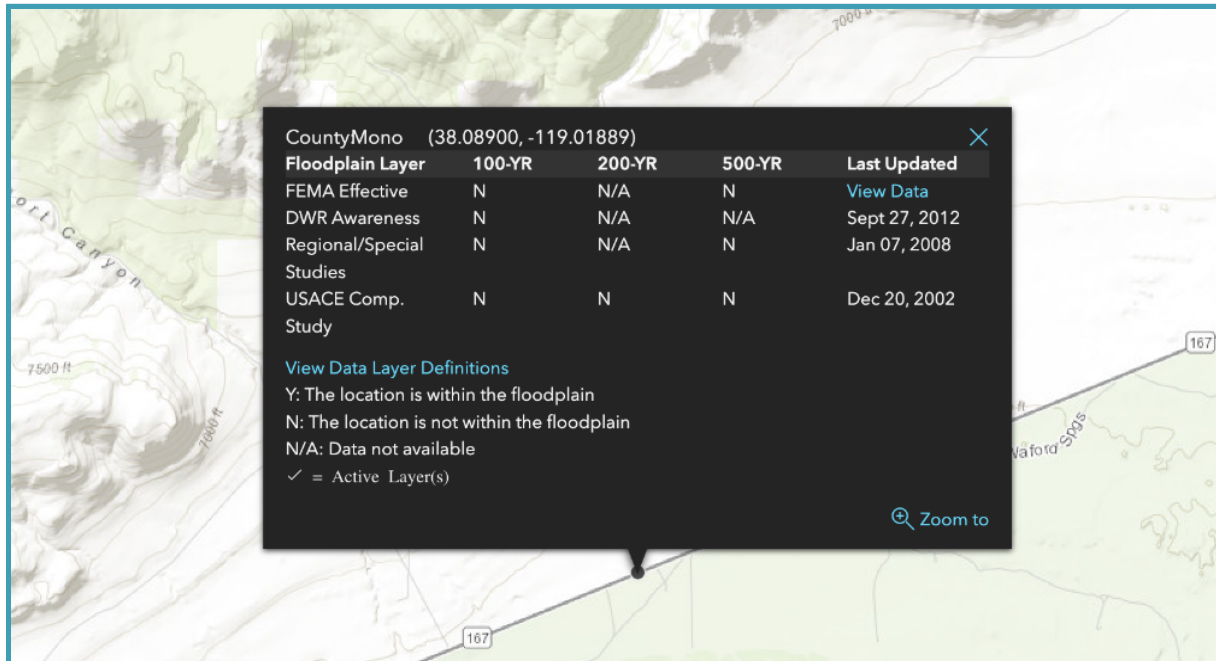
(iv) Impede or redirect flood flows?

<sup>51</sup> ibid. 14.

No impact. Based on a review of the Federal Emergency Management Agency (FEMA) Flood Zone Map, Sheet 72 and 73, much of the unincorporated area of Mono County is located within the boundary of zone “C,” an area of minimal flood hazard, where a 100-year flood could potentially occur.<sup>52</sup> The project site is not located within FEMA flood zone where a 100-year flood could potentially occur, as shown in the Best Available Map (BAM) from the Department of Water Resources below.

FIGURE 9 | FEMA & DWR FLOODPLAIN MAP

The figure below depicts the Department of Water Resources (DWR) and the FEMA designation of flood risk.



The project would adhere to all standards and requirements identified in the Mono County Code and project-specific SWPPP, which would require implementation of measures that reduce the potential for flooding on- or off-site. Thus, adherence with these measures will avoid impacts from the impediment or redirection of water flows.

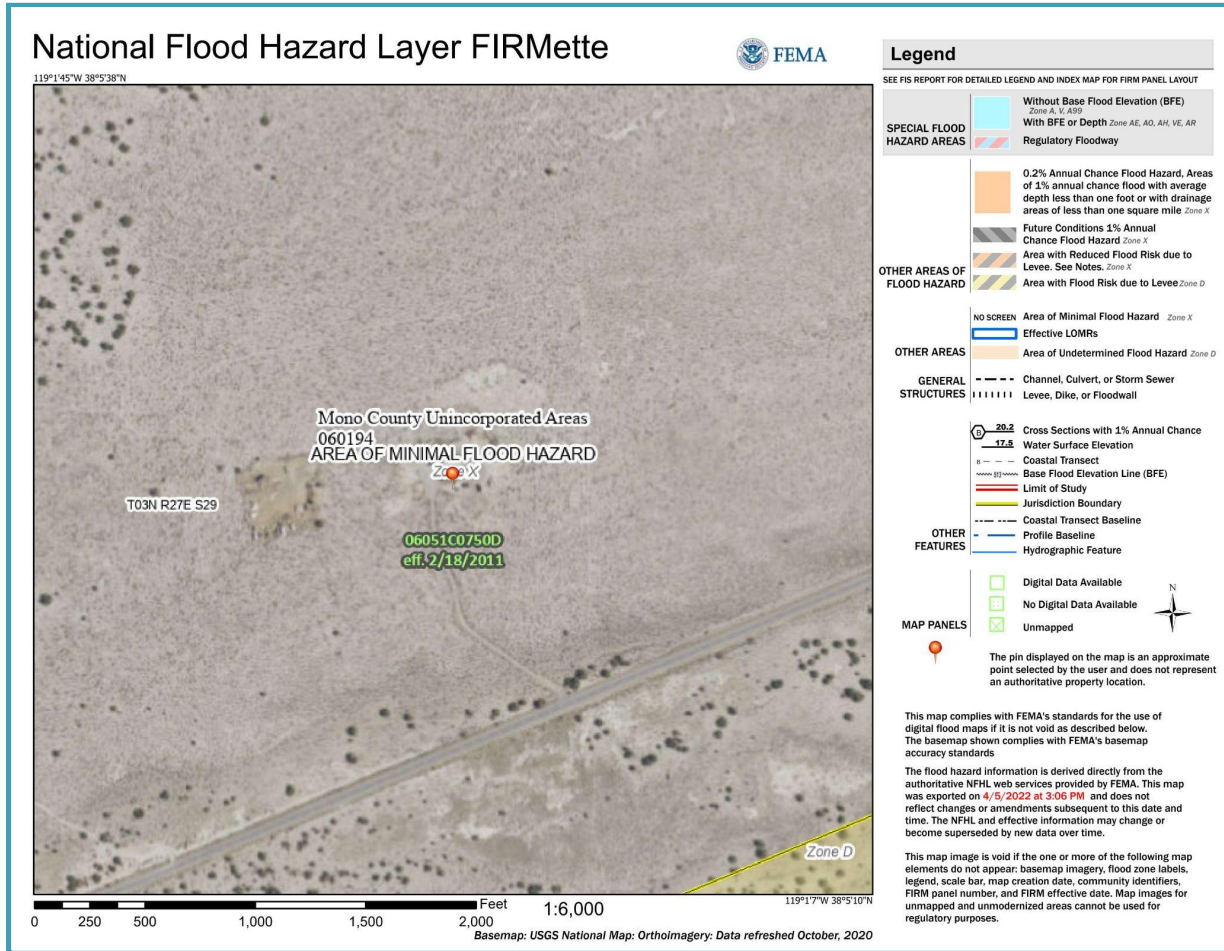
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No impacts. The location of the project is considered to be an area of minimal flood hazard, according to FEMA’s National Flood Hazard Layer (NFHL) data. The figure

<sup>52</sup> *ibid.* 8.

below depicts the FEMA designation of flood risk for the project site as an "Area of Minimal Flood Hazard."

FIGURE 10 | FEMA NATIONAL FLOOD HAZARD MAP



Based on the Geotechnical Investigation, the potential for seiches as the result of the design level earthquake in a nearby fault are considered very low, due to the relative distance of a large body of water from the project site.<sup>53</sup>

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No impact. There are no sustainable groundwater management plans for the project area. The project site has been previously developed and does not serve as a source

<sup>53</sup> ibid. 6.

of groundwater. Therefore, the project would not conflict with or obstruct the implementation of a sustainable groundwater management plan. The project conforms to Mono County's General Plan, which guides the County's water quality and water resource goals.<sup>54</sup> These include:

- Policy 3.B.6., which states that future development projects shall avoid potential significant impacts to local surface and groundwater resources
- Policy 3.B.7., which states that development should be limited to a level that can be reasonably supported by available local water resources

Additionally, BMPs will be implemented as early as the pre-construction stage and enforced throughout the life of the project. An approved CGP will also be implemented to avoid project site runoff. Therefore the project will not significantly conflict or obstruct the implementation of a water quality control plan.

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<sup>54</sup> County of Mono. *General Plan, Conservation/Open Space Element*. V-18.

## 11. Land Use & Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Physically divide an established community?

No impact. The project site is located in a sparsely populated rural area. Surrounding land uses include some residential and commercial use on the parcel to the west, with vacant open space land to the north, east, and south. No residential land uses are located within the immediate vicinity of the project site and the nearest residential site is 0.41 miles west of the project. The project would add industrial square footage to the existing facility (proposed 8,000 ft<sup>2</sup> metal building), while staying within the current pre-disturbed footprint and property. All proposed development would occur within the 7937 SR-167 site and would not impact or encroach into the established residence to the west. As such, project development would not physically divide an established community, and no impact would occur in this regard.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The applicant is proposing to operate a waste transfer station for MSW, which requires a land use permit, as outlined by the County’s Municipal Zoning Code (Title 19, Sections 19.00.010 - 19.00.020). Mono County has fully integrated its Zoning Code into the General Plan Land Use designations. Thus, the Industrial section of the Mono County General Plan Land Use Element contains land use designations and their policies, and development standards, to regulate and guide all new projects undertaking those activities. The applicant’s project requires the parcel to undergo a land use reclassification/General Plan Amendment from Resource Management (RM) to Industrial (I), and is subject to a use permit, per Mono

County's Land Use Element of the General Plan.<sup>55</sup> The proposed project design aligns with County development standards, as listed in Table 4 below.

TABLE 4 | DEVELOPMENT STANDARDS CONFORMITY ANALYSIS

DEVELOPMENT STANDARD CONFORMITY ANALYSIS FOR INDUSTRIAL USE <sup>56</sup>			
<i>Development Standard</i>	<i>Industrial Zone Requirement</i>	<i>Proposed Project</i>	<i>Requirement Satisfied</i>
<i>Min. lot area</i>	<i>10,000 ft<sup>2</sup> / 0.23 acres</i>	<i>1,465,794 ft<sup>2</sup> / 33.6-acres</i>	Yes
<i>Setbacks</i>	<i>None for Industrial</i>	<i>0.15 miles / 792 ft</i>	Yes
<i>Max. lot coverage</i>	<i>80% (1,172,635 ft<sup>2</sup> / 26.8-acres)</i>	<i>13% (186,001 ft<sup>2</sup> / 4.27-acres)</i>	Yes
<i>Max. height</i>	<i>40 ft</i>	<i>30 ft</i>	Yes
<i>Landscaping</i>	<i>Screening &amp; landscaping</i>	<i>Berms with native vegetation</i>	Yes

Although there are no setback requirements for industrial use, the facility buildings are setback 0.15 miles from SR-167, which will assist in screening the facility from public views and reduce noise. The facility's proposed building height of 30 ft is within the 40 ft allowable height for industrial facilities. In addition, approximately 4.27 acres of the property, 13% of the parcel area, will be covered by an industrial use. This is well below the maximum permitted coverage of 80%. These design features conform with Action 20.C.2.a of the General Plan's Conservation & Open Space Element, which utilize design guidelines, "to ensure that development is visually compatible with the surrounding community...and natural environment."<sup>57</sup>

<sup>55</sup> County of Mono. *General Plan, Land Use Element*. II-156.

<sup>56</sup> *ibid.* II-156-157.

<sup>57</sup> County of Mono. *General Plan, Conservation/Open Space Element*. V-52.



## 12. Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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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?

No impact. Several areas around Mono Lake are designated as Mineral Resource Zone (MRZs). According to the General Plan EIR, a large area of MRZ-1 (areas where no significant mineral deposits are present or are likely to be present), encompasses most of the Mono Lake margin.<sup>58</sup> The majority of Mono County is not considered an urban/non-urban area of the state subject to mineral land classification.<sup>59</sup> Therefore, there are no known mineral resources, in the portion of the County where the project would occur, that are recognized by the state. Since operational mining activities do not occur, nor historically took place within the project site, the proposed project will not result in the loss of availability of any mineral resources. No impact would occur in this regard.

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 project would not result in the loss of availability of a local-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur in this regard.

<sup>58</sup> County of Mono & Bauer Planning. *RTP & General Plan Update, 2015 EIR*. 4.5-20.  
<sup>59</sup> California Department of Conservation. *SMARA Mineral Lands Classification maps and reports*. <https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/>

## 13. Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Mono County Municipal Code

Chapter 10.16, of the MCMC-Noise Regulation, defines limits for excessive noise and sets noise level limits for land uses. The ordinance includes procedures for measuring noise, noise level limits, prohibitions, exemptions, enforcement measures, and the process to apply for variances and appeals. In addition to setting maximum allowable noise levels, the County implements additional noise regulations depending on the noise source and land use. Acceptable noise exposure ranges are specified for various land uses to avoid and reduce potential conflicts, based on maximum allowable noise exposures. MCMC Section 10.16.060(1) states: "If background sound level cannot be determined, the absolute sound level limits set forth in Table 10.16.060(A) shall be used." Table 5 below depicts this threshold.

TABLE 5 | MAXIMUM NOISE LEVELS FROM MONO COUNTY MUNICIPAL CODE

MAXIMUM ALLOWABLE EXTERIOR NOISE LEVELS <sup>60</sup>	
<i>Industrial Uses, Utilities, Mining, Ranching, Agriculture</i>	<i>All Times — 65 dBA</i>

<sup>60</sup> County of Mono Municipal Code. *Section 10.16.060 - Noise level limitations.*  
[https://library.municode.com/ca/mono\\_county/codes/code\\_of\\_ordinances?nodeId=TIT10PUPESAMO\\_IIIOFAGHES\\_A\\_CH10.16NORE\\_10.16.060NOLEL](https://library.municode.com/ca/mono_county/codes/code_of_ordinances?nodeId=TIT10PUPESAMO_IIIOFAGHES_A_CH10.16NORE_10.16.060NOLEL)

## Mono County General Plan-Land Use & Noise Elements

The Land Use Element and Noise Element contain policies to avoid the juxtaposition of incompatible land uses unless potentially significant impacts (including noise) are adequately mitigated. The Noise Element also contains policies to enforce existing noise ordinances and policies, and to assess and mitigate the impacts of proposed noise-generating land uses.

The Mono County RTP & General Plan Update EIR (2015) defines ambient noise as “[the] background noise level at a given location... [which] constitutes the normal or existing level of environmental noise at a given location and is a composite of sounds from many sources, near and far. Identifiable but isolated noise sources (such as airplanes or heavy equipment) are not taken into account.”<sup>61</sup> The Noise section of this document notes that “industrial uses are major non-transportation related noise sources in Mono County;” however, “these facilities are generally located in industrial districts or on public land outside community areas” and “complaints include loud music, noisy private parties, and late night or early-morning construction activity. Complaints are few in number and intermittent in nature, indicating that noise is not a serious problem in Mono County...Noise-sensitive receptors, including local schools and hospitals, have not experienced excessive exposure to noise.”<sup>62</sup>

The Noise Element provides Maximum Allowable Exterior Noise Levels using the Community Noise Equivalent Level (CNEL), measured in units of A-weighted decibels (dBA.) This level is the average noise level over a 24-hour day, which includes an addition of 5 dBA to the measured hourly noise levels between the evening hours of 7 p.m. to 10 p.m., and an addition of 10 dBA to the measured hourly noise levels between the nighttime hours of 10 p.m. to 7 a.m., to account for noise sensitivity during the evening and nighttime hours, respectively. This guidance tool organizes noise levels for specific land uses into three categories: (1) “acceptable”; (2) “conditionally acceptable”; (3) “unacceptable.” A CNEL value of 65 dBA is considered the dividing line between an “acceptable” and “conditionally acceptable” A CNEL value of 75 dBA is considered the dividing line between a “conditionally acceptable” and “unacceptable” noise environment. Table 6 below indicates the categories of noise levels that have been set for land zoned Industrial.

<sup>61</sup> County of Mono & Bauer Planning. *RTP & General Plan Update, 2015 EIR*. 4.14-1.

<sup>62</sup> *ibid.* 4.14-3

TABLE 6 | MAXIMUM NOISE LEVELS FROM MONO COUNTY GENERAL PLAN

MAXIMUM ALLOWABLE EXTERIOR NOISE LEVELS <sup>63</sup>			
Land Use	Acceptable	Conditionally Acceptable	Unacceptable
<i>Industrial</i>	<i>Up to 65 CNEL</i>	<i>66-75 CNEL</i>	<i>76 + CNEL</i>

The County's General Plan Noise Element states that noise "sources located in industrial districts and outside developed areas typically do not contribute to the community noise environment, and uses within communities are conditioned to minimize noise impacts and meet the policies of this element."<sup>64</sup> The Noise Element lists the following Policies that are meant to reduce unwanted noise based on land use planning:

Policy 1.A.3. As early as possible in the project design and review process, the County shall work with developers to attenuate noise impacts through the use of site planning, architectural layout, the use of noise reducing building materials, and other appropriate tools. Projects shall be designed to avoid short and long- term noise impacts or reduce those impacts using the following methods, or similar methods, as appropriate:

- Avoid placement of noise-sensitive uses within noisy areas.
- Use open space as a buffer.
- Increase the distance between noise generators and noise-sensitive uses through the use of increased building setbacks and/or the dedication of noise easements.
- Place noise-tolerant land uses such as parking lots, maintenance facilities, and utility areas between noise generators and receivers.
- Use noise-tolerant structures, such as garages or carports, to shield noise-sensitive areas.
- Restrict the placement of multistory units within fixed distances of major roads unless setbacks are increased and additional insulation is used.
- Orient buildings so that the noise-sensitive portions of a project, including outdoor areas, are shielded from noise sources.
- Use berms and heavy landscaping to reduce noise levels.

<sup>63</sup> County of Mono. *General Plan, Noise Element* (2015): 7.

<sup>64</sup> *ibid.* 5.

Policy 1.A.4. Where possible, less-intrusive noise mitigation (e.g., landscaped berms, open space buffers) should be encouraged rather than sound walls to preserve view corridors.<sup>65</sup>

Table 7 below shows contour lines (lines drawn about a noise source indicating equal levels of noise exposure, measured in un-weighted absolute decibels). Noise generated by stationary sources typically attenuates at a rate between 6 - 7 dBA per doubling of distance. Table 7 depicts these contour lines below.

TABLE 7 | NOISE MONITORING AND TRAFFIC COUNTS, 2013 & 2033

LEE VINING <sup>66</sup>		
<i>Max Meter decibel (dB) 72 @ 30'</i>	<i>Distance from edge of pavement</i>	
<i>1 Day Leq Contour</i>	<i>Current (2013 AADT 3730)</i>	<i>Projected (2033 AADT 4120)</i>
<i>60 dB</i>	<i>14'</i>	<i>14'</i>
<i>55 dB</i>	<i>24'</i>	<i>25'</i>
<i>50 dB</i>	<i>42'</i>	<i>44'</i>
<i>45 dB</i>	<i>74'</i>	<i>78'</i>

### California General Plan Guidelines.

The Office of Planning & Research publishes "General Plan Guidelines" that include guidance for determining acceptable and unacceptable community noise exposure limits for various land use categories. Residential uses and schools are generally considered acceptable where exterior noise levels do not exceed 60 dBA Day-night average sound level (Ldn),<sup>67</sup> and unacceptable in areas exceeding 70 dBA; higher limits apply to commercial uses. Conditionally acceptable ranges are also given, depending on noise insulation and reduction features.

<sup>65</sup> *ibid.* 11.

<sup>66</sup> *ibid.* 8.

<sup>67</sup> Day-night average sound level (Ldn) is the 24-hour average sound level, in dB, obtained after the addition of 10 dB to the sound levels occurring between 10 p.m. and 7 a.m. and is used by agencies for estimating sound impacts and establishing guidelines for compatible land uses.

### Federal Highway Administration

The Federal Highway Administration (FHWA) established noise assessment procedures and abatement criteria in its “Highway Traffic Noise: Analysis and Abatement Guidance” (2011). Title 14 CFR, Part 36 establishes maximum acceptable noise levels for aircraft operating in the US based on model year, aircraft weight, and the number of engines. The FAA’s Part 150 program encourages airports to prepare noise-exposure maps depicting land uses that are incompatible with high noise levels.

### Analysis of Conformity with County, State, and Federal Regulations

#### Facility Operations

***No impact.*** The current output of noise from the facility is the baseline noise level for CEQA analysis. The proposed project, as an extension of a current industrial use, does not constitute an increase in the facility’s noise level from either mobile (trucks), the one new emergency backup generator, or stationary (water misters) sources. At the parcel boundaries, the modeled noise levels are below those allowable Mono County General Plan allowances for Industrial land uses, and therefore there are no new noise impacts under CEQA. Mobile sources of noise include a fleet of trucks and other vehicles used for consolidating MSW at the facility and transporting it to landfills in Nevada, and for general maintenance activities at the facility. The fleet of vehicles consist of the following:

- 1 Peterbilt Rear Loader
- 2 Peterbilt Front Loaders
- 1 Peterbilt Roll Off Truck
- 1 Ford F550 Fork Truck
- 1 International Septic Truck
- 1 Top Kick Septic Truck
- 1 Peterbilt Septic Truck
- 1 Peterbilt Transfer Truck
- 1 John Deer Backhoe

Currently, trucks leave the existing facility in the morning, pick up waste, transport it to the Benton Crossing Landfill and return to the site empty in the afternoon. Once the project is operational, there will be no proposed MSW processing or sorting onsite. Trucks will leave the site in the mornings, with empty MSW vehicles, and return with full trucks, which they will empty in the proposed warehouse/metal

building. Within 48 hours, the waste will then be pushed into the transfer trailer and thereafter transported to Nevada. The project's design includes landscaped berms, which surrounds the noise generating elements of the facility. The stationary sources of noise (water misters & occasional use of a generator) will be within the allowable thresholds. The only additional noise-producing elements from the proposed project are the emergency backup generator and water misters (used to suppress odors which will be inside a metal building) and will generate noise levels well below Mono County General Plan thresholds for Industrial land uses allowable thresholds to sensitive receptors at either the highway (commuters) or the nearest residence, approximately 0.41 miles to the west (Figure 11).

FIGURE 11 | PROXIMITY TO NEAREST SENSITIVE RECEPTOR

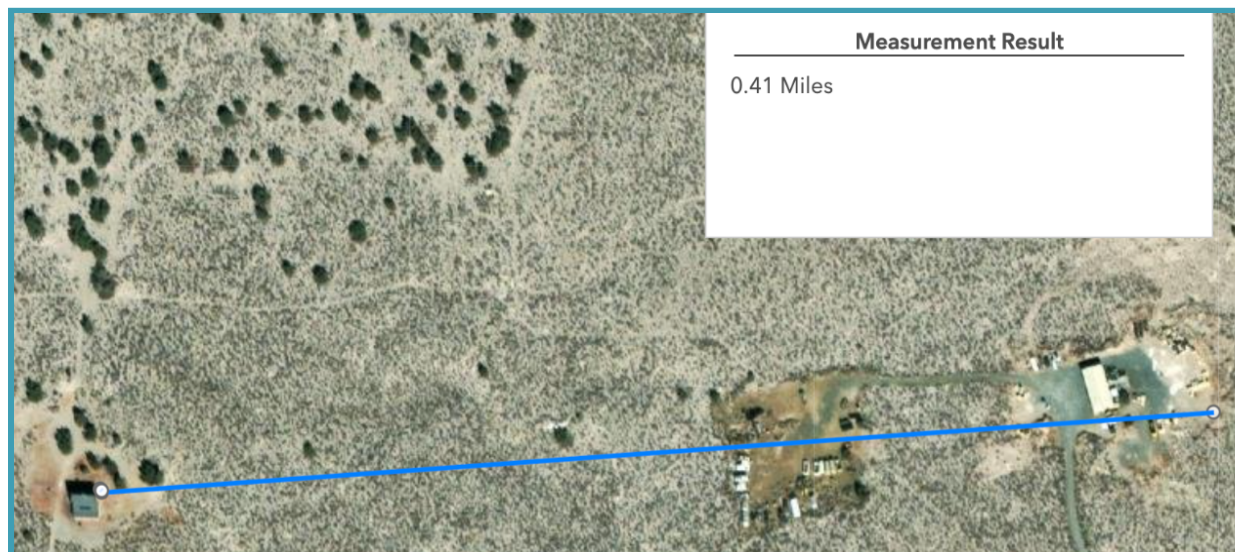


Figure 11 shows the distance from the project's proposed 8,000 ft<sup>2</sup>- metal building to the nearest sensitive receptor, a residential/commercial area, located west of the project site.

The landscaped berms and metal building are sound absorbent materials that will buffer noise from the generator, water misters, and waste-hauling vehicles. The FHWA "Construction Equipment Noise Emission Levels Assessment" has listed typical noise levels (dBA), for the types of mobile equipment used at the facility, at 50 feet from the source.<sup>68</sup> The fleet's MSW transportation vehicles range from 75 - 79 dBA at a range of 50 feet from their source. FHWA calculations assume an attenuation of 6 dBA for each doubling of distance. The actual attenuation will likely be higher due to sound absorbent surfaces, such as the metal building and vegetative berms (See Figure 4 above). Therefore, noise from the facility's operations,

<sup>68</sup> Federal Highway Administration. *Construction Noise Handbook-9.4.1 RCNM Inventory*.  
[https://www.fhwa.dot.gov/environment/noise/construction\\_noise/handbook/handbook09.cfm](https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm)

to the closest residential receptor (~ 2,165 ft), will be less than 49 dBA. Additionally, the proposed project's design aligns with the goals set by the County's Noise Policy 1.A.3 (above) in the following ways:

- Uses open space areas as buffers
- Located in a remote area with the nearest receptor 0.41 miles to the west of the proposed facility
- Places noise tolerant uses such as parking lots and approaches between noise generation and receivers
- Employs building setbacks to increase distance between noise generation and sensitive receptors, and
- Uses berms and landscaping to reduce noise levels.

The project is designed to conform to Mono County's General Plan Policies regulating noise levels for industrially designated areas, which are rural, and away from sensitive receptors. The project also aligns with the County's Noise Ordinance, which sets the maximum allowable exterior noise level at 65 dBA. Therefore, there are no impacts.

### Temporary Noise Levels

*No impact.* Mono County's Noise Ordinance, MCMC Section 10.16.060(C)(2),<sup>69</sup> provides guidance on permitted noise levels for temporary, construction-related activities at potentially impacted properties (i.e. receptors). County Code notes:

- a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than ten days) of mobile equipment, daily including Sunday and legal holidays, at all hours, shall be 85 dBA.
- b. Stationary Equipment. Maximum noise levels for repetitively scheduled and relatively long-term operation (ten days or more) of stationary equipment, daily including Sunday and legal holidays, at all hours, shall be 75 dBA.

### Temporary Construction Noise Analysis

There will be some temporary construction-related noise, above the operational

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<sup>69</sup> County of Mono Municipal Code. Section 10.16.060(c)(2).  
[https://library.municode.com/ca/mono\\_county/codes/code\\_of\\_ordinances?nodeId=TIT10PUPESAMO\\_IIIIFAGHES\\_A\\_CH10.16NORE\\_10.16.060NOLELI](https://library.municode.com/ca/mono_county/codes/code_of_ordinances?nodeId=TIT10PUPESAMO_IIIIFAGHES_A_CH10.16NORE_10.16.060NOLELI)



noise limit, resulting from grading activities, engine noise from trucks and mobile equipment, and the metal building installation. The most intrusive temporary noise increase will be from grading and compacting the gravel approaches, from the ingress/egress at the highway to the facility. Noise will also result from installation of the berms using fill material from the site; however, this activity ultimately serves to avoid and minimize noise coming from the project site during facility operations. The chart below shows construction equipment noise levels and assumes an attenuation of 6 dBA per doubling of distance from the source of the noise. Again, the nearest receptor is roughly 2,165 ft away. As shown in Table 8 below, noise levels will not exceed 85 dBA during construction, under the worst case scenario, to potentially impacted receptors.

TABLE 8 | CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS

CONSTRUCTION EQUIPMENT <sup>70</sup>				
<i>Equipment</i>	<i>Maximum Sound Level at 50 feet (dBA)</i>	<i>Maximum Sound Level at 100 feet (dBA)</i>	<i>Maximum Sound Level at 200 feet (dBA)</i>	<i>Maximum Sound Level at 800 feet (dBA)</i>
<i>Backhoe</i>	80	74	68	56
<i>Excavator</i>	81	75	69	57
<i>Transfer Truck</i>	80	74	68	56
<i>Cement Truck</i>	79	73	67	55
<i>Grader</i>	85	79	73	61
<i>Skid-Steer Loader (e.g., bobcat)</i>	80	74	68	56
<i>Total (worst case scenario if all equipment operates simultaneously)</i>	89.14	83.14	77.14	65.14

Occupational Safety and Health Administration (OSHA) allows for decibels of 90 for

<sup>70</sup> FHWA. *Construction Noise Handbook-9.0 Construction Equipment Noise Levels and Ranges*  
[https://www.fhwa.dot.gov/environment/noise/construction\\_noise/handbook/](https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/)

an 8 hour day and 100 for a limit of 2 hours per day. Additionally, the facility's noise output is in compliance with Mono County's Municipal Ordinance-Noise level limitations.<sup>71</sup> The Maximum Allowable Exterior Noise Level for Industrial uses is 65 dBA at all times.

b. Generation of excessive groundborne vibration or groundborne noise levels?



Framework for Measuring Vibration

The Noise Element of the Mono County General Plan does not address vibration. With respect to groundborne vibration from construction activities, the California Department of Transportation (Caltrans) has adopted guidelines/recommendations to limit groundborne vibration based on the age and/or condition of the structures that are located in close proximity to construction activity. With respect to residential and commercial structures, Caltrans' technical publication, "Transportation- and Construction-Induced Vibration Guidance Manual," provides a vibration damage potential threshold criteria of 0.5 inches per second (peak particle velocity) PPV for historic and older buildings, 1.0 inch-per-second PPV for newer residential structures, and 2.0 inches per second PPV for modern industrial/ commercial buildings. In addition, the guidance also sets 0.035 PPV as the threshold for "distinctly perceptible" human response to steady state vibration (Caltrans 2004). According to the Federal Transit Administration (FTA), ground vibrations from construction activities rarely reach the level that can damage structures. A possible exception is the case of old, fragile buildings of historical significance where special care must be taken to avoid damage.

Construction Vibration Analysis

No impact. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving, which would not be utilized for the proposed project. The proposed project would utilize construction equipment such as Backhoe loaders, compactors, roller trucks, and a drill rig, which would generate groundborne vibration during grading, paving, and retaining wall construction activities. Based on the vibration data by the FTA, typical vibration velocities from the operation of a vibratory roller would be approximately 0.210 inches per second PPV at 25 feet from the source of activity, 0.074 inches per second PPV at 50 feet

<sup>71</sup> County of Mono Municipal Code (10.16.060)-Noise Level Limitations.  
[https://library.municode.com/ca/mono\\_county/codes/code\\_of\\_ordinances?nodeId=TIT10PUPESAMO\\_III OFAGHES\\_A\\_CH10.16NORE\\_10.16.060NOLELI](https://library.municode.com/ca/mono_county/codes/code_of_ordinances?nodeId=TIT10PUPESAMO_III OFAGHES_A_CH10.16NORE_10.16.060NOLELI)

distance, and 0.026 inches per second PPV at 100 feet distance.<sup>72</sup> The nearest residential building is located 0.41 miles, or 2,165 ft, west of the project. The maximum vibration level (using a vibratory roller as an example) would be well below the Caltrans construction vibration structure damage criteria, as the project would not generate vibration levels at nearby buildings exceeding the 0.5 inches per second PPV structural damage threshold, or the 0.035 inches per second PPV “distinctly perceptible” human response threshold at 200 feet. Therefore, no construction vibration impacts are anticipated.

### Operational Vibration Analysis

No impact. Once construction activities have been completed, there would be no substantial sources of vibration activities from the project area.

c. For a project located within the vicinity of a private airstrip or 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?

### Lee Vining Airport Land Use Planning Area

No impact. The Lee Vining Airport is located approximately 16 miles to the southwest of the project site. It is a public use airport owned by the City of Los Angeles. The Runway Protection Zone, located at ground level beyond the end of the runway, is subject to safety and noise factors. The Runway Protection Zone is the most critical zone in which aircraft operations might affect the safety of people and property in the airport vicinity. According to the County’s Land Use Element, Lee Vining Airport’s Approach and Runway Protection Zone Plan, the nearest area where sensitive noise receptors (e.g., residential development) may occur is the community of Lee Vining, approximately 1 mile to the west of the airport.<sup>73</sup> As depicted on the Approach & Runway Protection Zone Plan Map, the project’s distance from Lee Vining Airport means that the waste transfer facility will not result in excessive noise for people residing or working in the project area.<sup>74</sup> No impacts would occur.

<sup>72</sup> Federal Transit Administration. *Transit Noise & Vibration Impact Assessment* [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Noise\\_and\\_Vibration\\_Manual.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf). (2006).

<sup>73</sup> County of Mono. *General Plan, Land Use Element*. II-21.

<sup>74</sup> *ibid.* II-24.

### Bryant Airport Land Use Planning Area

No impacts. The Bryant Field Airport is County operated and located approximately 26 miles northwest of the project facility. Sensitive noise receptors in the general vicinity of Bryant Field Airport include residential development in the surrounding areas, Bridgeport Elementary School (approximately 0.5 miles to the southwest of the airport), and the Bridgeport Medical Clinic (approximately 0.75 to the southwest of the airport).<sup>75</sup> Adjacent to Bryant Field Airport, the 55 dB CNEL contour projects partially into the residential area east of the airport. The airport noise impact to this area is infrequent and intermittent, and therefore not significant; this same area experiences greater and more frequent noise impacts from the adjacent highway traffic on SR-182. Airport activity is not projected to increase significantly during the time frame of the current Airport Land Use Compatibility Plan (2020), and therefore noise impacts are not anticipated to become significant. As depicted on the Approach & Runway Protection Zone Plan Map,<sup>76</sup> the project's distance from the Bryant Field Airport (26 miles) means that the airport and project facility will not create a cumulative noise impact for people residing or working in the project area. No impacts would occur in this regard.

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<sup>75</sup> *ibid.* II-21.

<sup>76</sup> *ibid.* II-23.

## 14. Population & Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

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

No impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The proposed project does not involve the construction or use of new residences, businesses, or extensions of roads or other infrastructure that may directly or indirectly induce substantial population growth. The proposed project does add additional infrastructure, but it will not create an increase in population. Thus, the proposed project would not result in direct or indirect growth in the County's population. No impact would occur in this regard.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. The proposed project will not displace existing housing or create a situation where replacement housing will be necessary. It is in an area of very sparse residential development, zoned RM, which allows for single-family residential use; however, as there are no residences on the project parcel, there will be no impacts to people or housing.

## 15. Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

Fire protection?

No impact. Fire protection service for the proposed project is provided by the Lee Vining Fire Station, located approximately 15 miles to the southwest, in Lee Vining, California. The proposed project would not construct habitable structures. As a result, project construction would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. The project would not adversely impact service ratios, response times, or other Fire Department performance standards.

Prior to the commencement of operations, a fire risk assessment and fire plan will be established that will include protocols and procedures for the unanticipated receipt of burning wastes. A 10,000 gallon fire suppression tank, supplied by the on-site well, will be available for fire suppression. As required by CalFire, all staff will be trained in fire safety protocols and information regarding the protocols and procedures for handling burning wastes and fire safety equipment will be available on-site for all staff. No open burning will be allowed. In the event that burning wastes are received, they will be separated from other wastes and deposited in a safe area, spread, and extinguished. As a BMP, all material processing, staging and transfer areas are inspected and cleaned of any loose material and litter each operating day,

to ensure cleanliness and safety of facility operations.

#### Police protection?

No impact. Police protection at the project location is provided by the Mono County Sheriff's Department (MCSD). The Sheriff's Department "Central County" area is patrolled by deputies that are stationed out of the June Lake substation, approximately 30 miles to the south.<sup>77</sup> There would be no change in use that would result in an increase in the need for police protection services, the construction of which could cause significant environmental impacts. The project would be subject to review by the MCSD to ensure that the project complies with public safety and crime prevention requirements. There will be no operational impacts on police protection services. The project would not adversely impact service ratios, response times, or other Police Department performance standards.

#### Schools?

No impact. The project site lies within the jurisdiction of the Eastern Sierra Unified School District. Installation of the facility would not generate the need for new or physically altered school facilities. No impacts would occur in this regard.

#### Parks?

No impact. The project would not generate the need for new or physically altered park facilities. The project does not involve the construction of habitable structures and would not directly or indirectly induce population growth in the area. No impacts would occur in this regard.

#### Other public facilities?

No impact. The proposed project would not result in significant impacts on public services or facilities. No other public facilities are anticipated to be affected by the project. No impacts would occur in this regard.

<sup>77</sup> County of Mono. Sheriff-Coroner, Department Beat Map. <https://monosheriff.org/sheriff/page/patrol>

## 16. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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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?

*No impact.* The proposed project is not anticipated to increase the use of the Mono County’s available recreational facilities, or impact the physical deterioration of such recreational resources. The negligible increase in the project facility’s infrastructure would not result in population growth that would increase the use of recreational facilities. Therefore, no impact to neighborhood and regional parks or other recreational facilities 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 is an expansion of an existing transfer station and an extension of a pre-existing use. The project would not include recreational facilities or require the construction or expansion of existing recreational facilities. No impacts would occur in this regard.



## 17. Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Existing Transit & Roadway System

SR-167 is located north of the community of Lee Vining, and runs from US-395, along Pole Line Road, north of Mono Lake, eastward to the Nevada state line where it meets Nevada SR-359. It is a minor arterial, 2-lane conventional highway.

*No impact.* Mono County's General Plan Circulation Element states that the RTP, which was developed in coordination with Caltrans, is utilized to address the movement of people and goods.<sup>78</sup> The project facility is located adjacent to SR-167, which Caltrans has designated a minor arterial highway. This portion of Mono County's transit system provides interregional access from US-395 to Nevada and to the western side of the Sierra.<sup>79</sup> The project is in a remote rural area, and no impacts from the project's continued use are expected.

Existing Bicycle and Pedestrian Facilities

*No impact.* Mono County's Bicycle Transportation Plan expands upon the General Bikeway Plan contained in the Mono County Trails Plan (1994) and is meant to complement similar plans in surrounding counties and communities. The Mono County Bicycle Transportation Plan describes existing bicycle facilities and programs, analyzes the need for future facilities, designates and prioritizes new routes, provides maps, identifies funding sources, and establishes policies and standards for improving

<sup>78</sup> County of Mono. *General Plan, Circulation Element & Regional Transportation Plan*. [https://monocounty.ca.gov/sites/default/files/fileattachments/planning\\_division/page/9617/2015\\_circulation\\_element\\_final\\_no\\_rtp.08.15\\_0.pdf](https://monocounty.ca.gov/sites/default/files/fileattachments/planning_division/page/9617/2015_circulation_element_final_no_rtp.08.15_0.pdf) (2015): III-3.

<sup>79</sup> County of Mono & Bauer Planning. *RTP & General Plan Update, 2015 EIR*. 4.2-8.

bicycle facilities in the unincorporated area of Mono County.<sup>80</sup> Mono County lacks facilities specifically for bicyclists; most bicycling occurs on roads where shoulder widths may not be wide enough to safely accommodate motorists and bicyclists, and mountain bike use occurs on dirt roads that are generally unmarked for that purpose. The limited areas with signing for bicycle use do not exist within the vicinity of the project. Major recreational destinations include Mono Lake, the US Forest Service Visitor Center, and SR-120 in Lee Vining Canyon. Bike routes exist to all these destinations. These routes are over 15 miles south of the proposed project, and there are currently no bicycle routes along SR-167.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

### Vehicle Miles Traveled Analysis

Less than significant impact. On September 27, 2013, Governor Brown signed Senate Bill (SB) 743. Under SB 743, the focus of transportation analysis pursuant to CEQA shifted from driver delay, or level of service (LOS), to reduction of vehicle miles traveled (VMT), reduction in GHG emissions, and creation of multimodal networks and promotion of mixed-use developments. On December 28, 2018, the California Office of Administrative Law approved the revised CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT effective July 1, 2020. Mono County has not yet adopted its own VMT guidelines, and as such the Office of Planning & Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, dated December 2018, are referenced for this analysis. Under the OPR guidelines, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact." The project is anticipated to result in a net increase of 14 PCE daily trips. Therefore, impacts will be less than significant.<sup>81</sup> See Tables 9 and 10 on the following page for further analysis.

### Level of Service Analysis

LOS is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis considering factors such as roadway

<sup>80</sup> *ibid.* 4.2-15.

<sup>81</sup> Appendix G: Geode Environmental Inc. *Transportation Analysis Memorandum.* 4-5.

geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments. Per Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002), a traffic LOS analysis is needed if any of the following project criterion is met:

- Generates over 100 peak hour trips assigned to a State highway facility
- Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay: approaching unstable traffic flow conditions (LOS “C” or “D”)
- Generates 1 to 49 peak hour trips assigned to a State highway facility – the following are examples that may require a full TIS or some lesser analysis:
  - a. affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”).
  - b. the potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
  - c. change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).<sup>82</sup>

The first two criteria are not met by the project based on the trip generation numbers. This third criterion is also not met by the project based on the fact that SR-167 is operating at LOS C or better (per the County’s General Plan EIR and based on the current volumes along SR-167 as obtained from Caltrans Traffic Census Program.<sup>83</sup> Furthermore, the potential risk for a traffic incident is not significantly increased as no proposed changes to the road geometry are considered and no circulation changes are proposed. As such, in accordance with the Caltrans traffic guidelines, the project

<sup>82</sup> *ibid.* 5-6.

<sup>83</sup> California Department of Transportation. *Traffic Census Program-Traffic Volumes: Annual Average Daily Traffic (AADT). 2020-AADT (XLSX)* dataset. <https://dot.ca.gov/programs/traffic-operations/census>

traffic is not considered to generate a significant impact and thus the project is not deemed responsible for providing further level of service traffic analysis at the study area.<sup>84</sup>

### Project Trip Generation

In general, the project trip generation calculation uses the trip generation rates of the Institute of Transportation Engineers (ITE) Trip Generation Manual, latest Edition. However, the ITE trip generation manual does not provide the trip rates for a waste transfer facility. Therefore, the number of trips that would be generated by the proposed MSW transfer facility (referred to as the yard by the applicant) were calculated based on the existing and proposed project operation. The project operation data in terms of vehicle-trips traveling to and from the project site were provided by D & S Waste, as presented in Table 9 below.

It should be noted that the existing and proposed project operations are similar in nature. Table 9 shows the operation of loaders, trailers and employees during the days of the week, for existing and proposed conditions. The estimated total trips generated by the project during its operation is summarized in Table 10, where conservatively each vehicle was assumed to operate on every weekday to calculate the project trips. These non-passenger car trips (loaders and roll off) were adjusted with a PCE factor of 2 PCE. The fleet of vehicles that will be used during operation are listed on the following page:

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<sup>84</sup> Appendix G: Geode Environmental Inc. *Transportation Analysis Memorandum*. 6.

FIGURE 12 | FLEET OF VEHICLES

1 Peterbilt Rear Loader Truck



1 John Deer Backhoe



1 Peterbilt Transfer Truck



2 Peterbilt Front Loader Trucks



1 Top Kick Septic Truck



1 Ford F550 Fork Truck



1 Peterbilt Roll Off Truck



1 Peterbilt Septic Truck



1 International Septic Truck



**TABLE 9 | PROJECT EXISTING AND FUTURE OPERATIONS SUMMARY<sup>85</sup>**

Fleet Vehicle	Current Scenario	Future Scenario
Rear Loader (Total 1)	Monday: Laws → Benton → Laws Tuesday: Laws → Crowley → Benton Crossings → Yard (Project Site) Wednesday: Yard → Lee Vining → June Lake → Benton Crossings Thursday: Yard → Bridgeport → Benton Crossings → Laws	Monday: Laws → Benton → Laws Tuesday: Laws → Crowley → Yard Wednesday: Yard → Lee Vining → June Lake → Yard Thursday: Yard → Bridgeport → Yard
Front Loaders (Total 2)	Yard → Lee Vining → June Lake → Grant Lake → Benton Crossings → Yard  4 or 5 days / week	Yard → Lee Vining → June Lake → Grant Lake → Yard  4 or 5 days / week
Front Loader (Total 1)	Laws → Bishop → Sunny Slopes → Hot Creek → Crowley Lake → Yard → Laws  4 or 5 days / week	Laws → Bishop → Sunny Slopes → Hot Creek / Crowley Lake → Yard → Laws  4 or 5 days / week
Roll Off (Total 1)	Monday: Laws → Bishop → Paradise → Benton Crossings → Laws Tuesday: Laws → Bishop → Paradise → Benton Crossings → Benton → Yard Wednesday: Yard → Pumice Valley transfer station → Benton Crossings → Bishop → Chalfant → Bishop → Yard	Monday: Laws → Bishop → Paradise → Yard → Laws Tuesday: Laws → Bishop → Paradise → Yard → Benton → Yard Wednesday: Yard → Pumice Valley transfer station → Yard → Bishop → Chalfant → Bishop → Yard
Trailer (Total 1)		Trailer towed by Peterbilt Transfer Truck will travel 13 miles every other day from the site along SR-167 to Nevada and back to the site.

**TABLE 10 | PROJECT TRIPS GENERATED FROM EXISTING OPERATIONS<sup>86</sup>**

	Number	Trips to/from Yard <sup>1</sup>	Estimated Daily Trips	Total PCE Trips <sup>2</sup>
Rear Loader	1	1	1	2
Front Loaders	2	2	4	8
Front Loader	1	2	2	4
Roll Off	1	2	2	4
Employee Vehicles	3	2	6	6
<b>Total Trips</b>			<b>13</b>	<b>24</b>

<sup>1</sup> Conservative number of one-way trips on a daily basis

<sup>2</sup> Loader and Roll Off trips were adjusted with a Passenger-Car Equivalence (PCE) factor of 2 PCE.

As shown in Table 10, the project is expected to generate a total of 24 PCE trips per day of which 6 are employee trips.

<sup>85</sup> ibid. 3.

<sup>86</sup> ibid. 3.

Table 11 presents the project trips for the proposed scenario which are calculated using future operating scenarios illustrated in Table 9. As shown in Table 11, the project is expected to generate a total of 38 PCE-trips per day.

**TABLE 11 | PROJECT TRIPS GENERATED FROM PROPOSED OPERATIONS<sup>87</sup>**

	Number	Trips to/from Yard <sup>1</sup>	Estimated Daily Trips	Total PCE Trips <sup>2</sup>
Rear Loader	1	2	2	4
Front Loaders	2	2	4	8
Front Loader	1	2	2	4
Roll Off	1	2	6	12
Trailer	1	2	2	4
Employee	3	2	6	6
<b>Total Trips</b>			<b>15</b>	<b>38</b>

<sup>1</sup> Conservative number of one-way trips on a daily basis

<sup>2</sup> Loader, Trailer and Roll Off trips were adjusted with a Passenger-Car Equivalence (PCE) factor of 2 PCE.

Table 12 summarizes the net PCE project trip generation to be used to evaluate the impact on the surrounding road network. It should be noted that given the nature of the existing business and the proposed trips, MSW trucks will continue to enter and exit the site during off-peak periods (typically starting before 7 AM and ending in the early afternoon).

**TABLE 12 | NET PROJECT TRIP GENERATION<sup>88</sup>**

Land Use	Total PCE-Trip Generation (Daily)
Mono Transfer Station (Proposed)	38
Truck Storage Facility (Existing)	24
<b>Net Trip Generation</b>	<b>14</b>

The proposed project will develop the existing truck storage facility into a private MSW transfer facility. Currently, trucks leave the existing facility in the morning, pick up waste, transport it to the Benton Crossing Landfill and return to the site empty in the afternoon. Once the project is operational, there will be no proposed MSW processing onsite. Trucks will leave the site in the mornings, with empty MSW vehicles, and return with full trucks, which they will empty in the warehouse/proposed new metal building. The waste will then be pushed into the transfer trailer and thereafter transported to Nevada. The project is anticipated to result in a net increase of 14 PCE daily trips. Based on the Caltrans guidelines, no further traffic analysis is necessary in terms of

<sup>87</sup> ibid. 4.

<sup>88</sup> ibid. 4.

level of service. A VMT assessment determined that the overall VMT on a weekly basis will result in a net reduction in vehicle miles traveled as well as screening out per OPR guidelines.<sup>89</sup>

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

No impact. The proposed project would not result in increased hazards due to a geometric design feature or incompatible uses. The existing driveways for the 7937 SR-167 site would be modified to accommodate truck ingress/egress. The project proposes appropriate internal circulation as well as appropriate truck turning movements for ingress/egress. As such, no impacts are anticipated in this regard.

d. Result in inadequate emergency access?

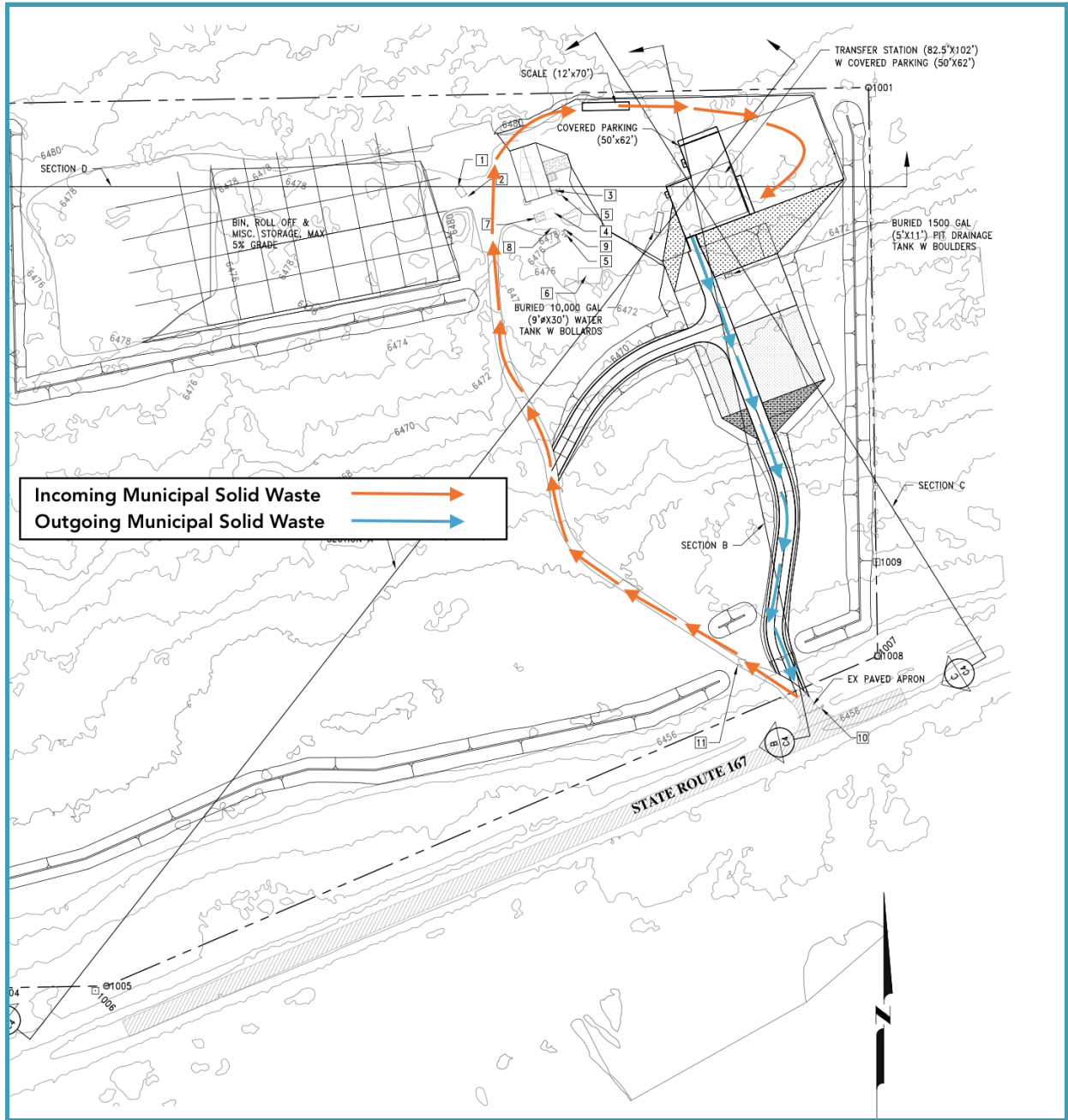
No impact. There is a single ingress/egress location at the facility, which immediately bifurcates into two driveways, one for trucks entering the transfer station with MSW and one exiting with empty trucks (see Figure 12 below). All internal roads will be covered with gravel substrate to minimize dust. To avoid or minimize fugitive dust from construction, palliatives will be applied to ensure dust control and to protect air quality. All proposed improvements would be subject to compliance with emergency access standards and requirements specified by State Fire Code and County Municipal Code. All appropriate fire and emergency access conditions would be incorporated into the design of the project. In addition, the project would be prohibited from impeding emergency access for adjacent or surrounding properties during construction or operation.

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<sup>89</sup> ibid. 6



FIGURE 13 | CIRCULATION CONCEPT



## 18. Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

### Regulatory Background

*Historical Resources.* CEQA requires consideration of project impacts on "historical resources." A "historical resource" is a resource listed, or determined to be eligible for listing, in the California Register of Historical Resources (Title 14 CCR §15064.5(a)(1)-(3)). Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1(j)).

The eligibility criteria for the California Register are the definitive characteristics for assessing the significance of historical resources for purposes of CEQA. A resource is considered "historically significant" if it meets one or more of the following criteria for listing on the California Register: 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; 2) Is associated with the lives of persons important in our past; 3) Embodies 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; and 4) Has yielded, or may be likely to yield, information important in prehistory or history (PRC §5024.1(c)). Under CEQA, a substantial adverse change in

the significant qualities of a historical resource is considered a significant effect on the environment.

*Tribal Cultural Resources.* As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource (TCR) would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines a new category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this environmental document.

*No impact.* The investigation into the project’s historical resources was initiated via the CHRIS database research and pedestrian survey (See Section 5(a) of this Initial Study for details on background historical research and survey). Results of the record search indicate that no previous studies have been completed within the project area, and no cultural resources were located within the project area. The survey determined that the flakes, tools, and related shatter identified were most likely of single-use or short-term use, and were too few and too widely spaced to be considered significant, according to Section 15064.5 of the CEQA, and Section 5024.1 of the California PRC establishing the CRHR. No historic resources were present and therefore no TCRs have been identified. No impacts to listed or eligible historical resources are anticipated.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No impact. The CDD initiated the 30-day Tribal Consultation period, as required by PRC section 21080.31, and was consistent with AB 52. Letters were mailed, certified, to local Native American Tribes, who had requested notification under AB 52, on February 25, 2022. The letters described the project and its location. The tribes notified were: the Washoe and Kutzadika'a tribes. Under AB 52, tribes have 30 days to respond and request consultation. The 30-day window for requesting consultation on the project closed on March 25, 2022. In addition, SB 18 requires that projects involving land use reclassifications give tribes 90 days to formally request consultation. Letters inviting SB 18 consultation were sent on February 25, 2022 and the window to receive consultation requests closed on May 25, 2022. Since no comments have been provided and no formal consultation meeting date requested, this Negative Declaration has been submitted for a 30-day public review and comment period. If no Tribe provides comments or schedules a formal consultation meeting within this period, the County, per PRC 21082.3 (d)(2) will consider the consultation process complete and certify the Negative Declaration of Environmental Impact. The proposed project design features will reduce baseline visual impacts while preventing new ones, by shielding both the existing and new project features.

Surface cultural constituents are not considered significant. The cultural records search and field surveys determined that the Project area has a low sensitivity for buried historic features.<sup>90</sup> Because the area is covered in aeolian sand dunes, there is the possibility that only a small portion of the cultural resources are exposed. Results of the record search indicate that no cultural resources were located within the project area. The survey determined that the flakes, tools, and related shatter identified were most likely of single-use or short-term use, and were too few and too widely spaced to be considered significant, according to Section 15064.5 of the CEQA, and Section 5024.1 of the California PRC establishing the CRHR (See Section

<sup>90</sup> Appendix F. Geode Environmental Inc. *Cultural Resource Assessment*. Pg. 16.

5(a) of this Initial Study for details on background historical research and survey). No historic resources were present and therefore no TCRs have been identified. No impacts to tribal cultural resources are anticipated.

Consistent with Section 15064.5(f) of the CEQA Guidelines, if previously undocumented cultural resources are identified during earthmoving and ground disturbing construction activities, a qualified archaeologist shall be contacted to assess the nature and significance of the find. In the unlikely event that human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has been notified and has made a determination of the origin and disposition of the remains. If the remains are determined to be of prehistoric or protohistoric Native American origin, the Coroner will notify the Native American Heritage Commission (NAHC), pursuant to PRC Section 5097.98. The NAHC shall determine and notify a Most Likely Descendant (MLD) individual or group that will consult with the landowner or their authorized representative and recommend the manner of treatment for any human remains and associated burial materials.

## 19. Utilities & Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Water & Wastewater treatment

*No impact.* Water will be obtained from an on-site well and domestic wastewater from bathrooms will be managed by on-site septic systems. There is no process water needed for facility operations. The transfer station has its own dead end wastewater pit with a holding tank. When needed it can be pumped and hauled off to a remediation site. No new off-site wastewater treatment facilities are required or proposed. The project does not include any growth-inducing land uses and is consistent with the County’s General Plan. The facility’s building expansion would not result in impacts to any wastewater treatment requirements. The applicant will follow the standards provided by the County Environmental Health Department and meet all State regulations pertaining to wells and groundwater.

Stormwater Drainage

The facility is not expected to generate surface waters on-site. There will be no impacts to roads or the facility’s storage and distribution structure.

Electrical

Electricity at the project site is currently provided by ground-mounted solar paneling that meets the needs of the facility’s electrical load. A 15-kW (20 hp) generator, requiring 20 gallons of diesel per month, will be used to charge batteries when solar panels aren’t generating at night. Thus the electrical load will be supplied on-site. The facility’s dry utilities are subject to compliance with all applicable local, state, and

federal laws, ordinances, and regulations. Compliance with the relevant laws, ordinances, and regulations ensure that there are no impacts to utility resources from the project's construction-related, or operational activities.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No impact. During construction activities, there would be a temporary, intermittent water demand for such activities as soil watering for site preparation, fugitive dust control, concrete preparation, cleanup, and other short-term activities. Construction-related water usage is not expected to have an adverse impact on available water supplies or the existing water distribution system, and no impact would occur. The only additional water use, resulting from the proposed project activities, is the water misters inside the metal warehouse. This new activity is expected to use 1,820 gallons per year. The project would be consistent with the intended principal uses of the Industrial land use designation, and would avoid population growth capable of significantly impacting utilities or water resources. The transfer station is anticipated to have adequate water supply to serve the project site under average, single-dry, and multiple-dry year conditions. The facility's operation will not require new off-site water facilities or expansion of existing facilities; therefore, no impacts are expected.

c. 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. The project's wastewater treatment will not unduly burden the commitments of any potential treatment provider. Wastewater disposal will utilize on-site septic systems. The wastewater plan will be reviewed and approved by the Mono County Environmental Health Department.

- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The facility is used to transfer MSW with no permanent waste remaining onsite and no septic waste. The facility will not exceed the capacity of local infrastructure, nor impair attainment of solid waste management goals.

### Construction

*No impact.* Project construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. The project will include grading activities, but the fill material produced from this process will be used for the construction of vegetated berms that will reduce noise and visual impacts. The project's construction activities will conform to the California Integrated Waste Management Act of 1989, which requires that at least 50 percent of waste produced is recycled, reduced, or composted. This will ensure the project will have no impacts with regard to construction-related solid waste.

### Operation

*No impact.* Currently, trucks leave the existing facility in the morning, pick up waste, transport it to the Benton Crossing Landfill and return to the site empty in the afternoon. Once the project is operational, waste brought to the site will originate in Mono County and be transferred to Lockwood, Fallon, and Hawthorn, Nevada. The Benton Crossing Landfill in Crowley Lake, is scheduled for closure in January 2023. The project facility will not be open to the public and will be used solely by D & S Waste employees as a repository for temporary storage and transference of waste from the business clientele. The waste will include MSW, recycling, and light construction waste, *excluding* concrete. There will be no materials processing onsite. Waste collection trucks will leave the site in the mornings with empty MSW vehicles, and return to the warehouse/metal building with full trucks. The waste will then be pushed into the transfer trailer at the interval of once every 24 hours, in the summer, and every 48 hours in the winter.

Capacity of the facility is dictated by all commercial, residential and roll-off accounts. Normal capacity for this facility is between 16 to 22 tons/day. Under the solid waste



facilities permit, the facility would be permitted to receive up to 150 tons per day.<sup>91</sup> In addition, the facility cannot hold waste materials in excess of 48 hours.<sup>92</sup> With approval of the solid waste facilities permit, the project is not anticipated to generate solid waste in excess of state or local standards, the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No impact. The Mono County Department of Environmental Health acts as the Local Enforcement Agency for the California Department of Resources, Recycling, & Recovery (CalRecycle) in Mono County. The Mono County Department of Environmental Health also serves as the CUPA for Mono County and regulates the storage, handling and disposal of hazardous materials and hazardous waste within Mono County. A new Full Solid Waste Facilities Permit will be required before operations within the above specified parameters can commence. The Mono County Department of Environmental Health, as the Local Enforcement Agency, shall provide regulatory oversight of solid waste handling activities, including permitting and inspections. Please contact the Local Enforcement Agency, Jill Kearney at (760) 924-1846 to discuss the regulatory requirements for the proposed project.

<sup>91</sup> Email from Jill Kearney, Mono County Environmental Health Department on November 30, 2021. She noted the project's eligibility for CalRecycle's Registration Permit Tier.

<sup>92</sup> Title 14 California Code of Regulations (CCR), *Section 17410.1-Solid Waste*

## 20. Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No impact. According to CalFire’s Fire Hazard Severity Zones Map,<sup>93</sup> the project site is not located in a State responsibility area, nor is it designated as a very high fire hazard severity.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No impact. There are no extenuating factors that will expose project occupants to pollutant concentrations from wildfire. Fire risks are moderate in some areas surrounding the project site, but not the property itself. The project site and land surrounding the project site is sparsely vegetated. The proposed project does little to add to the wildfire risk in the area. The risk of loss, injury or death involving wildland fires is low at this site, and any potential risk is further minimized by compliance with California Building Standards. Fire protection service for the proposed project is provided by the Lee Vining Fire Station, located in Lee Vining, California.

<sup>93</sup> CalFire. *Fire Hazard Severity Zones*. <https://egis.fire.ca.gov/FHSZ/>.

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No impact. The project will not cause the need for additional infrastructure that may pose a risk of wildfire. The facility's well will supply a 10,000-gallon fire suppression tank to be used in case of a fire at the facility.

- d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No impact. The proposed project location is on flat land and will not create downslope or downstream flooding or landslides.

## 21. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

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

No impact. When querying CDFW's CNDDDB, one special status species, the Intermountain lupine, was identified to have a historical range outside of the project boundary to the southeast of the site. The Intermountain lupine has a California Native Plant rank of 2B.3—a California Rare Plant designated as rare, threatened, or endangered in California but common elsewhere. A CDFW protocol focused floristic survey for Intermountain lupine (*Lupinus pusillus*) was conducted on March 27, 2022. No species of lupine were sighted, during the survey and subsequent analysis, providing documentation of its absence from the site. In addition, no regulatory agency-designated special status species were identified during the survey. Based on the database records search and site reconnaissance, there was no native vegetation on-site with the capacity to support sensitive biological resources. The project will not adversely impact any species identified as candidate, sensitive, or special status.

Project Design-Avoidance & Minimization BMPs. Several factors with the proposed project have precluded impacts to special status biological species and their habitats. The implementation of project activities are designed to occur in already degraded habitat, near the northeastern site-boundary, and best management practice (BMP) pre-construction surveys, incorporated as part of the project design, will prevent impacts to any regulatory agency-designated special status species. This

BMP adheres to existing laws and regulations, including compliance with the Migratory Bird Treaty Act (MBTA), to minimize any potential impacts to migratory birds or raptors as a result of tree removal. Vegetation will not be removed from the project site from March 15 - September 15, to avoid impacts to nesting birds. If project construction must commence between March 15 and September 15, a qualified biologist will survey all habitat (trees, natural and artificial cavities, shrubs, grasses, rocky and bare ground areas, and structures) within the project site for nesting birds prior to project activities, including site preparation and actual construction. Regardless, as a standard pre-construction measure, the project biologist will survey the site for wildlife and special-status species, and any habitat, dens, burrows, nests, etc. capable of supporting wildlife and/or a special-status species seven days prior to, and again no more than 24 hours prior to, initiating ground disturbing activities. Nesting bird surveys shall be conducted seven days prior, and again no more than 24 hours prior to, initiating ground disturbing activities. Should nesting birds be identified, the project biologist will mark those areas with Environmentally Sensitive Area (ESA) fencing, and monitor throughout project activities, until the young have fledged. Construction crews shall limit disturbance to necessary work areas only, to limit potential impacts to flora and fauna. With the aforementioned avoidance and minimization BMPs in place, the proposed project does not have the potential to degrade the quality of the environment, reduce the habitat of a fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten plant or animal communities, reduce the range of rare or endangered species, or eliminate examples of major periods of California history.

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

As discussed in the respective issue areas 1 through 20 above, the proposed project would not result in any significant effects to environmental resources. Compliance with applicable codes, ordinances, laws, and other required regulations would reduce the magnitude of any impacts resulting from construction of the proposed

MSW transfer facility to a less than significant level. For the reasons further set forth below, impacts would not be cumulatively significant.

### Aesthetic

*Less than significant impact.* Section 1 noted that impacts to visual resources will be less than significant. The Mono County General Plan Land Use Element creates visual development standards for projects with industrial land uses. The “Mono County Design Guidelines Industrial/Business Park Uses,” which govern parking and circulation within the facility, visual elements of the proposed metal building, landscaping, walls and fences, screening of project activities from visual receptors, and architectural design to ensure visual impacts to public views are minimized, were enacted to meet the visual development standards outlined in the General Plan Land Use Element (08.010 - 08.040). The proposed project development is within the pre-disturbed footprint of the site, which will avoid altering the visual quality of the existing viewshed. However, the visual quality of the existing viewshed will result in a marginal change due to the new land use and with the addition of the new metal building. See Appendix A for the complete assessment of visual impacts.

The visual quality of the site will be maintained by the following elements:

- Protect the viewshed by constructing berms shielding both the existing and new project features as a design-element with local native vegetation, reducing baseline visual impacts while preventing new ones. The 4' to 12' tall and 57' wide berms screen the project from view along the western, southern and eastern parcel boundaries for a length of 3253'. The berms are landscaped with native botanicals to create continuity with the natural landscape, helping to maintain the vividness, intactness and unity of the site. The berms create visual interest in the foreground to observers on adjacent properties and drivers/passengers traveling east and west on SR-167.
- The facility will be set back 0.15 miles from SR-167.
- The new metal building is designed to incorporate clean and simple lines, painted in colors that are compatible with the color palette of the surrounding existing native vegetation. This includes Kelly Green for the main building; Sage Green for the building's trim, main doors, and vehicle doors; and Sandstone Beige Sage Green on the roof and along the edges of siding.

The visual character of the project is designed to be compatible with the existing visual character of the viewshed. The following are the visual characteristics of the

proposed project that promote the overall compatibility with the existing viewshed in compliance with the Mono County General Plan, Design Guidelines & Dark Sky Ordinance:

- Building materials, textures, colors, and site configurations that minimize or avoid impacts to visual resources, ensuring the Mono Lake viewshed would not be impacted.
- The form of the proposed building “L” shaped to blend in with the surrounding environment by deliberately avoiding a “big box” aesthetic.
- Ensuring dark skies with no constant lighting during nighttime, and all operations occurring during daylight hours. Emergency lighting fixtures are shielded, downward facing, and on timers.
- Reflective materials and windows were deliberately eliminated from project design to eliminate reflective surfaces and glare.
- Removal of invasive plant species and revegetation with native plants will restore the site to a more natural condition, making it more consistent with the wild aesthetic of the area.

Although there are no setback requirements for industrial use, facility buildings are setback 0.15 miles from SR-167, which will assist in screening the facility from public views. The proposed changes to the facility meet all County development standards for Industrial use, as defined in the Mono County General Plan-Land Use Element.

The overall visual character of the proposed project will be highly compatible with the existing visual character of the viewshed by incorporating several design elements that create a “blended” appearance of the site, complimenting the natural landforms and vegetation of the surrounding area. The visual quality of the existing corridor will be slightly changed by the proposed project’s addition of berms, new gravel approaches and a new metal building. However, a variety of design techniques will be implemented to help maintain the vividness, intactness and unity of the proposed project site with the surrounding landscape elements: through developing the berm with natural vegetation; the colors and textures of the proposed metal building; landscaping; the screening of project activities from visual receptors; and architectural design. Highway users, neighbors and recreational users are within the viewshed of the proposed project. As shown in the Viewer Response Matrix in Appendix A, it is anticipated that the average response of all viewer groups will be low to moderate-low. This means minor adverse changes to existing visual

quality, with low viewer response to changes in the visual environment. Impacts would be less than significant.

### Geology & Soils

*Less than significant impact.* Section 7(a)(b) noted that impacts to geology and soils will be less than significant. The proposed project involves excavation, grading, and activities that would disturb soil and leave exposed soil on the ground surface. The Facility site will require grading/excavation for the construction of the new metal building, subterranean truck scale, gravel approaches, and vegetated berms. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. These activities could result in soil erosion.

Development of the project site is subject to local and state codes and requirements for erosion control and grading during construction. Per Section 15.04.080 (Building & Construction) of Mono County's Municipal Code, the applicant's building and grading plans will be reviewed by the County for approval. The CGP issued by the State Water Resources Control Board (SWRCB), will regulate construction activities to minimize water pollution, including sediment. The proposed facility will be subject to an NPDES permit, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The proposed project's construction contractor would be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP during grading and construction. Adherence to the BMPs, and permit requirements such as the SWPPP, would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Project compliance with existing local and state regulations, as well as recommended excavation practices would reduce impacts to less than significant levels. In addition, the recommendations of the Geotechnical Report prepared for the proposed project have addressed how to limit geology and soils impacts, specific to the project site, in the Geotechnical Investigation prepared for this project. Please see Appendix D of the Geotechnical Report, "Earth Work & Grading Recommendations." No cumulative impacts would occur regarding geology and soils. The proposed project's cumulative impacts would be less than significant.

### Transportation

*Less than significant impact.* Under the OPR guidelines, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than



significant transportation impact.” The project is anticipated to result in a net increase of 14 PCE daily trips. In addition, the potential risk for a traffic incident is not significantly increased as no proposed changes to the road geometry are considered and no circulation changes are proposed. As such, in accordance with the Caltrans traffic guidelines, the project traffic is not considered to generate a significant impact and no further studies, analyzing level of service traffic analysis at the study area, are required. Therefore, impacts will be less than significant. Finally, a VMT assessment determined that the overall vehicle miles traveled (VMT), on a weekly basis, will be reduced as a result of the project, even though there will be an increase in passenger car equivalent (PCE) trips per day.

c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The project does not have the potential to significantly impact the environment or human beings, either directly or indirectly. The proposed project would comply with all applicable permits, regulations, and other conditions imposed by Mono County and responsible agencies. Therefore, impacts associated with the project would be less than significant.

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## Determination

Based on 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 a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation 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 all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Signature

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Date

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Printed Name

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Title

## 4 | LIST OF PREPARERS

<i>Name</i>	<i>Expertise</i>	<i>Contribution</i>
Essra Mostafavi	MA International Environmental Policy	Environmental Analysis Biological Resources Report
Steve Karamitros	MA International Environmental Policy	Environmental Analysis Air Quality/Greenhouse Gas/Energy Data
Jasara Calandrella	MA Public Administration	Visual Impact Assessment Document Compilation
Greg James, Esq	CEQA Law	Legal Review of IS & Technical Reports
Geōde Environmental & Cogstone Resource Management	Paleontology, Archeology, and History	Cultural Resources Report
Sierra Geotechnical Services Inc.	Geotechnical Investigation	Geotechnical Report Soils Report
General Technologies and Solutions (GTS)	Traffic Analysis	Transportation Memorandum
Geōde Environmental & Architects Plus	Environmental Consulting Landscape Architecture	Visual Impact Assessment
Heleo Architecture & Design	Landscape Architecture	Site Visualizations

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MONO WASTE TRANSFER STATION  
CEQA INITIAL STUDY | NEGATIVE DECLARATION  
JUNE 2022

APPENDIX A | Visual Impact Assessment

D & S WASTE REMOVAL INC.  
MONO WASTE TRANSFER STATION  
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JUNE 2022

APPENDIX B | CalEEMod Output Data-Baseline

D & S WASTE REMOVAL INC.  
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APPENDIX D | Biological Resources Report & Focused Botanical Survey

D & S WASTE REMOVAL INC.  
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D & S WASTE REMOVAL INC.  
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D & S WASTE REMOVAL INC.  
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## APPENDIX G | Transportation Analysis Memorandum

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APPENDIX A | Visual Impact Assessment

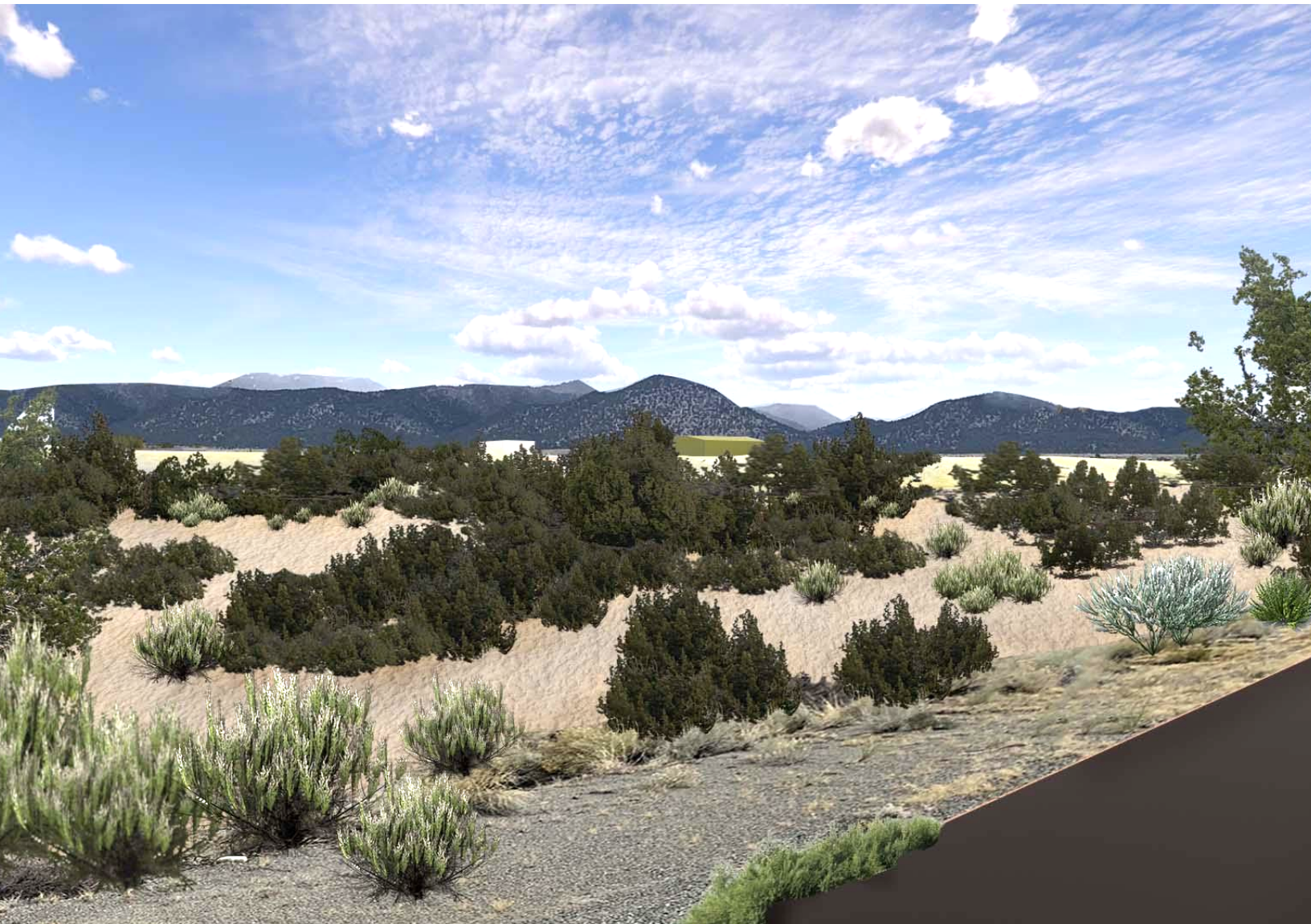


DBE CERTIFIED | SBE CERTIFIED | WBE CERTIFIED

## VISUAL IMPACT ASSESSMENT D & S WASTE REMOVAL INC. MONO WASTE TRANSFER STATION

7937 HIGHWAY 167, LEE VINING, CA  
APN: 013-210-028-000

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JUNE 2022

PREPARED FOR:



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*Statement of Compliance:* Produced in compliance with California Environmental Quality Act (CEQA) and Mono County General Plan and Design Guidelines-Industrial/Business Park Uses" (Design Guidelines) requirements, as appropriate, to meet the level of analysis and documentation that has been determined necessary for this project.

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## EXECUTIVE SUMMARY

This Visual Impact Assessment (VIA) has been prepared to support the California Environmental Quality Act (CEQA) Initial Study, as it relates to aesthetic and visual resources for the D & S Waste Removal Inc. (D & S Waste) Mono Waste Transfer Station Project (project). To provide robust analysis, federal, state and local visual impact guidelines were adhered to, ensuring that the project would not result in significant visual impacts. Detailed project-design considerations were incorporated from public viewer groups, CEQA Guidelines, and the Mono County General Plan, specifically the Design Guidelines Industrial/Business Park Uses, Dark Sky Regulations, Land Use Element, and Conservation & Open Space Element.

Considerations were made to the sensitivity of the following viewer groups—State Route (SR) 167 motorists, neighbors and recreational users. Early consultation with public groups, like the Mono Lake Committee, offered design recommendations from viewer groups with a vested interest in preserving the viewshed and scenic resources. In result, the project has been designed to minimize visual impacts to the surrounding area by use of building materials, textures, colors, site configurations, berms and native landscaping along the perimeter of the property that screen the facility from public view. The most significant project design features are the following:

- Shielding the project site along the western, southern and eastern parcel boundaries with vegetated berms. The berms range from 4' to 12' tall, and are landscaped with native vegetation to create continuity with the natural landscape. The berms create visual interest in the foreground to observers on adjacent properties and drivers/passengers traveling east and west on SR-167.
- The new building will be painted in three earth-tone colors compatible with the color palette of the surrounding native vegetation.
- No constant lighting will be present during nighttime as all operations are during daylight hours. All emergency lighting fixtures are shielded, downward facing, and on timers.
- No windows or reflective materials are proposed to eliminate reflective surfaces and glare.

The proposed project design features will reduce baseline visual impacts while preventing new ones by shielding both the existing and new project features. To further preserve the viewshed, proposed development will take place within the

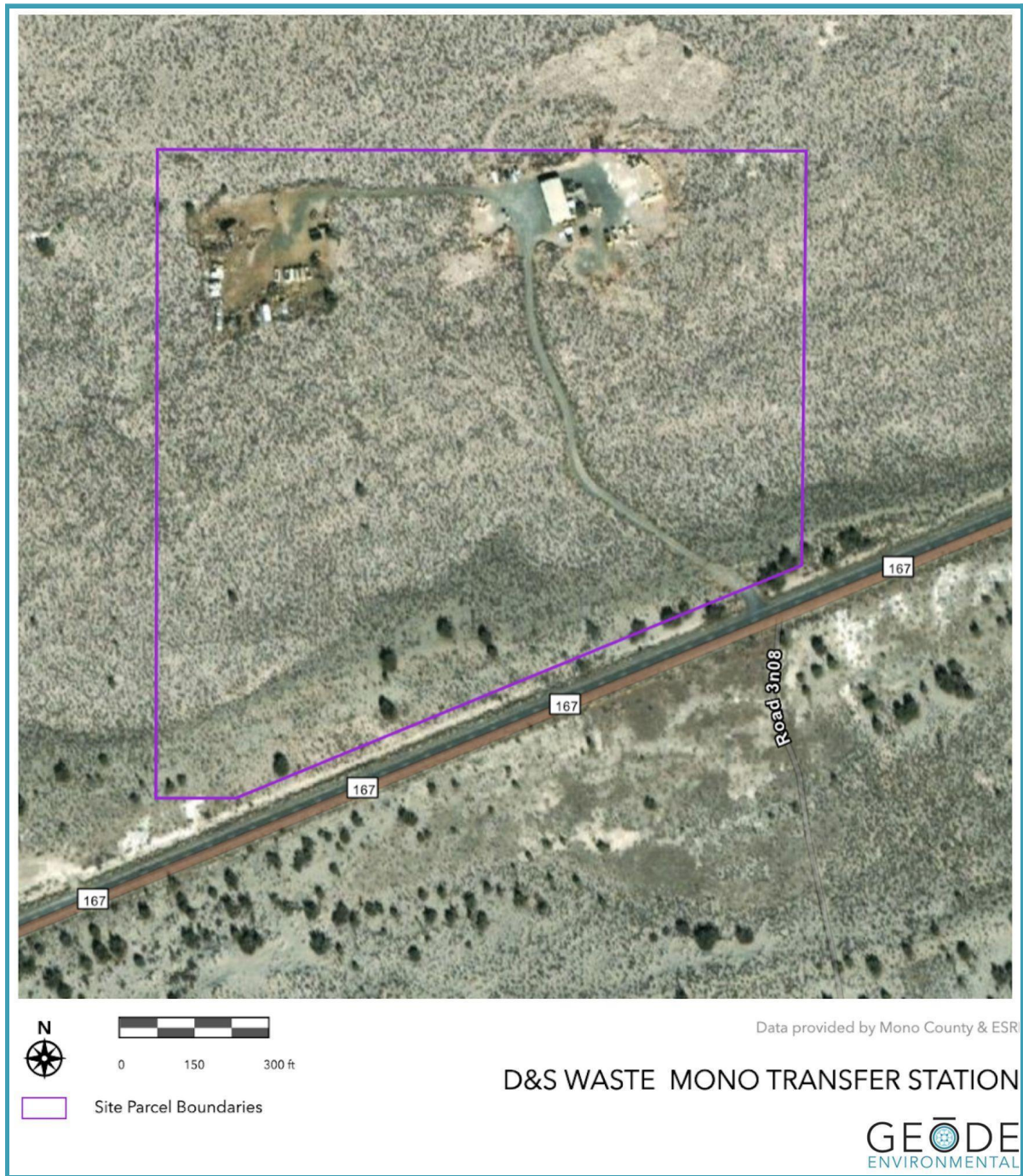


eastern portion of the parcel, set back 0.15 miles from the SR-167 viewshed and that of the residential and commercial parcel 0.41 miles west of the project site. It is anticipated that the average response of all viewer groups will be low to moderate-low with design-considerations. Per CEQA visual impacts of the project are less than significant.

FIGURE 1 | PROJECT VICINITY



FIGURE 2 | PROJECT LOCATION



## 1 | INTRODUCTION

### PURPOSE

The purpose of this Visual Impact Assessment (VIA) is to document potential visual impacts caused by the project, and to propose measures to avoid, minimize or mitigate any impacts that are identified. Visual impacts are demonstrated by identifying visual resources in the project area, measuring the amount of change that could result from the project, and predict how the affected public would perceive those changes.

### METHODOLOGY

The County, state, and federal regulations, provide the key analytical framework for this VIA, and guide the process for the proposed project. The visual environment and existing landscape characteristics within the project viewshed are defined and the visual environment is evaluated for both the existing condition of the site, and for the future proposed project. Three major viewer groups within the project viewshed are identified: SR-167 motorists, neighbors and recreational users. Viewer responses for both existing and proposed project conditions were assessed. Architectural visualizations were drafted to simulate the built project showing key public observation points and typical viewing conditions (see project simulations in Figures 15-20). Appropriate design recommendations were identified and adopted.

**Federal Guidelines:** The Federal Highway Administration VIA guidance entitled "Guidelines for the Visual Impact Assessment of Highway Projects," was used in analyzing visual and aesthetic resources. Both short-term construction impacts and long-term impacts from the project were identified to be less than significant.

**State Guidelines:** Appendix G of the CEQA Guidelines contain screening criteria pertaining to aesthetics, existing features in the visual setting, effects on scenic resources, and obstruction of views.

**County Guidelines:** The project architect incorporated design-elements that are in compliance with the Mono County General Plan—specifically Design Guidelines Industrial/Business Park Uses; Dark Sky Regulations; Land Use Element; Conservation & Open Space Element—that minimize potential impacts to the visual character of the existing viewshed.

## 2 | SETTING & EXISTING CONDITIONS

### EXISTING CONDITIONS

The project location and setting yields the context for determining the type of changes to the existing visual environment. The proposed project is located at 7937 SR-167, Lee Vining, in Mono County. The project site is a 33.65-acre parcel, Mono County APN: 013-210-028, located north of SR-167, eight miles east of Highway 395 (US-395) and one mile north of Mono Lake, outside the boundaries of the Mono Basin National Forest Scenic Area.

### FIGURE 4 | PROXIMITY TO MONO BASIN NATIONAL FOREST SCENIC AREA

The figure below shows there is 1,698.3 feet of 0.32 miles distance between the project to the jurisdictional boundary of the Mono Basin National Forest Scenic Area.



## CURRENT SITE USAGE

After acquiring the 33.65-acre property in 2007, D & S Waste has used the site as a truck storage facility with a metal building to house equipment. The project site currently contains the following features:

- 40' x 60' metal building
- 1800-gallon fuel tank in 1,400 sq ft concrete fuel containment basin and 500-gallon fuel tank west of the existing metal building
- Generator on the right side of the existing metal building
- Water well
- Three (3) 500-gallon propane tanks, freeze proof faucet (3'± high)
- Electrical solar panels, and solar panel control boxes south of the existing metal building
- Small one-room office building with bathroom
- Septic tank & leach field area

The surrounding landscape is characterized as a remote rural area, and the property is composed of sagebrush shrubland. The viewshed is defined as the area of land that is visible from, adjacent to, and outside the project site, and is determined by topography, vegetation, and viewing distance. The land use within the viewshed comprises one joint residential and commercial use 0.41 miles to the west, vacant open space to the north, east, and south. No other residential or commercial land uses are within the immediate vicinity of the project site.

The land uses of the project and adjacent parcels are listed below:

LOCATION	USE	GENERAL PLAN DESIGNATION	OWNERSHIP
SITE	Commercial: Warehousing Vehicles & Equipment	Resource Management (RM)	D & S Waste Removal Inc.
NORTH	Vacant	Resource Management (RM)	BLM
SOUTH	Vacant	Resource Management (RM)	BLM & Inyo National Forest
EAST	Vacant	Resource Management (RM)	BLM
WEST	Commercial: ATV Rental, Event Venue, Residential, Wood Milling	Resource Management (RM)	The Rea Ranch

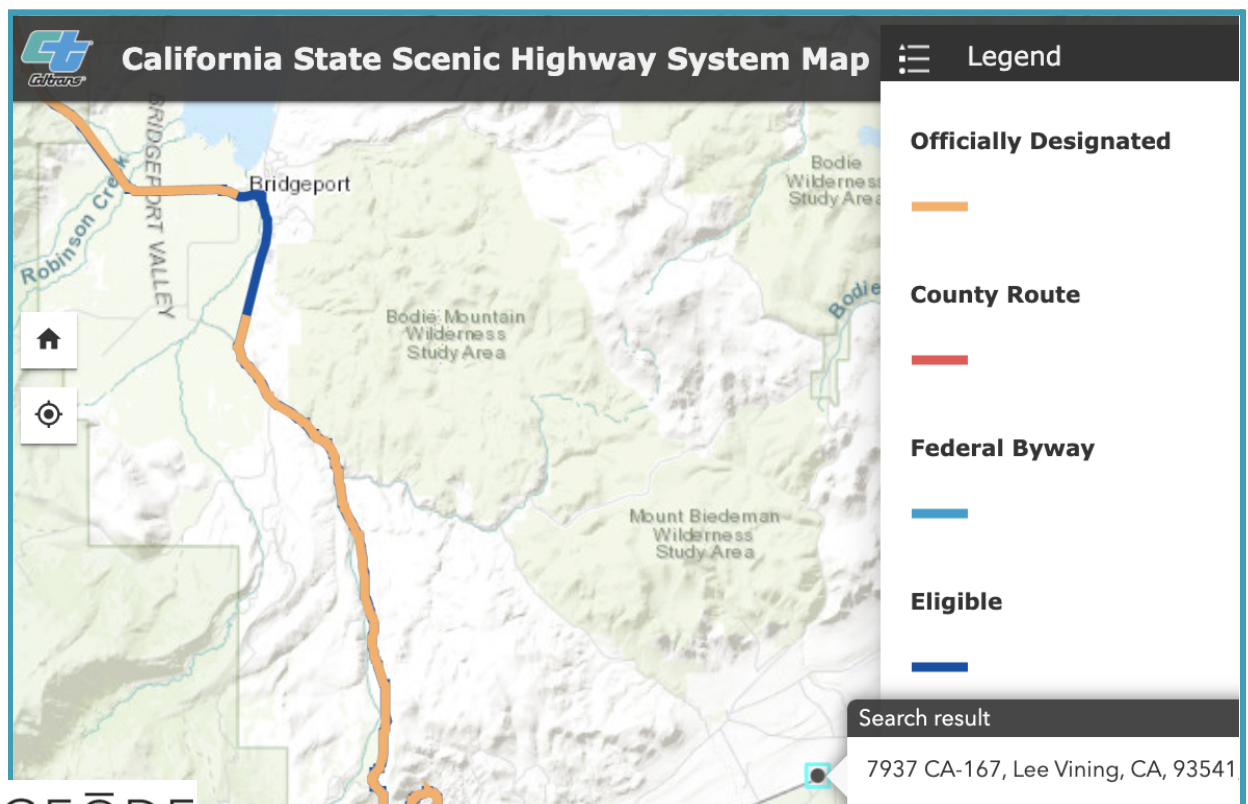
### FIGURE 5 | PROXIMITY TO NEAREST RESIDENTIAL AREA

The figure below shows the distance from the project's proposed 8,000 ft<sup>2</sup>- metal building to the nearest residential/commercial area located west of the project site.



### FIGURE 6 | STATE SCENIC HIGHWAY MAP

The project site, noted on the bottom of the page, is eight miles to the east of the nearest designated State Scenic Highway (US-395).



## FIGURE 7 | OVERVIEW OF EXISTING KEY VIEWS ON SR-167

Five vantage points were identified as key views for viewer groups. Figures 8-12 reflect baseline views of the site from each of these key views.

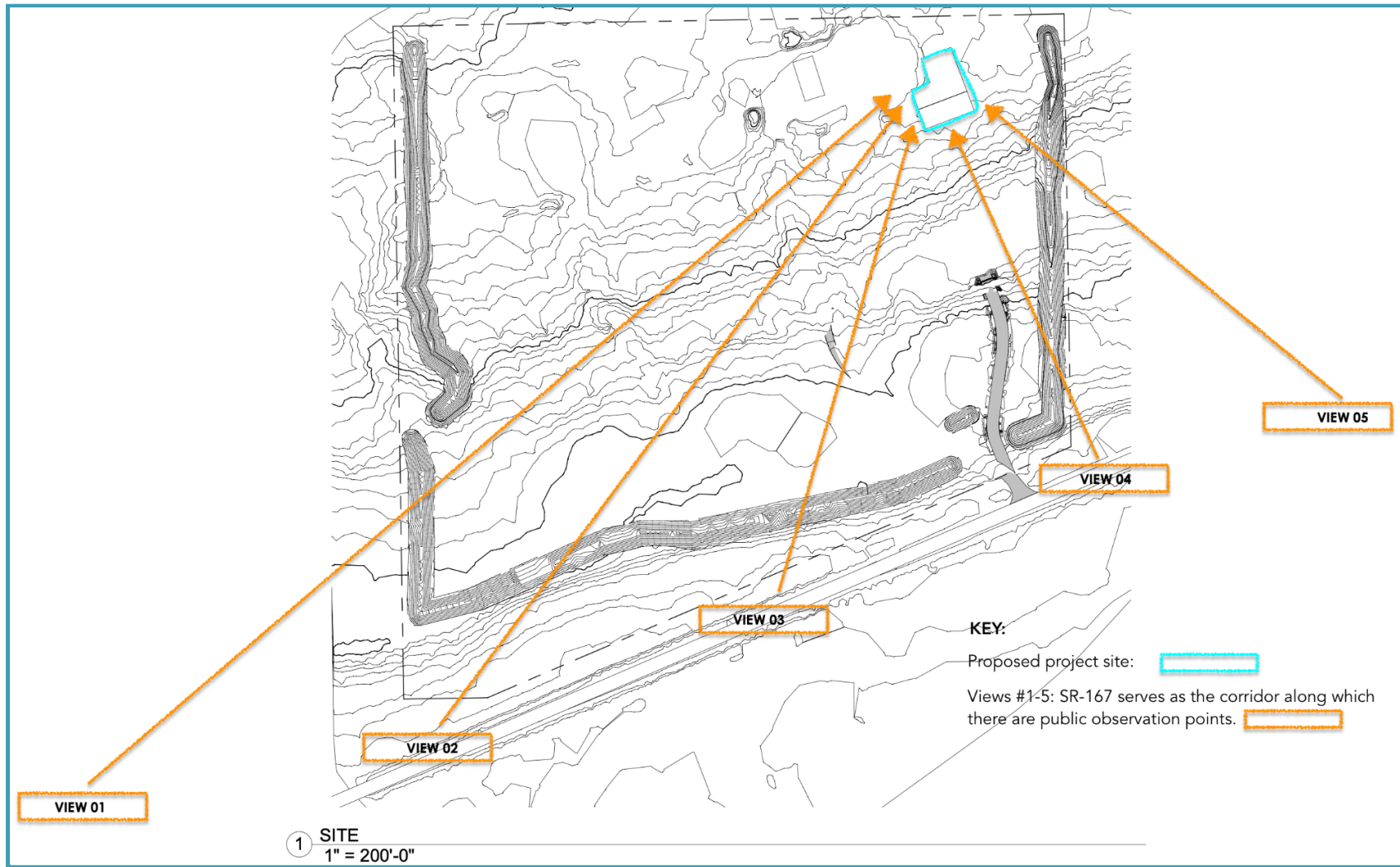


FIGURE 8 | VIEW #1 | FACING NORTHEAST FROM 1/8 MILE WEST OF PROJECT PARCEL ON SR-167.





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FIGURE 9 | VIEW #2 | FACING EAST FROM WESTERN CORNER OF PROJECT PARCEL ON SR-167



FIGURE 10 | VIEW #3 | FACING NORTHEAST FROM CENTER OF PROJECT PARCEL ON SR-167.



FIGURE 11 | VIEW #4 | FACING NORTHWEST FROM EAST CORNER OF PROJECT PARCEL ON SR-167.



FIGURE 12 | VIEW #5 | FACING WEST FROM 1/8 MILE EAST OF PROJECT PARCEL ON SR-167.



## 3 | PROPOSED PROJECT

### PROJECT OBJECTIVES

- Permit the site to be a municipal solid waste (MSW) transfer facility.
- Provide Mono County a facility for the expedited movement of MSW.
- Focus development to previously impacted areas away from view.
- Protect the viewshed by shielding the project with berms with native vegetation.

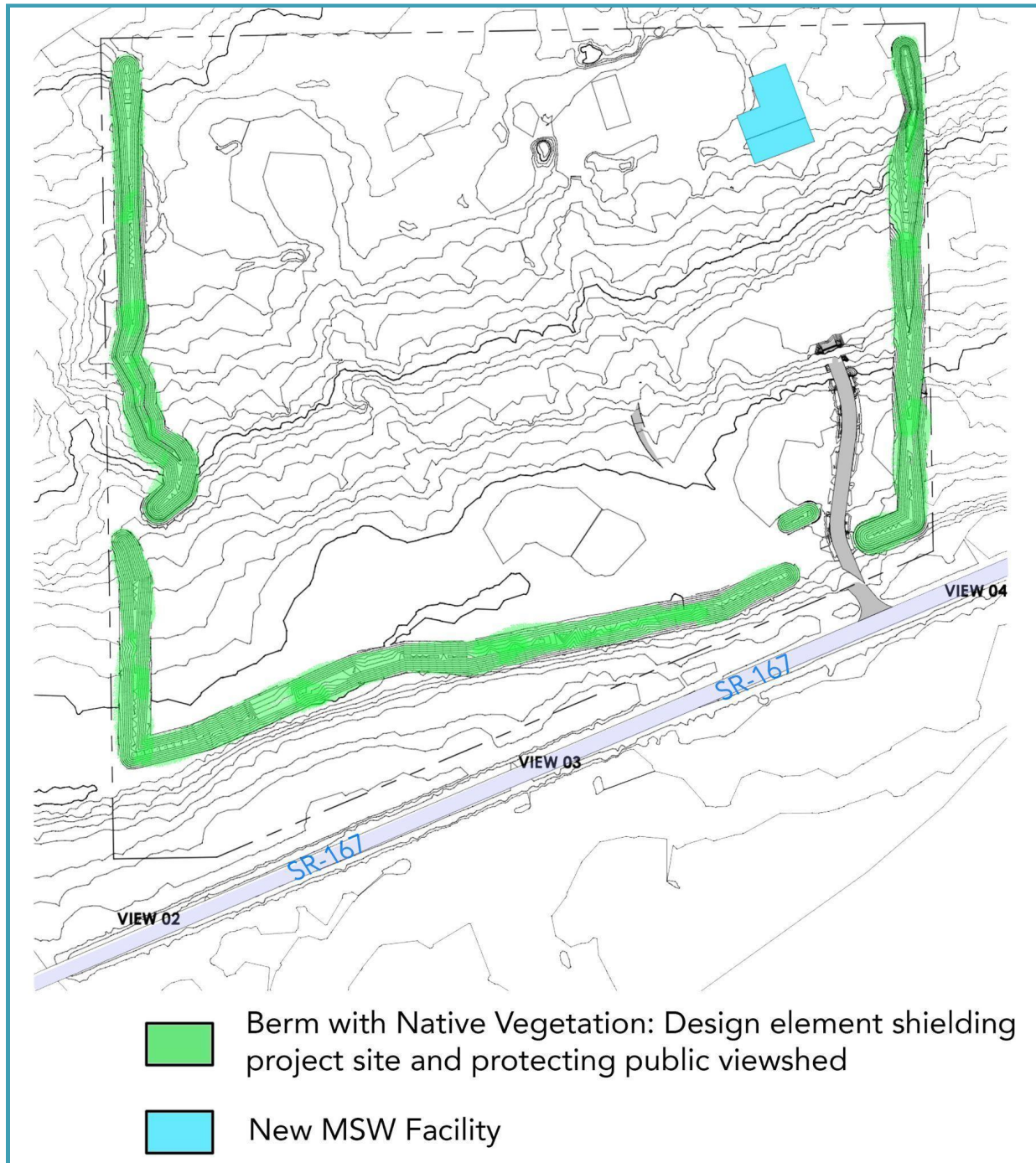
### PROJECT DESCRIPTION

The project proposes to:

- Permit the site as a transfer facility to temporarily house municipal solid waste (MSW) for up to 48 hours.
- Construct a metal waste storage & management warehouse (80' x 100' x 30') to temporarily house MSW, equipment and vehicles (empty dump trucks & septic trucks).
- Install a 12'x70' subterranean truck scale.
- Develop gravel approaches to the new building; no new right-of-way and no encroachment permits will be necessary.
- Protect the viewshed by constructing berms shielding both the existing and new project features as a design-element with local native vegetation, reducing baseline visual impacts while preventing new ones. The 4' to 12' tall and 57' wide berms screen the project from view along the western, southern and eastern parcel boundaries for a length of 3253'. The berms are landscaped with native botanicals to create continuity with the natural landscape, helping to maintain the vividness, intactness and unity of the site. The berms create visual interest in the foreground to observers on adjacent properties and drivers/passengers traveling east and west on SR-167 (see Figure 13 on the following page).

### FIGURE 13 | BERM DESIGN

A 4' to 12' tall- and 57'-wide berm with native vegetation has been designed to protect and preserve the viewshed for neighbors and the public along SR-167. The berm will shield the project along the western, southern and eastern parcel boundaries. The southern reaches of the parcel, along SR-167 have naturally higher densities of juniper, which also will be replanted on the berms to shield the view and create visual interest in the foreground to observers on adjacent properties and motorists traveling east and west on SR-167.



## 4 | CEQA & COUNTY REGULATIONS

### CEQA GUIDELINES

In accordance with the CEQA Public Resources Code (PRC) § 21000-21177, and pursuant to California Code of Regulations (CCR) § 15063, the Lead Agency shall determine if the proposed project would have a significant environmental impact on the environment. To guide the analysis, the CEQA Guidelines' Appendix G contains screening criteria pertaining to aesthetics, existing features in the visual setting, effects on scenic resources, and obstruction of views.

### GENERAL PLAN DESIGN GUIDELINES

The Mono County General Plan Design Guidelines-Industrial Business Park Uses (Design Guidelines),<sup>1</sup> serve to “assist property owners and project designers in understanding the County’s goals for attaining high quality development that is sensitive to the unique character of the county and its communities.”

### PROPOSED PROJECT ELEMENTS

The following elements were adopted into the project design to meet the criteria of the CEQA & Mono County Design Guidelines:




1. Protect the viewshed by constructing berms to shield the project from view along the western, southern and eastern parcel boundaries. The berms are landscaped with native botanicals to create continuity with the natural landscape, helping to maintain the vividness, intactness and unity of the site.
2. The proposed building is “L” shaped to break up the traditional metal building “big box” appearance.
3. Three earth-tone colors compatible with the color palette of the surrounding existing native vegetation have been utilized (see Figure 14).
4. The simple design of the transfer facility provides clean lines emphasized by the complimentary Sage Green trim at the edges of the Kelly Green siding. Large expanses of siding are broken up by the Sage Green man doors and vehicle doors (see Figure 14, below).

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<sup>1</sup> Mono County Design Guidelines. 2007.

[https://monocounty.ca.gov/sites/default/files/fileattachments/planning\\_division/page/812/design\\_guidelines.pdf](https://monocounty.ca.gov/sites/default/files/fileattachments/planning_division/page/812/design_guidelines.pdf)

FIGURE 14 | BUILDING COLORS

Main Building Color: Kelly Green	
Building Trim, Man Doors, & Vehicle Doors: Sage Green	
Roof: Sandstone Beige	

5. The non-glare finish and building colors blend well into the surrounding existing native vegetation.
6. The building is constructed on a concrete foundation.
7. Landscaped berms are being constructed along the western, southern and eastern parcel boundaries with vegetated berms providing maximum elimination of both objectional views into the site and any potentially objectional noises coming from the site.
8. The proposed MSW building is being constructed over 600 feet from SR-167 (0.15 miles ) at the north side of the property.
9. Outdoor storage areas are visually shielded by the berms landscaped with plant materials that are compatible with native vegetation at the east, west and southern sides of the property.
10. The truck access doors face east to minimize visibility from SR-167.
11. Covered/enclosed vehicle and equipment storage is provided on the rear side of the transfer portion of the building.
12. Adequate vehicle circulation area is provided for maneuvering trucks, minimizing the time and effort that is required for the trucks to operate on the site, resulting in lower noise generation and maximum dust control.
13. No pedestrian traffic occurs within the site eliminating any conflicts between vehicles and pedestrians.
14. Outdoor storage areas are recessed into the site at the same level as the lower truck tunnel and also shielded from view by the berms landscaped with native compatible vegetation at the perimeter of the site.



15. The deliberate removal of reflective materials in windows to preserve the viewshed.
16. The use of lights that are downward facing and have shielded casings to minimize nighttime illumination/glare. Lights operated by timers or only to be used during emergencies.

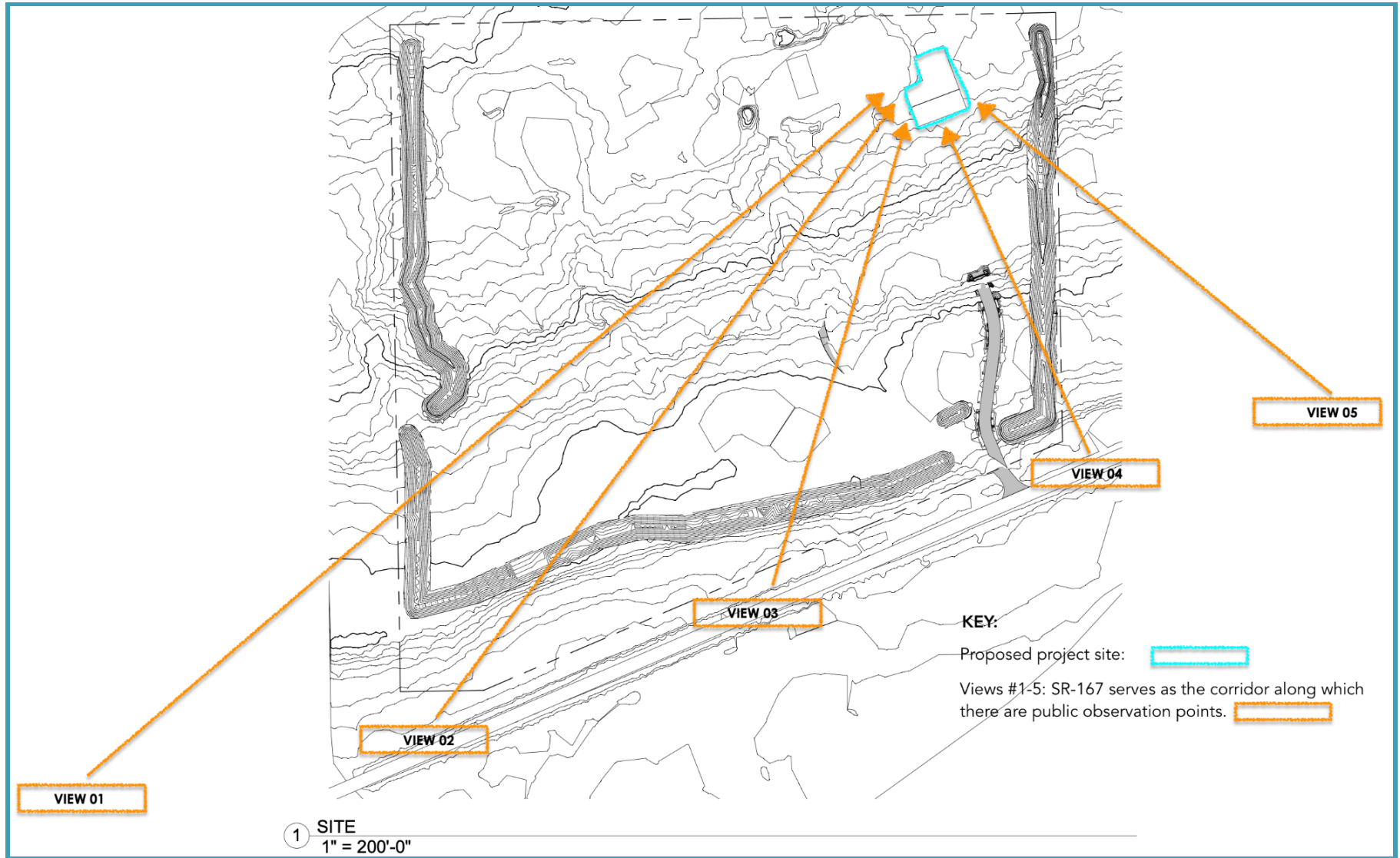
## VISUALIZATIONS OF PROPOSED PROJECT ELEMENTS

The following figures are architectural visualizations that simulate the look and appearance of the proposed project elements within the existing viewshed.

Five vantage points from SR-167 were identified to be the most likely public views of the proposed project site, graphically shown in Figure 15 on the following page. The vegetated berm was incorporated to address the potential impacts to these views.

- View 1: View facing northeast from  $\frac{1}{8}$  mile west of project parcel on SR-167.
- View 2: View facing east from western corner of project parcel on SR-167.
- View 3: View facing northeast from center of project parcel on SR-167.
- View 4: View facing northwest from east corner of project parcel on SR-167.
- View 5: View facing west from  $\frac{1}{8}$  mile east of the project parcel on SR-167.

FIGURE 15 | OVERVIEW OF SIMULATED KEY VIEWS ON SR-167



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FIGURE 16 | SIMULATED VIEW #1 | FACING NORTHEAST FROM 1/8 MILE WEST OF PROJECT PARCEL ON SR-167.

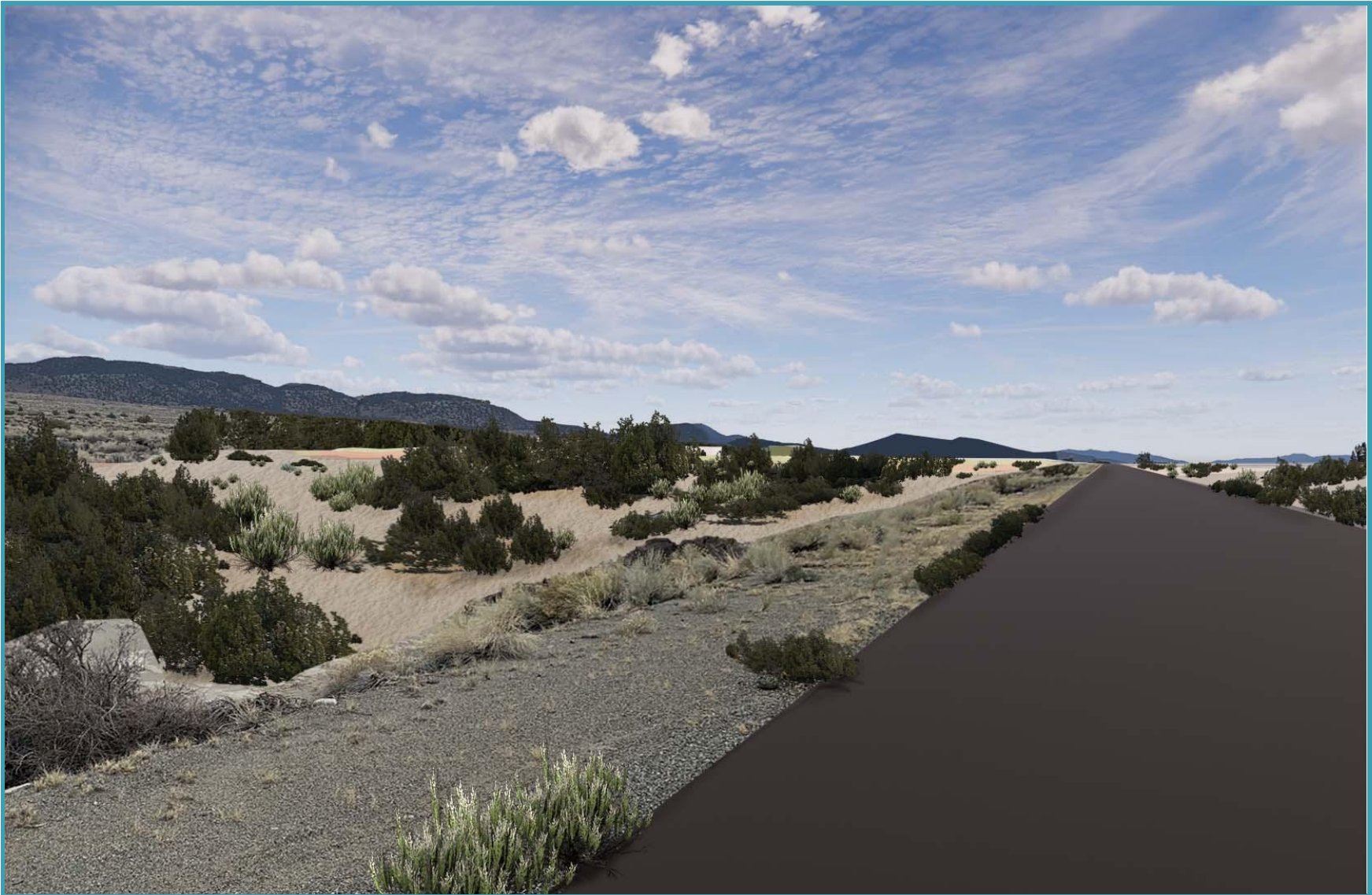


FIGURE 17 | SIMULATED VIEW #2 | VIEW FACING EAST FROM WESTERN CORNER OF PROJECT PARCEL ON SR-167.



FIGURE 18 | SIMULATED VIEW #3 | VIEW FACING NORTHEAST FROM CENTER OF PROJECT PARCEL ON SR-167.

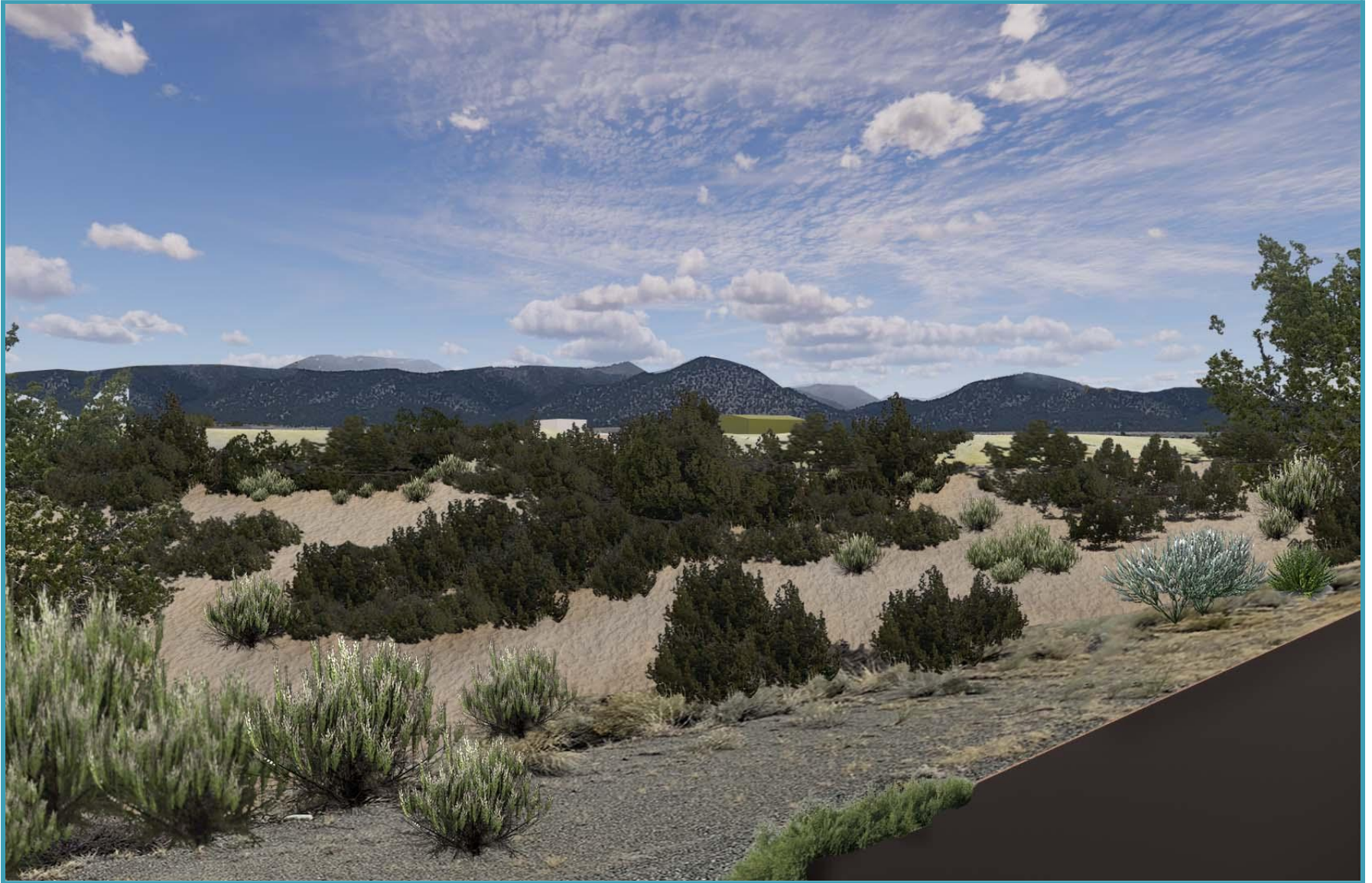
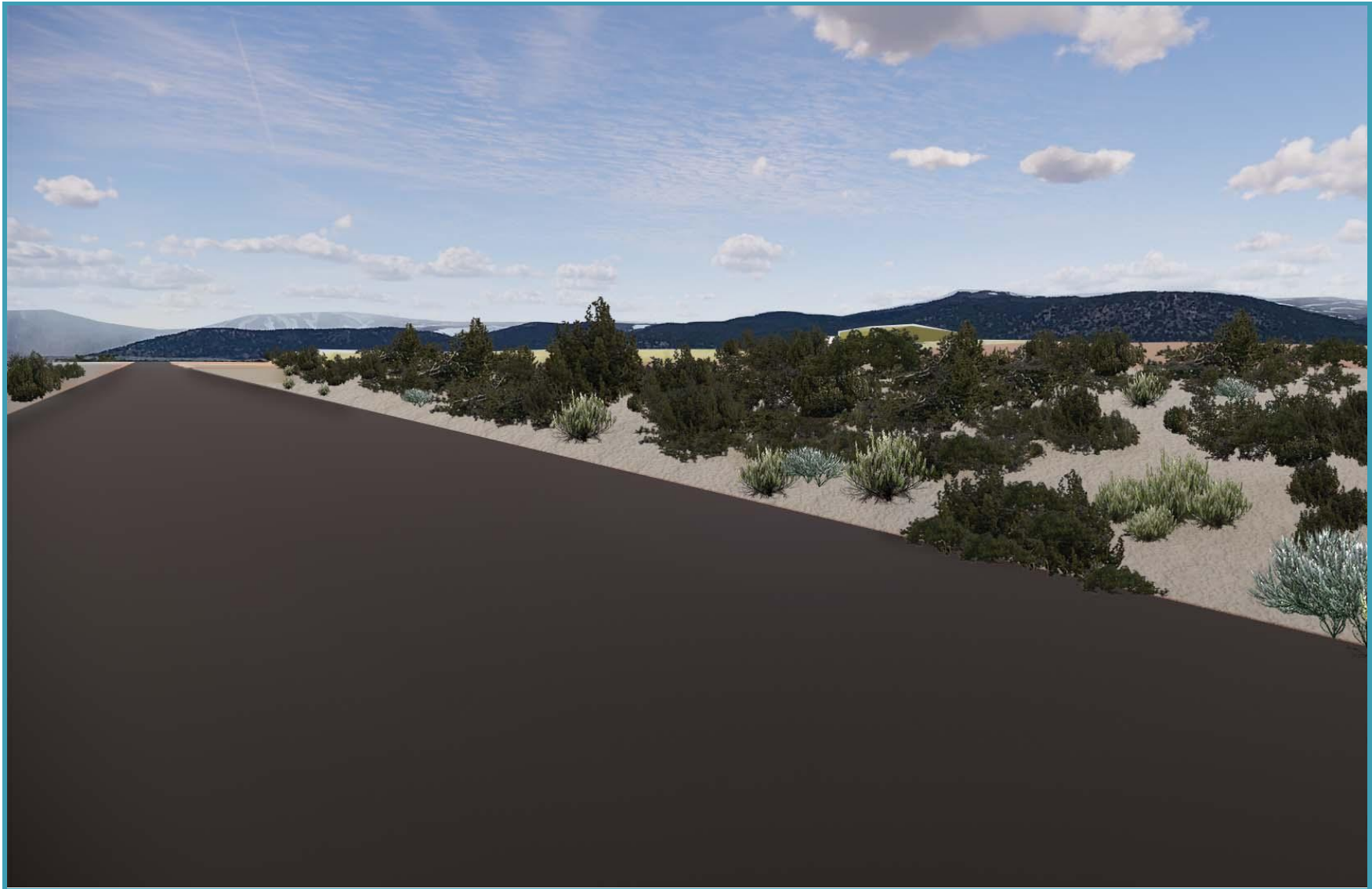


FIGURE 19 | SIMULATED VIEW #4 | VIEW FACING NORTHWEST FROM EAST CORNER OF PROJECT PARCEL ON SR-167.



FIGURE 20 | SIMULATED VIEW #5 | VIEW FACING WEST FROM 1/8 MILE EAST OF THE PROJECT PARCEL ON SR-167.



## 5 | REGULATORY COMPLIANCE

### VISUAL RESOURCES & RESOURCE CHANGE

Visual resources of the project setting are defined and identified below by assessing *visual character* and *visual quality* in the viewshed. *Visual resources* are defined as the natural and manufactured features that comprise the aesthetic qualities of an area. These features form the overall impression that an observer receives of an area or its landscaped character. Landforms, water surfaces, vegetation, and manufactured features are considered characteristic of an area if they are inherent to the structure and function of the landscape. *Resource change* is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the viewshed before and after the construction of the proposed project.

### VISUAL CHARACTER

The visual character of the project is designed to be compatible with the existing visual character of the viewshed. The following are the visual characteristics of the proposed project that promote the overall compatibility with the existing viewshed in compliance with the Mono County General Plan, Design Guidelines & Dark Sky Ordinance:

- Building materials, textures, colors, and site configurations that minimize or avoid impacts to visual resources.
- The form of the building is designed to blend in with the surrounding environment by deliberately avoiding a “big box” aesthetic.
- Removal of invasive plant species and revegetation with native plants would help restore the site to a more natural condition, making it more consistent with the wild aesthetic of the area.
- Materials and design of site features are proposed to be appropriate for the rural visual character of this location, ensuring visual access to Mono Lake would not be impacted

The project proponent and project architect have adhered to the Mono County General Plan Design Guidelines & Dark Sky Ordinance to preserve the existing visual quality of public views. Visual impacts to public views will be avoided and minimized by adhering to the measures outlined in these Guidelines, and specifically by developing the berm with natural vegetation; parking and circulation within the facility; visual



elements of the proposed metal building; landscaping; walls and fences; screening of project activities from visual receptors; and architectural design.

## VISUAL QUALITY

The proposed developments of the project are within the pre-disturbed footprint of the site to avoid altering the visual quality of the existing viewshed. The proposed project design features will reduce baseline visual impacts while preventing new ones by shielding both the existing and new project features.

Existing visual quality is defined by the following criteria:

- a. **Vividness:** The visual power or memorability of landscape components as they combine in distinctive visual patterns.
- b. **Intactness:** The memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern.
- c. **Unity:** The degree to which the visual resources of the landscape join to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or inter-compatibility between landscape elements.

The visual quality of the site will be maintained by the following elements:

- Construction of 4' to 12' high berms along the western, southern and eastern parcel boundaries with vegetated berms will screen the facility from motorists on SR-167.
- The berms will be landscaped with native vegetation, helping to maintain the vividness, intactness and unity of the site.
- The facility will be set back in a natural open space environment, 0.15 miles from SR-167.
- The new metal building is designed to incorporate clean and simple lines, painted in colors that maintain unity with the natural landscape.

Additionally, the majority of the site will preserve the intactness of the landscape with project activity accounting for only 13% of the parcel area (4.27 acres of the 33.65 acre property). The facility's proposed building height of 30', which is well below the 40' height allowed for industrial facilities, further preserving the intactness and unity of the natural landscape surrounding the site.

## RESOURCE CHANGE

Resource Change is defined as changes to visual resources as measured by changes in visual character and visual quality. Resource change of the proposed project will be low.

The overall visual character of the proposed project will be highly compatible with the existing visual character of the viewshed by incorporating several design elements that create a “blended” appearance of the site, complimenting the natural landforms and vegetation of the surrounding area. The visual quality of the existing corridor will be marginally changed by the proposed project’s addition of berms, new gravel approaches and a new metal building. However, a variety of design techniques will be implemented to help maintain the vividness, intactness and unity of the proposed project site with the surrounding landscape elements.

## VIEWER & VIEWER RESPONSE

Viewer Response is defined by the following criteria:

a. **Viewer Sensitivity:** The extent to which the viewing public would notice or experience a substantial change in visual quality. Viewer sensitivity is based on several factors that can differ in level of importance from one viewer to another. Because this sensitivity is important to understand, the proposed project was evaluated to consider the visual experience of many different viewers.

b. **Viewer Exposure:** Typically assessed by assessing type of viewer activity, the viewing distance to the resource change (foreground, middleground, or background), the duration of their view, the speed at which the viewer moves, and the position of the viewer.

## VIEWER GROUPS

The following viewer groups could potentially be impacted by the proposed project:

1. **Highway Users (people with views from the road):** The largest viewer group that may experience viewer exposure by the proposed developments will be highway users on SR-167. In accordance with the County's Design Guidelines, the facility will be set back 0.15 miles from SR-167, and the heights and locations of the proposed berms, landscaping and other amenities would be minimized such that the viewshed will be preserved and offset the baseline views. Moreover, the speed by which motorists are traveling would reduce their sensitivity to any perceived change.
2. **Neighbors (people with views to the project site):** The only residential and commercial development that has a view of the proposed project is located 0.41 miles from the site. The 4' to 12' high berms that will be constructed on the western margin of the parcel boundary will fully shield and preserve the viewshed. No other residential or commercial activity is located in the immediate area surrounding the project site.
3. **Recreational Users (groups seeking to preserve the local viewshed):** Recreational users could experience viewer exposure while traveling along SR-167 en route to local scenic destinations, however, the proposed project design features will reduce baseline visual impacts while preventing new ones by shielding both the existing and new project features. The project proponent exercised due diligence by engaging with local interest groups that represent the recreational users of the area and are concerned with the preservation of the viewshed of the nearby Mono Basin National forest Scenic Area. Groups such as the Mono Lake Committee were engaged to discuss the viewer response of the local community. Public recommendations incorporated into the design plans:
  1. The deliberate removal of reflective materials in windows to preserve the viewshed.
  2. The use of lights that are downward facing and have shielded casings. The lights are to be operated by timers or only to be used during emergencies.

## FIGURE 21 | VIEWER RESPONSE MATRIX

The following figure determines the anticipated level of viewer response each viewer group will notice or experience a substantial change in visual quality.

VIEWER RESPONSE MATRIX		
Viewer Sensitivity Level	Description	Viewer Group
Low	No or very low degree of visual change to the existing visual resource.	SR-167 Motorists
Moderate-Low	Minor adverse change to existing visual quality, with low viewer response to change in the visual environment. Impacts would be less than significant.	Recreational Users & Neighbors
Moderate	Moderate adverse change to existing visual quality with moderate viewer response. Impact can be reduced within 5 years using conventional visual resource mitigation measures of facilities including landscaping.	
Moderately High	Moderate adverse change to existing visual quality with high viewer response; or high adverse visual resource change with moderate viewer response. Conventional visual resource mitigation measures of facilities including landscape treatment practices will generally reduce impacts.	
High	A high level of adverse change to the visual quality or a high level of viewer response to visual change such that architectural design and landscape treatment cannot reduce the impacts to below a significant level. Viewer response level is high. An alternative project design or location may be required to avoid highly adverse impacts.	

Highway users, neighbors and recreational users are within the viewshed of the proposed project. As shown in the Viewer Response Matrix above, it is anticipated that the average response of all viewer groups will be low to moderate-low. This means minor adverse changes to existing visual quality, with low viewer response to changes in the visual environment. Impacts would be less than significant.

## VISUAL IMPACT

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. Impacts include temporary construction impacts, and long-term visual impacts of the project. These short and long term impacts are characterized as low, moderate-low, moderate, moderate-high, or high.

### FIGURE 22 | GUIDELINES FOR DETERMINING VISUAL IMPACT SIGNIFICANCE

The following figure is used to determine the level of significance of visual impact when considering the level of short-term and long-term impacts in relation to the level of overall viewer sensitivity.

		OVERALL VISUAL CHANGE			
OVERALL VIEWER SENSITIVITY	Low	Moderate-Low	Moderate	Moderate-High	High
Low	Not Significant	Not Significant	Adverse, but Not Significant	Adverse, but Not Significant	Adverse, but Not Significant
Moderate-Low	Not Significant	Adverse, but Not Significant	Adverse, but Not Significant	Adverse, but Not Significant	Adverse, but Not Significant
Moderate	Adverse, but Not Significant	Adverse, but Not Significant	Adverse, but Not Significant	Adverse, and Potentially Significant	Adverse, and Potentially Significant
Moderate-High	Adverse, but Not Significant	Adverse, but Not Significant	Adverse, and potentially Significant	Adverse, and Potentially Significant	Significant
High	Adverse, but Not Significant	Adverse, and Potentially Significant	Adverse, and Potentially Significant	Significant	Significant

## LEVELS OF VISUAL IMPACT SIGNIFICANCE

**No impact:** Visual changes are not perceptible.

**Not Significant:** Impacts may or may not be perceptible but are considered minor in the context of existing landscape characteristics and view opportunity.

**Adverse but Not Significant:** Impacts are perceived as negative but do not exceed CEQA and/or Mono County Design Guideline thresholds.

**Adverse and Potentially Significant:** Impacts are perceived as negative and may exceed CEQA and/or Mono County Design Guideline thresholds depending on project and site-specific circumstances.

**Significant:** Impacts with feasible mitigation may be reduced to less than significant levels or avoided all together. Without mitigation or avoidance measures, significant impacts would exceed CEQA and/or Mono County Design Guideline thresholds.

## SHORT-TERM IMPACTS

Short-term visual impacts of the project will result from the presence of grading activities and heavy machinery such as excavators and cement trucks during the construction of the project. As indicated in the table below, short-term impacts are generally perceived as negative, but not significant, and are in compliance with CEQA and/or Mono County Design Guideline thresholds.

FIGURE 23 | SIGNIFICANCE LEVEL OF SHORT-TERM VISUAL IMPACT

SIGNIFICANCE LEVEL OF SHORT-TERM VISUAL IMPACT			
Viewer Group	Overall Visual Change	Viewer Response to Short-term Impacts	Significance Determination
Highway Users	Low	Moderate-Low	Not Significant
Neighbors	Low	Moderate-Low	Not Significant
Recreational Users	Low	Moderate-Low	Not Significant

## LONG-TERM IMPACTS

The overall impacts are defined as the specific long-term changes that will occur as a result of the project. The long-term impacts of the proposed project are primarily associated with altering the natural topography of the site with the addition of the new metal building, new gravel approaches to the facility, and the addition of landscaped berms along the perimeter of the project site. Long-term impacts are also expected to be perceived by all three viewer groups as negative but not significant, and do not exceed CEQA and/or Mono County Design Guideline thresholds.

FIGURE 24 | SIGNIFICANCE LEVEL OF LONG-TERM VISUAL IMPACT

SIGNIFICANCE LEVEL OF LONG-TERM VISUAL IMPACT			
Viewer Group	Overall Visual Change	Viewer Response to Short-term Impacts	Significance Determination
Highway Users	Low	Low	Not Significant
Neighbors	Moderate-Low	Moderate-Low	Adverse, but Not Significant
Recreational Users	Moderate-Low	Moderate-Low	Adverse, but Not Significant

## 8 | RESULTS

### Alternative 1: No Action Alternative

The No Action Alternative would maintain the pre-existing conditions at the current waste management storage facility and no impact is anticipated. There would not be the addition of a 80' x 100' x 30' metal building adjacent to the existing 40' x 60' building. The new gravel approach to the proposed facility and the proposed 4' to 12' berms along the western, southern and eastern parcel boundaries with vegetated berms perimeters of the site would not be constructed. The No Action Alternative would therefore *increase* visual impacts, relative to the proposed alternative, since it precludes the addition of structural design features that help shield the facility from public view.

### Alternative 2: Expansion of the Existing Transfer Facility

Alternative 2 entails construction of a 80' x 100' x 30' metal building, new gravel approach to the proposed facility and the proposed 4' to 12' vegetated berms along the western, southern and eastern parcel boundaries. These features, traversing a natural setting, would have both negative and positive effects on the scenic quality of the immediate area. The berms create visual interest in the foreground to observers on adjacent properties and drivers/passengers traveling east and west on SR-167. The berms would be landscaped with native vegetation, and invasive non-native vegetation would be removed from the site, complimenting the visual character of the area and aiding in the preservation of the visual quality of the viewshed. Although the new metal building would be larger than the existing metal building on site, the use of paint that is compatible with the color palette of the surrounding native vegetation and the avoidance of reflective materials would help the new building blend into the surrounding landscape. The proposed project design features will reduce baseline visual impacts while preventing new ones by shielding both the existing and new project features.

Review of the short-term construction impacts and long-term visual impacts of project implementation indicate that the project would not result in substantial adverse impacts to the visual character of the surrounding environment. This review indicates that the project would not adversely affect any "Designated Scenic Resource" as defined by CEQA statutes or guidelines. Furthermore, the project has established design elements that are in compliance with the requirements set forth in the Mono County General plan—specifically Design Guidelines Industrial/Business Park Uses; Dark Sky Regulations; Land Use Element; Conservation & Open Space Element—that



minimize potential impacts to the visual character of the existing viewshed. Adherence to the County's Design Guidelines also ensure the compatibility of the proposed project with surrounding areas by enhancing the vividness, intactness, and unity of the scene for highway users, neighbors, and recreational users. The proposed project design features reduce baseline visual impacts while preventing new ones by shielding both the existing and new project features. The average response of all viewer groups is assessed to be moderate-low to low. This means minor adverse changes to existing visual quality, with low viewer response to changes in the visual environment. Impacts would be less than significant.

## 9 | REFERENCES

Federal Highway Administration. "Guidelines for the Visual Impact Assessment of Highway Projects." Publication Number FHWA-HI-88-054.

Caltrans 2022. "Standard Environmental Reference (SER), Chapter 27 - Visual & Aesthetics Review."  
<https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-27-visual-aesthetics-review#fdlaw>.

Mono County Design Guidelines. 2007,  
[https://monocounty.ca.gov/sites/default/files/fileattachments/planning\\_division/page/812/design\\_guidelines.pdf](https://monocounty.ca.gov/sites/default/files/fileattachments/planning_division/page/812/design_guidelines.pdf).

USFS National Forest Scenic Viewshed GIS shapefiles, 2022

## APPENDIX B | CalEEMod Output Data-Baseline

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**D&S Waste Removal Inc., Mono Waste Transfer Station**

**Mono County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	8.41	1000sqft	0.19	8,410.00	0
Other Non-Asphalt Surfaces	111.63	1000sqft	2.56	111,630.00	0
Unenclosed Parking Structure	0.84	1000sqft	0.02	840.00	0
User Defined Parking	1.00	User Defined Unit	4.13	180,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	54
<b>Climate Zone</b>	1			<b>Operational Year</b>	2023
<b>Utility Company</b>	User Defined				
<b>CO2 Intensity (lb/MW hr)</b>	0	<b>CH4 Intensity (lb/MW hr)</b>	0	<b>N2O Intensity (lb/MW hr)</b>	0

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

Project Characteristics - Facility is "off grid" using solar as its only electricity service. Uses propane for some heating.

Land Use - user defined represents vegetated berms, parking structure is scale.

Construction Phase - Schedule from applicant

Vehicle Trips - Information from traffic memo (Hani 2022)

Road Dust - Driveway is not paved

Water And Wastewater - Water based on new mister usage of 0.5 gpm (assumes operates 24/7/365).

Solid Waste - Minimal activity at facility resulting in minimal on-site waste generation.

Operational Off-Road Equipment -

Fleet Mix - Fleet mix from traffic memo (Hani 2022)

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,205.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	12,615.00	0.00
tblArchitecturalCoating	ConstArea_Parking	17,548.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	4205	4208
tblAreaCoating	Area_Nonresidential_Interior	12615	12623
tblAreaCoating	Area_Parking	17548	0
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	12.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblFleetMix	HHD	0.01	0.60
tblFleetMix	LDA	0.47	0.18
tblFleetMix	LDT1	0.06	0.02
tblFleetMix	LDT2	0.21	0.08
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	8.7550e-003	0.00
tblFleetMix	MCY	0.03	0.01
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	5.8210e-003	0.00
tblFleetMix	MHD	3.8480e-003	0.10
tblFleetMix	OBUS	1.6740e-003	0.00
tblFleetMix	SBUS	5.8700e-004	0.00
tblGrading	AcresOfGrading	2.50	5.00

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblGrading	MaterialExported	0.00	40.00
tblLandscapeEquipment	NumberSnowDays	0	16
tblLandUse	LandUseSquareFeet	0.00	180,000.00
tblLandUse	LotAcreage	0.00	4.13
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblRoadDust	RoadPercentPave	100	99.9
tblSolidWaste	SolidWasteGenerationRate	7.91	1.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	16.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.10
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	400.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	VendorTripNumber	49.00	30.00
tblTripsAndVMT	WorkerTripNumber	5.00	18.00
tblTripsAndVMT	WorkerTripNumber	10.00	15.00
tblTripsAndVMT	WorkerTripNumber	126.00	30.00
tblVehicleTrips	CC_TL	6.60	0.00
tblVehicleTrips	CNW_TL	6.60	134.33
tblVehicleTrips	CNW_TTP	41.00	32.88
tblVehicleTrips	CW_TL	14.70	45.93
tblVehicleTrips	CW_TTP	59.00	67.12
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	WD_TR	1.74	1.73
tblWater	IndoorWaterUseRate	1,944,812.50	262,800.00

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

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	lb/day										lb/day					
2022	0.9854	9.6931	12.1075	0.0259	1.2530	1.8964	1.6319	0.1655	1.7633	0.5140	0.0000	2,558.2703	2,558.2703	0.5363	0.0952	2,595.5215
<b>Maximum</b>	<b>0.9854</b>	<b>9.6931</b>	<b>12.1075</b>	<b>0.0259</b>	<b>1.2530</b>	<b>1.8964</b>	<b>1.6319</b>	<b>0.1655</b>	<b>1.7633</b>	<b>0.5140</b>	<b>0.0000</b>	<b>2,558.2703</b>	<b>2,558.2703</b>	<b>0.5363</b>	<b>0.0952</b>	<b>2,595.5215</b>

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	lb/day										lb/day					
2022	0.9854	9.6931	12.1075	0.0259	1.2530	1.8964	1.6319	0.1655	1.7633	0.5140	0.0000	2,558.2703	2,558.2703	0.5363	0.0952	2,595.5215
<b>Maximum</b>	<b>0.9854</b>	<b>9.6931</b>	<b>12.1075</b>	<b>0.0259</b>	<b>1.2530</b>	<b>1.8964</b>	<b>1.6319</b>	<b>0.1655</b>	<b>1.7633</b>	<b>0.5140</b>	<b>0.0000</b>	<b>2,558.2703</b>	<b>2,558.2703</b>	<b>0.5363</b>	<b>0.0952</b>	<b>2,595.5215</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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

**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	lb/day										lb/day					
Area	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
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
Mobile	0.1436	4.0395	1.6816	0.0215	1.6265	0.0442	1.6707	0.3137	0.0422	0.3559		2,260.0129	2,260.0129	0.0161	0.3161	2,354.6106
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Stationary	0.0288	0.1501	0.1390	1.4000e-004		0.0169	0.0169		0.0169	0.0169		14.7217	14.7217	2.0600e-003		14.7733
<b>Total</b>	<b>0.4069</b>	<b>4.1896</b>	<b>1.8331</b>	<b>0.0216</b>	<b>1.6265</b>	<b>0.0611</b>	<b>1.6876</b>	<b>0.3137</b>	<b>0.0591</b>	<b>0.3728</b>	<b>0.0000</b>	<b>2,274.7613</b>	<b>2,274.7613</b>	<b>0.0183</b>	<b>0.3161</b>	<b>2,369.4124</b>



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Area	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
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
Mobile	0.1436	4.0395	1.6816	0.0215	1.6265	0.0442	1.6707	0.3137	0.0422	0.3559		2,260.0129	2,260.0129	0.0161	0.3161	2,354.6106
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Stationary	0.0288	0.1501	0.1390	1.4000e-004		0.0169	0.0169		0.0169	0.0169		14.7217	14.7217	2.0600e-003		14.7733
<b>Total</b>	<b>0.4069</b>	<b>4.1896</b>	<b>1.8331</b>	<b>0.0216</b>	<b>1.6265</b>	<b>0.0611</b>	<b>1.6876</b>	<b>0.3137</b>	<b>0.0591</b>	<b>0.3728</b>	<b>0.0000</b>	<b>2,274.7613</b>	<b>2,274.7613</b>	<b>0.0183</b>	<b>0.3161</b>	<b>2,369.4124</b>

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

**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	7/1/2022	6/30/2022	5	0	
2	Site Preparation	Site Preparation	7/1/2022	7/6/2022	5	4	
3	Grading	Grading	7/7/2022	7/13/2022	5	5	

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

4	Building Construction	Building Construction	7/14/2022	7/29/2022	5	12
5	Paving	Paving	7/30/2022	7/29/2022	5	0
6	Architectural Coating	Architectural Coating	7/30/2022	7/29/2022	5	0

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 5**

**Acres of Paving: 6.71**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Skid Steer Loaders	1	8.00	65	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36





D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Demolition - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3671	3.4526	5.4931	8.2800e-003		0.1760	0.1760		0.1620	0.1620		801.2542	801.2542	0.2591		807.7328
<b>Total</b>	<b>0.3671</b>	<b>3.4526</b>	<b>5.4931</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>0.1760</b>	<b>0.1760</b>	<b>0.0000</b>	<b>0.1620</b>	<b>0.1620</b>		<b>801.2542</b>	<b>801.2542</b>	<b>0.2591</b>		<b>807.7328</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0927	0.0651	0.7201	2.0000e-003	0.2299	1.3600e-003	0.2313	0.0610	1.2500e-003	0.0622		202.0653	202.0653	5.9700e-003	5.8100e-003	203.9453
<b>Total</b>	<b>0.0927</b>	<b>0.0651</b>	<b>0.7201</b>	<b>2.0000e-003</b>	<b>0.2299</b>	<b>1.3600e-003</b>	<b>0.2313</b>	<b>0.0610</b>	<b>1.2500e-003</b>	<b>0.0622</b>		<b>202.0653</b>	<b>202.0653</b>	<b>5.9700e-003</b>	<b>5.8100e-003</b>	<b>203.9453</b>

**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3671	3.4526	5.4931	8.2800e-003		0.1760	0.1760		0.1620	0.1620	0.0000	801.2542	801.2542	0.2591		807.7328
<b>Total</b>	<b>0.3671</b>	<b>3.4526</b>	<b>5.4931</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>0.1760</b>	<b>0.1760</b>	<b>0.0000</b>	<b>0.1620</b>	<b>0.1620</b>	<b>0.0000</b>	<b>801.2542</b>	<b>801.2542</b>	<b>0.2591</b>		<b>807.7328</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0927	0.0651	0.7201	2.0000e-003	0.2299	1.3600e-003	0.2313	0.0610	1.2500e-003	0.0622		202.0653	202.0653	5.9700e-003	5.8100e-003	203.9453
<b>Total</b>	<b>0.0927</b>	<b>0.0651</b>	<b>0.7201</b>	<b>2.0000e-003</b>	<b>0.2299</b>	<b>1.3600e-003</b>	<b>0.2313</b>	<b>0.0610</b>	<b>1.2500e-003</b>	<b>0.0622</b>		<b>202.0653</b>	<b>202.0653</b>	<b>5.9700e-003</b>	<b>5.8100e-003</b>	<b>203.9453</b>

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Fugitive Dust					1.0614	0.0000	1.0614	0.1147	0.0000	0.1147			0.0000			0.0000
Off-Road	0.8517	9.6388	8.6020	0.0170		0.3778	0.3778		0.3475	0.3475		1,642.9244	1,642.9244	0.5314		1,656.2083
<b>Total</b>	<b>0.8517</b>	<b>9.6388</b>	<b>8.6020</b>	<b>0.0170</b>	<b>1.0614</b>	<b>0.3778</b>	<b>1.4392</b>	<b>0.1147</b>	<b>0.3475</b>	<b>0.4622</b>		<b>1,642.9244</b>	<b>1,642.9244</b>	<b>0.5314</b>		<b>1,656.2083</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0772	0.0543	0.6001	1.6700e-003	0.1916	1.1300e-003	0.1927	0.0508	1.0400e-003	0.0519		168.3877	168.3877	4.9700e-003	4.8400e-003	169.9544
<b>Total</b>	<b>0.0772</b>	<b>0.0543</b>	<b>0.6001</b>	<b>1.6700e-003</b>	<b>0.1916</b>	<b>1.1300e-003</b>	<b>0.1927</b>	<b>0.0508</b>	<b>1.0400e-003</b>	<b>0.0519</b>		<b>168.3877</b>	<b>168.3877</b>	<b>4.9700e-003</b>	<b>4.8400e-003</b>	<b>169.9544</b>

**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	lb/day										lb/day					
Fugitive Dust					1.0614	0.0000	1.0614	0.1147	0.0000	0.1147			0.0000			0.0000
Off-Road	0.8517	9.6388	8.6020	0.0170		0.3778	0.3778		0.3475	0.3475	0.0000	1,642.9244	1,642.9244	0.5314		1,656.2083
<b>Total</b>	<b>0.8517</b>	<b>9.6388</b>	<b>8.6020</b>	<b>0.0170</b>	<b>1.0614</b>	<b>0.3778</b>	<b>1.4392</b>	<b>0.1147</b>	<b>0.3475</b>	<b>0.4622</b>	<b>0.0000</b>	<b>1,642.9244</b>	<b>1,642.9244</b>	<b>0.5314</b>		<b>1,656.2083</b>



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0772	0.0543	0.6001	1.6700e-003	0.1916	1.1300e-003	0.1927	0.0508	1.0400e-003	0.0519		168.3877	168.3877	4.9700e-003	4.8400e-003	169.9544
<b>Total</b>	<b>0.0772</b>	<b>0.0543</b>	<b>0.6001</b>	<b>1.6700e-003</b>	<b>0.1916</b>	<b>1.1300e-003</b>	<b>0.1927</b>	<b>0.0508</b>	<b>1.0400e-003</b>	<b>0.0519</b>		<b>168.3877</b>	<b>168.3877</b>	<b>4.9700e-003</b>	<b>4.8400e-003</b>	<b>169.9544</b>

**3.5 Building Construction - 2022**

**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	lb/day										lb/day					
Off-Road	0.7461	7.1000	10.2765	0.0165		0.3462	0.3462		0.3302	0.3302		1,587.0252	1,587.0252	0.3414		1,595.5595
<b>Total</b>	<b>0.7461</b>	<b>7.1000</b>	<b>10.2765</b>	<b>0.0165</b>		<b>0.3462</b>	<b>0.3462</b>		<b>0.3302</b>	<b>0.3302</b>		<b>1,587.0252</b>	<b>1,587.0252</b>	<b>0.3414</b>		<b>1,595.5595</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Building Construction - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0847	1.5031	0.6309	6.0400e-003	0.1840	0.0136	0.1977	0.0530	0.0130	0.0661		634.4696	634.4696	4.0400e-003	0.0855	660.0531
Worker	0.1545	0.1085	1.2002	3.3300e-003	0.3832	2.2700e-003	0.3855	0.1016	2.0900e-003	0.1037		336.7755	336.7755	9.9500e-003	9.6800e-003	339.9089
<b>Total</b>	<b>0.2392</b>	<b>1.6116</b>	<b>1.8311</b>	<b>9.3700e-003</b>	<b>0.5672</b>	<b>0.0159</b>	<b>0.5831</b>	<b>0.1546</b>	<b>0.0151</b>	<b>0.1698</b>		<b>971.2451</b>	<b>971.2451</b>	<b>0.0140</b>	<b>0.0952</b>	<b>999.9619</b>

**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	lb/day										lb/day					
Off-Road	0.7461	7.1000	10.2765	0.0165		0.3462	0.3462		0.3302	0.3302	0.0000	1,587.0252	1,587.0252	0.3414		1,595.5595
<b>Total</b>	<b>0.7461</b>	<b>7.1000</b>	<b>10.2765</b>	<b>0.0165</b>		<b>0.3462</b>	<b>0.3462</b>		<b>0.3302</b>	<b>0.3302</b>	<b>0.0000</b>	<b>1,587.0252</b>	<b>1,587.0252</b>	<b>0.3414</b>		<b>1,595.5595</b>









D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.7 Architectural Coating - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	lb/day										lb/day					
Mitigated	0.1436	4.0395	1.6816	0.0215	1.6265	0.0442	1.6707	0.3137	0.0422	0.3559		2,260.0129	2,260.0129	0.0161	0.3161	2,354.6106
Unmitigated	0.1436	4.0395	1.6816	0.0215	1.6265	0.0442	1.6707	0.3137	0.0422	0.3559		2,260.0129	2,260.0129	0.0161	0.3161	2,354.6106

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	14.59	0.00	0.00	265,322	265,322
User Defined Parking	0.00	0.00	0.00		
<b>Total</b>	<b>14.59</b>	<b>0.00</b>	<b>0.00</b>	<b>265,322</b>	<b>265,322</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	45.93	0.00	134.33	67.12	0.00	32.88	92	5	3
User Defined Parking	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821
Unenclosed Parking Structure	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821
Unrefrigerated Warehouse-No Rail	0.181466	0.024201	0.081974	0.000000	0.000000	0.000000	0.100000	0.600000	0.000000	0.000000	0.012359	0.000000	0.000000
User Defined Parking	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Percent of Electricity Use Generated with Renewable 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	lb/day										lb/day					
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
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

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.2 Energy by Land Use - Natural Gas**

Unmitigated

	Natural Gas 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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	lb/day										lb/day					
Mitigated	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
Unmitigated	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284

**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	lb/day										lb/day					
Architectural Coating	0.0534					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1500e-003	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
<b>Total</b>	<b>0.2346</b>	<b>1.1000e-004</b>	<b>0.0124</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0267</b>	<b>0.0267</b>	<b>7.0000e-005</b>		<b>0.0284</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

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	lb/day										lb/day					
Architectural Coating	0.0534					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1500e-003	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
<b>Total</b>	<b>0.2346</b>	<b>1.1000e-004</b>	<b>0.0124</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0267</b>	<b>0.0267</b>	<b>7.0000e-005</b>		<b>0.0284</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Turf Reduction

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Dumpers/Tenders	0	8.00	260	16	0.38	Diesel

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**UnMitigated/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
Equipment Type	lb/day										lb/day					
Dumpers/Tenders	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1.096	400	16	0.73	Diesel
Fire Pump	1	0	0	0	0.73	Diesel
	0	0	0	0	0.73	

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**10.1 Stationary Sources**

Unmitigated/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	
Equipment Type	lb/day										lb/day						
Emergency Generator - Diesel (11 - 25 HP)	0.0288	0.1501	0.1390	1.4000e-004		0.0169	0.0169		0.0169	0.0169		14.7217	14.7217	2.0600e-003			14.7733
Fire Pump - Diesel (0 - 11 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
<b>Total</b>	<b>0.0288</b>	<b>0.1501</b>	<b>0.1390</b>	<b>1.4000e-004</b>		<b>0.0169</b>	<b>0.0169</b>		<b>0.0169</b>	<b>0.0169</b>		<b>14.7217</b>	<b>14.7217</b>	<b>2.0600e-003</b>			<b>14.7733</b>

**11.0 Vegetation**

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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**D&S Waste Removal Inc., Mono Waste Transfer Station**

**Mono County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	8.41	1000sqft	0.19	8,410.00	0
Other Non-Asphalt Surfaces	111.63	1000sqft	2.56	111,630.00	0
Unenclosed Parking Structure	0.84	1000sqft	0.02	840.00	0
User Defined Parking	1.00	User Defined Unit	4.13	180,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	54
<b>Climate Zone</b>	1			<b>Operational Year</b>	2023
<b>Utility Company</b>	User Defined				
<b>CO2 Intensity (lb/MWhr)</b>	0	<b>CH4 Intensity (lb/MWhr)</b>	0	<b>N2O Intensity (lb/MWhr)</b>	0

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

Project Characteristics - Facility is "off grid" using solar as its only electricity service. Uses propane for some heating.

Land Use - user defined represents vegetated berms, parking structure is scale.

Construction Phase - Schedule from applicant

Vehicle Trips - Information from traffic memo (Hani 2022)

Road Dust - Driveway is not paved

Water And Wastewater - Water based on new mister usage of 0.5 gpm (assumes operates 24/7/365).

Solid Waste - Minimal activity at facility resulting in minimal on-site waste generation.

Operational Off-Road Equipment -

Fleet Mix - Fleet mix from traffic memo (Hani 2022)



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,205.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	12,615.00	0.00
tblArchitecturalCoating	ConstArea_Parking	17,548.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	4205	4208
tblAreaCoating	Area_Nonresidential_Interior	12615	12623
tblAreaCoating	Area_Parking	17548	0
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	12.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblFleetMix	HHD	0.01	0.60
tblFleetMix	LDA	0.47	0.18
tblFleetMix	LDT1	0.06	0.02
tblFleetMix	LDT2	0.21	0.08
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	8.7550e-003	0.00
tblFleetMix	MCY	0.03	0.01
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	5.8210e-003	0.00
tblFleetMix	MHD	3.8480e-003	0.10
tblFleetMix	OBUS	1.6740e-003	0.00
tblFleetMix	SBUS	5.8700e-004	0.00
tblGrading	AcresOfGrading	2.50	5.00

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblGrading	MaterialExported	0.00	40.00
tblLandscapeEquipment	NumberSnowDays	0	16
tblLandUse	LandUseSquareFeet	0.00	180,000.00
tblLandUse	LotAcreage	0.00	4.13
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblRoadDust	RoadPercentPave	100	99.9
tblSolidWaste	SolidWasteGenerationRate	7.91	1.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	16.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.10
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	400.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	VendorTripNumber	49.00	30.00
tblTripsAndVMT	WorkerTripNumber	5.00	18.00
tblTripsAndVMT	WorkerTripNumber	10.00	15.00
tblTripsAndVMT	WorkerTripNumber	126.00	30.00
tblVehicleTrips	CC_TL	6.60	0.00
tblVehicleTrips	CNW_TL	6.60	134.33
tblVehicleTrips	CNW_TTP	41.00	32.88
tblVehicleTrips	CW_TL	14.70	45.93
tblVehicleTrips	CW_TTP	59.00	67.12
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	WD_TR	1.74	1.73
tblWater	IndoorWaterUseRate	1,944,812.50	262,800.00

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

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	lb/day										lb/day					
2022	1.0184	9.6951	12.1421	0.0259	1.2530	1.8964	1.6319	0.1655	1.7633	0.5140	0.0000	2,559.1816	2,559.1816	0.5364	0.0956	2,596.5567
<b>Maximum</b>	<b>1.0184</b>	<b>9.6951</b>	<b>12.1421</b>	<b>0.0259</b>	<b>1.2530</b>	<b>1.8964</b>	<b>1.6319</b>	<b>0.1655</b>	<b>1.7633</b>	<b>0.5140</b>	<b>0.0000</b>	<b>2,559.1816</b>	<b>2,559.1816</b>	<b>0.5364</b>	<b>0.0956</b>	<b>2,596.5567</b>

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	lb/day										lb/day					
2022	1.0184	9.6951	12.1421	0.0259	1.2530	1.8964	1.6319	0.1655	1.7633	0.5140	0.0000	2,559.1816	2,559.1816	0.5364	0.0956	2,596.5567
<b>Maximum</b>	<b>1.0184</b>	<b>9.6951</b>	<b>12.1421</b>	<b>0.0259</b>	<b>1.2530</b>	<b>1.8964</b>	<b>1.6319</b>	<b>0.1655</b>	<b>1.7633</b>	<b>0.5140</b>	<b>0.0000</b>	<b>2,559.1816</b>	<b>2,559.1816</b>	<b>0.5364</b>	<b>0.0956</b>	<b>2,596.5567</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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

**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	lb/day										lb/day					
Area	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
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
Mobile	0.1434	4.1204	1.7020	0.0215	1.6265	0.0442	1.6707	0.3137	0.0423	0.3560		2,261.0228	2,261.0228	0.0161	0.3164	2,355.7226
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Stationary	0.0288	0.1501	0.1390	1.4000e-004		0.0169	0.0169		0.0169	0.0169		14.7217	14.7217	2.0600e-003		14.7733
<b>Total</b>	<b>0.4068</b>	<b>4.2706</b>	<b>1.8534</b>	<b>0.0216</b>	<b>1.6265</b>	<b>0.0611</b>	<b>1.6876</b>	<b>0.3137</b>	<b>0.0592</b>	<b>0.3729</b>	<b>0.0000</b>	<b>2,275.7712</b>	<b>2,275.7712</b>	<b>0.0183</b>	<b>0.3164</b>	<b>2,370.5244</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Area	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
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
Mobile	0.1434	4.1204	1.7020	0.0215	1.6265	0.0442	1.6707	0.3137	0.0423	0.3560		2,261.0228	2,261.0228	0.0161	0.3164	2,355.7226
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Stationary	0.0288	0.1501	0.1390	1.4000e-004		0.0169	0.0169		0.0169	0.0169		14.7217	14.7217	2.0600e-003		14.7733
<b>Total</b>	<b>0.4068</b>	<b>4.2706</b>	<b>1.8534</b>	<b>0.0216</b>	<b>1.6265</b>	<b>0.0611</b>	<b>1.6876</b>	<b>0.3137</b>	<b>0.0592</b>	<b>0.3729</b>	<b>0.0000</b>	<b>2,275.7712</b>	<b>2,275.7712</b>	<b>0.0183</b>	<b>0.3164</b>	<b>2,370.5244</b>

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

**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	7/1/2022	6/30/2022	5	0	
2	Site Preparation	Site Preparation	7/1/2022	7/6/2022	5	4	
3	Grading	Grading	7/7/2022	7/13/2022	5	5	

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

4	Building Construction	Building Construction	7/14/2022	7/29/2022	5	12
5	Paving	Paving	7/30/2022	7/29/2022	5	0
6	Architectural Coating	Architectural Coating	7/30/2022	7/29/2022	5	0

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 5**

**Acres of Paving: 6.71**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Skid Steer Loaders	1	8.00	65	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36







D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Demolition - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3671	3.4526	5.4931	8.2800e-003		0.1760	0.1760		0.1620	0.1620		801.2542	801.2542	0.2591		807.7328
<b>Total</b>	<b>0.3671</b>	<b>3.4526</b>	<b>5.4931</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>0.1760</b>	<b>0.1760</b>	<b>0.0000</b>	<b>0.1620</b>	<b>0.1620</b>		<b>801.2542</b>	<b>801.2542</b>	<b>0.2591</b>		<b>807.7328</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1115	0.0676	0.7267	2.0000e-003	0.2299	1.3600e-003	0.2313	0.0610	1.2500e-003	0.0622		202.1277	202.1277	6.0400e-003	5.9600e-003	204.0539
<b>Total</b>	<b>0.1115</b>	<b>0.0676</b>	<b>0.7267</b>	<b>2.0000e-003</b>	<b>0.2299</b>	<b>1.3600e-003</b>	<b>0.2313</b>	<b>0.0610</b>	<b>1.2500e-003</b>	<b>0.0622</b>		<b>202.1277</b>	<b>202.1277</b>	<b>6.0400e-003</b>	<b>5.9600e-003</b>	<b>204.0539</b>

**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3671	3.4526	5.4931	8.2800e-003		0.1760	0.1760		0.1620	0.1620	0.0000	801.2542	801.2542	0.2591		807.7328
<b>Total</b>	<b>0.3671</b>	<b>3.4526</b>	<b>5.4931</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>0.1760</b>	<b>0.1760</b>	<b>0.0000</b>	<b>0.1620</b>	<b>0.1620</b>	<b>0.0000</b>	<b>801.2542</b>	<b>801.2542</b>	<b>0.2591</b>		<b>807.7328</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1115	0.0676	0.7267	2.0000e-003	0.2299	1.3600e-003	0.2313	0.0610	1.2500e-003	0.0622		202.1277	202.1277	6.0400e-003	5.9600e-003	204.0539
<b>Total</b>	<b>0.1115</b>	<b>0.0676</b>	<b>0.7267</b>	<b>2.0000e-003</b>	<b>0.2299</b>	<b>1.3600e-003</b>	<b>0.2313</b>	<b>0.0610</b>	<b>1.2500e-003</b>	<b>0.0622</b>		<b>202.1277</b>	<b>202.1277</b>	<b>6.0400e-003</b>	<b>5.9600e-003</b>	<b>204.0539</b>

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Fugitive Dust					1.0614	0.0000	1.0614	0.1147	0.0000	0.1147			0.0000			0.0000
Off-Road	0.8517	9.6388	8.6020	0.0170		0.3778	0.3778		0.3475	0.3475		1,642.9244	1,642.9244	0.5314		1,656.2083
<b>Total</b>	<b>0.8517</b>	<b>9.6388</b>	<b>8.6020</b>	<b>0.0170</b>	<b>1.0614</b>	<b>0.3778</b>	<b>1.4392</b>	<b>0.1147</b>	<b>0.3475</b>	<b>0.4622</b>		<b>1,642.9244</b>	<b>1,642.9244</b>	<b>0.5314</b>		<b>1,656.2083</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0929	0.0563	0.6056	1.6700e-003	0.1916	1.1300e-003	0.1927	0.0508	1.0400e-003	0.0519		168.4397	168.4397	5.0300e-003	4.9600e-003	170.0449
<b>Total</b>	<b>0.0929</b>	<b>0.0563</b>	<b>0.6056</b>	<b>1.6700e-003</b>	<b>0.1916</b>	<b>1.1300e-003</b>	<b>0.1927</b>	<b>0.0508</b>	<b>1.0400e-003</b>	<b>0.0519</b>		<b>168.4397</b>	<b>168.4397</b>	<b>5.0300e-003</b>	<b>4.9600e-003</b>	<b>170.0449</b>

**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	lb/day										lb/day					
Fugitive Dust					1.0614	0.0000	1.0614	0.1147	0.0000	0.1147			0.0000			0.0000
Off-Road	0.8517	9.6388	8.6020	0.0170		0.3778	0.3778		0.3475	0.3475	0.0000	1,642.9244	1,642.9244	0.5314		1,656.2083
<b>Total</b>	<b>0.8517</b>	<b>9.6388</b>	<b>8.6020</b>	<b>0.0170</b>	<b>1.0614</b>	<b>0.3778</b>	<b>1.4392</b>	<b>0.1147</b>	<b>0.3475</b>	<b>0.4622</b>	<b>0.0000</b>	<b>1,642.9244</b>	<b>1,642.9244</b>	<b>0.5314</b>		<b>1,656.2083</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0929	0.0563	0.6056	1.6700e-003	0.1916	1.1300e-003	0.1927	0.0508	1.0400e-003	0.0519		168.4397	168.4397	5.0300e-003	4.9600e-003	170.0449
<b>Total</b>	<b>0.0929</b>	<b>0.0563</b>	<b>0.6056</b>	<b>1.6700e-003</b>	<b>0.1916</b>	<b>1.1300e-003</b>	<b>0.1927</b>	<b>0.0508</b>	<b>1.0400e-003</b>	<b>0.0519</b>		<b>168.4397</b>	<b>168.4397</b>	<b>5.0300e-003</b>	<b>4.9600e-003</b>	<b>170.0449</b>

**3.5 Building Construction - 2022**

**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	lb/day										lb/day					
Off-Road	0.7461	7.1000	10.2765	0.0165		0.3462	0.3462		0.3302	0.3302		1,587.0252	1,587.0252	0.3414		1,595.5595
<b>Total</b>	<b>0.7461</b>	<b>7.1000</b>	<b>10.2765</b>	<b>0.0165</b>		<b>0.3462</b>	<b>0.3462</b>		<b>0.3302</b>	<b>0.3302</b>		<b>1,587.0252</b>	<b>1,587.0252</b>	<b>0.3414</b>		<b>1,595.5595</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Building Construction - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0865	1.5470	0.6545	6.0500e-003	0.1840	0.0137	0.1977	0.0530	0.0131	0.0661		635.2770	635.2770	3.9300e-003	0.0857	660.9073
Worker	0.1858	0.1126	1.2112	3.3300e-003	0.3832	2.2700e-003	0.3855	0.1016	2.0900e-003	0.1037		336.8794	336.8794	0.0101	9.9300e-003	340.0899
<b>Total</b>	<b>0.2722</b>	<b>1.6596</b>	<b>1.8657</b>	<b>9.3800e-003</b>	<b>0.5672</b>	<b>0.0160</b>	<b>0.5832</b>	<b>0.1546</b>	<b>0.0152</b>	<b>0.1698</b>		<b>972.1564</b>	<b>972.1564</b>	<b>0.0140</b>	<b>0.0956</b>	<b>1,000.9971</b>

**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	lb/day										lb/day					
Off-Road	0.7461	7.1000	10.2765	0.0165		0.3462	0.3462		0.3302	0.3302	0.0000	1,587.0252	1,587.0252	0.3414		1,595.5595
<b>Total</b>	<b>0.7461</b>	<b>7.1000</b>	<b>10.2765</b>	<b>0.0165</b>		<b>0.3462</b>	<b>0.3462</b>		<b>0.3302</b>	<b>0.3302</b>	<b>0.0000</b>	<b>1,587.0252</b>	<b>1,587.0252</b>	<b>0.3414</b>		<b>1,595.5595</b>











D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.7 Architectural Coating - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	lb/day										lb/day					
Mitigated	0.1434	4.1204	1.7020	0.0215	1.6265	0.0442	1.6707	0.3137	0.0423	0.3560		2,261,022 8	2,261,022 8	0.0161	0.3164	2,355,722 6
Unmitigated	0.1434	4.1204	1.7020	0.0215	1.6265	0.0442	1.6707	0.3137	0.0423	0.3560		2,261,022 8	2,261,022 8	0.0161	0.3164	2,355,722 6

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	14.59	0.00	0.00	265,322	265,322
User Defined Parking	0.00	0.00	0.00		
<b>Total</b>	<b>14.59</b>	<b>0.00</b>	<b>0.00</b>	<b>265,322</b>	<b>265,322</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	45.93	0.00	134.33	67.12	0.00	32.88	92	5	3
User Defined Parking	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821
Unenclosed Parking Structure	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821
Unrefrigerated Warehouse-No Rail	0.181466	0.024201	0.081974	0.000000	0.000000	0.000000	0.100000	0.600000	0.000000	0.000000	0.012359	0.000000	0.000000
User Defined Parking	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Percent of Electricity Use Generated with Renewable 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	lb/day										lb/day					
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
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

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.2 Energy by Land Use - Natural Gas**

Unmitigated

	Natural Gas 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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	lb/day										lb/day					
Mitigated	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
Unmitigated	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284

**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	lb/day										lb/day					
Architectural Coating	0.0534					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1500e-003	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
<b>Total</b>	<b>0.2346</b>	<b>1.1000e-004</b>	<b>0.0124</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0267</b>	<b>0.0267</b>	<b>7.0000e-005</b>		<b>0.0284</b>



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

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	lb/day										lb/day					
Architectural Coating	0.0534					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1500e-003	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
<b>Total</b>	<b>0.2346</b>	<b>1.1000e-004</b>	<b>0.0124</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0267</b>	<b>0.0267</b>	<b>7.0000e-005</b>		<b>0.0284</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Turf Reduction

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Dumpers/Tenders	0	8.00	260	16	0.38	Diesel

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

UnMitigated/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
Equipment Type	lb/day										lb/day					
Dumpers/Tenders	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1.096	400	16	0.73	Diesel
Fire Pump	1	0	0	0	0.73	Diesel
	0	0	0	0	0.73	

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**10.1 Stationary Sources**

Unmitigated/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	
Equipment Type	lb/day										lb/day						
Emergency Generator - Diesel (11 - 25 HP)	0.0288	0.1501	0.1390	1.4000e-004		0.0169	0.0169		0.0169	0.0169		14.7217	14.7217	2.0600e-003			14.7733
Fire Pump - Diesel (0 - 11 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
<b>Total</b>	<b>0.0288</b>	<b>0.1501</b>	<b>0.1390</b>	<b>1.4000e-004</b>		<b>0.0169</b>	<b>0.0169</b>		<b>0.0169</b>	<b>0.0169</b>		<b>14.7217</b>	<b>14.7217</b>	<b>2.0600e-003</b>			<b>14.7733</b>

**11.0 Vegetation**

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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**D&S Waste Removal Inc., Mono Waste Transfer Station**

**Mono County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	8.41	1000sqft	0.19	8,410.00	0
Other Non-Asphalt Surfaces	111.63	1000sqft	2.56	111,630.00	0
Unenclosed Parking Structure	0.84	1000sqft	0.02	840.00	0
User Defined Parking	1.00	User Defined Unit	4.13	180,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	54
<b>Climate Zone</b>	1			<b>Operational Year</b>	2023
<b>Utility Company</b>	User Defined				
<b>CO2 Intensity (lb/MW hr)</b>	0	<b>CH4 Intensity (lb/MW hr)</b>	0	<b>N2O Intensity (lb/MW hr)</b>	0

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

Project Characteristics - Facility is "off grid" using solar as its only electricity service. Uses propane for some heating.

Land Use - user defined represents vegetated berms, parking structure is scale.

Construction Phase - Schedule from applicant

Vehicle Trips - Information from traffic memo (Hani 2022)

Road Dust - Driveway is not paved

Water And Wastewater - Water based on new mister usage of 0.5 gpm (assumes operates 24/7/365).

Solid Waste - Minimal activity at facility resulting in minimal on-site waste generation.

Operational Off-Road Equipment -

Fleet Mix - Fleet mix from traffic memo (Hani 2022)

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,205.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	12,615.00	0.00
tblArchitecturalCoating	ConstArea_Parking	17,548.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	4205	4208
tblAreaCoating	Area_Nonresidential_Interior	12615	12623
tblAreaCoating	Area_Parking	17548	0
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	4.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	230.00	12.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblFleetMix	HHD	0.01	0.60
tblFleetMix	LDA	0.47	0.18
tblFleetMix	LDT1	0.06	0.02
tblFleetMix	LDT2	0.21	0.08
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	8.7550e-003	0.00
tblFleetMix	MCY	0.03	0.01
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	5.8210e-003	0.00
tblFleetMix	MHD	3.8480e-003	0.10
tblFleetMix	OBUS	1.6740e-003	0.00
tblFleetMix	SBUS	5.8700e-004	0.00
tblGrading	AcresOfGrading	2.50	5.00

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblGrading	MaterialExported	0.00	40.00
tblLandscapeEquipment	NumberSnowDays	0	16
tblLandUse	LandUseSquareFeet	0.00	180,000.00
tblLandUse	LotAcreage	0.00	4.13
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblRoadDust	RoadPercentPave	100	99.9
tblSolidWaste	SolidWasteGenerationRate	7.91	1.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	16.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.10
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	400.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	VendorTripNumber	49.00	30.00
tblTripsAndVMT	WorkerTripNumber	5.00	18.00
tblTripsAndVMT	WorkerTripNumber	10.00	15.00
tblTripsAndVMT	WorkerTripNumber	126.00	30.00
tblVehicleTrips	CC_TL	6.60	0.00
tblVehicleTrips	CNW_TL	6.60	134.33
tblVehicleTrips	CNW_TTP	41.00	32.88
tblVehicleTrips	CW_TL	14.70	45.93
tblVehicleTrips	CW_TTP	59.00	67.12
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblVehicleTrips	WD_TR	1.74	1.73
tblWater	IndoorWaterUseRate	1,944,812.50	262,800.00

**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					
2022	9.2500e-003	0.0840	0.1090	2.2000e-004	6.8600e-003	3.4700e-003	0.0103	1.4300e-003	3.2700e-003	4.7000e-003	0.0000	19.8477	19.8477	3.6400e-003	5.5000e-004	20.1028
Maximum	9.2500e-003	0.0840	0.1090	2.2000e-004	6.8600e-003	3.4700e-003	0.0103	1.4300e-003	3.2700e-003	4.7000e-003	0.0000	19.8477	19.8477	3.6400e-003	5.5000e-004	20.1028

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					
2022	9.2500e-003	0.0840	0.1090	2.2000e-004	6.8600e-003	3.4700e-003	0.0103	1.4300e-003	3.2700e-003	4.7000e-003	0.0000	19.8477	19.8477	3.6400e-003	5.5000e-004	20.1028
Maximum	9.2500e-003	0.0840	0.1090	2.2000e-004	6.8600e-003	3.4700e-003	0.0103	1.4300e-003	3.2700e-003	4.7000e-003	0.0000	19.8477	19.8477	3.6400e-003	5.5000e-004	20.1028

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2022	9-30-2022	0.0905	0.0905
		Highest	0.0905	0.0905

**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	0.0427	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003
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	0.0196	0.5399	0.2382	2.7900e-003	0.2082	5.7400e-003	0.2139	0.0400	5.4800e-003	0.0455	0.0000	266.2179	266.2179	2.0000e-003	0.0373	277.3953
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	5.2500e-003	0.0274	0.0254	3.0000e-005		3.0700e-003	3.0700e-003		3.0700e-003	3.0700e-003	0.0000	2.4371	2.4371	3.4000e-004	0.0000	2.4456
Waste						0.0000	0.0000		0.0000	0.0000	0.2030	0.0000	0.2030	0.0120	0.0000	0.5029
Water						0.0000	0.0000		0.0000	0.0000	0.0834	0.0000	0.0834	8.5600e-003	2.0000e-004	0.3577
<b>Total</b>	<b>0.0675</b>	<b>0.5673</b>	<b>0.2648</b>	<b>2.8200e-003</b>	<b>0.2082</b>	<b>8.8100e-003</b>	<b>0.2170</b>	<b>0.0400</b>	<b>8.5500e-003</b>	<b>0.0485</b>	<b>0.2864</b>	<b>268.6573</b>	<b>268.9437</b>	<b>0.0229</b>	<b>0.0375</b>	<b>280.7041</b>





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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**2.3 Vegetation**

Vegetation

	CO2e
Category	MT
Vegetation Land Change	0.0000
<b>Total</b>	<b>0.0000</b>

**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	7/1/2022	6/30/2022	5	0	
2	Site Preparation	Site Preparation	7/1/2022	7/6/2022	5	4	
3	Grading	Grading	7/7/2022	7/13/2022	5	5	
4	Building Construction	Building Construction	7/14/2022	7/29/2022	5	12	
5	Paving	Paving	7/30/2022	7/29/2022	5	0	
6	Architectural Coating	Architectural Coating	7/30/2022	7/29/2022	5	0	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 5**

**Acres of Paving: 6.71**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Skid Steer Loaders	1	8.00	65	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT





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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Demolition - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**3.3 Site Preparation - 2022**

**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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.3000e-004	6.9100e-003	0.0110	2.0000e-005		3.5000e-004	3.5000e-004		3.2000e-004	3.2000e-004	0.0000	1.4538	1.4538	4.7000e-004	0.0000	1.4655
<b>Total</b>	<b>7.3000e-004</b>	<b>6.9100e-003</b>	<b>0.0110</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>3.5000e-004</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>3.2000e-004</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>1.4538</b>	<b>1.4538</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>1.4655</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	1.5500e-003	0.0000	4.5000e-004	0.0000	4.5000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3656	0.3656	1.0000e-005	1.0000e-005	0.3694
<b>Total</b>	<b>2.0000e-004</b>	<b>1.6000e-004</b>	<b>1.5500e-003</b>	<b>0.0000</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>4.5000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.3656</b>	<b>0.3656</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.3694</b>

**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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.3000e-004	6.9100e-003	0.0110	2.0000e-005		3.5000e-004	3.5000e-004		3.2000e-004	3.2000e-004	0.0000	1.4538	1.4538	4.7000e-004	0.0000	1.4655
<b>Total</b>	<b>7.3000e-004</b>	<b>6.9100e-003</b>	<b>0.0110</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>3.5000e-004</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>3.2000e-004</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>1.4538</b>	<b>1.4538</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>1.4655</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	1.5500e-003	0.0000	4.5000e-004	0.0000	4.5000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3656	0.3656	1.0000e-005	1.0000e-005	0.3694
<b>Total</b>	<b>2.0000e-004</b>	<b>1.6000e-004</b>	<b>1.5500e-003</b>	<b>0.0000</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>4.5000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.3656</b>	<b>0.3656</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.3694</b>

**3.4 Grading - 2022**

**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					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1300e-003	0.0241	0.0215	4.0000e-005		9.4000e-004	9.4000e-004		8.7000e-004	8.7000e-004	0.0000	3.7261	3.7261	1.2100e-003	0.0000	3.7562
<b>Total</b>	<b>2.1300e-003</b>	<b>0.0241</b>	<b>0.0215</b>	<b>4.0000e-005</b>	<b>2.6500e-003</b>	<b>9.4000e-004</b>	<b>3.5900e-003</b>	<b>2.9000e-004</b>	<b>8.7000e-004</b>	<b>1.1600e-003</b>	<b>0.0000</b>	<b>3.7261</b>	<b>3.7261</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>3.7562</b>



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.6000e-004	1.6200e-003	0.0000	4.6000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.3808	0.3808	1.0000e-005	1.0000e-005	0.3848
<b>Total</b>	<b>2.1000e-004</b>	<b>1.6000e-004</b>	<b>1.6200e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>4.7000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.3808</b>	<b>0.3808</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.3848</b>

**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					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1300e-003	0.0241	0.0215	4.0000e-005		9.4000e-004	9.4000e-004		8.7000e-004	8.7000e-004	0.0000	3.7261	3.7261	1.2100e-003	0.0000	3.7562
<b>Total</b>	<b>2.1300e-003</b>	<b>0.0241</b>	<b>0.0215</b>	<b>4.0000e-005</b>	<b>2.6500e-003</b>	<b>9.4000e-004</b>	<b>3.5900e-003</b>	<b>2.9000e-004</b>	<b>8.7000e-004</b>	<b>1.1600e-003</b>	<b>0.0000</b>	<b>3.7261</b>	<b>3.7261</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>3.7562</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.6000e-004	1.6200e-003	0.0000	4.6000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.3808	0.3808	1.0000e-005	1.0000e-005	0.3848
<b>Total</b>	<b>2.1000e-004</b>	<b>1.6000e-004</b>	<b>1.6200e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>4.7000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.3808</b>	<b>0.3808</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.3848</b>

**3.5 Building Construction - 2022**

**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					
Off-Road	4.4800e-003	0.0426	0.0617	1.0000e-004		2.0800e-003	2.0800e-003		1.9800e-003	1.9800e-003	0.0000	8.6384	8.6384	1.8600e-003	0.0000	8.6848
<b>Total</b>	<b>4.4800e-003</b>	<b>0.0426</b>	<b>0.0617</b>	<b>1.0000e-004</b>		<b>2.0800e-003</b>	<b>2.0800e-003</b>		<b>1.9800e-003</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>8.6384</b>	<b>8.6384</b>	<b>1.8600e-003</b>	<b>0.0000</b>	<b>8.6848</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Building Construction - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1000e-004	9.2800e-003	3.9100e-003	4.0000e-005	1.0800e-003	8.0000e-005	1.1600e-003	3.1000e-004	8.0000e-005	3.9000e-004	0.0000	3.4554	3.4554	2.0000e-005	4.7000e-004	3.5950
Worker	9.9000e-004	7.8000e-004	7.7700e-003	2.0000e-005	2.2300e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8278	1.8278	6.0000e-005	6.0000e-005	1.8470
<b>Total</b>	<b>1.5000e-003</b>	<b>0.0101</b>	<b>0.0117</b>	<b>6.0000e-005</b>	<b>3.3100e-003</b>	<b>9.0000e-005</b>	<b>3.4000e-003</b>	<b>9.0000e-004</b>	<b>9.0000e-005</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>5.2832</b>	<b>5.2832</b>	<b>8.0000e-005</b>	<b>5.3000e-004</b>	<b>5.4420</b>

**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					
Off-Road	4.4800e-003	0.0426	0.0617	1.0000e-004		2.0800e-003	2.0800e-003		1.9800e-003	1.9800e-003	0.0000	8.6383	8.6383	1.8600e-003	0.0000	8.6848
<b>Total</b>	<b>4.4800e-003</b>	<b>0.0426</b>	<b>0.0617</b>	<b>1.0000e-004</b>		<b>2.0800e-003</b>	<b>2.0800e-003</b>		<b>1.9800e-003</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>8.6383</b>	<b>8.6383</b>	<b>1.8600e-003</b>	<b>0.0000</b>	<b>8.6848</b>









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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.7 Architectural Coating - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	0.0196	0.5399	0.2382	2.7900e-003	0.2082	5.7400e-003	0.2139	0.0400	5.4800e-003	0.0455	0.0000	266.2179	266.2179	2.0000e-003	0.0373	277.3953
Unmitigated	0.0196	0.5399	0.2382	2.7900e-003	0.2082	5.7400e-003	0.2139	0.0400	5.4800e-003	0.0455	0.0000	266.2179	266.2179	2.0000e-003	0.0373	277.3953

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	14.59	0.00	0.00	265,322	265,322
User Defined Parking	0.00	0.00	0.00		
<b>Total</b>	<b>14.59</b>	<b>0.00</b>	<b>0.00</b>	<b>265,322</b>	<b>265,322</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	45.93	0.00	134.33	67.12	0.00	32.88	92	5	3
User Defined Parking	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**







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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	1470	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.3 Energy by Land Use - Electricity**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	0.0427	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003
Unmitigated	0.0427	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003

**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	9.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003
<b>Total</b>	<b>0.0427</b>	<b>1.0000e-005</b>	<b>1.2200e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3700e-003</b>	<b>2.3700e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.5300e-003</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

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	9.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003
<b>Total</b>	<b>0.0427</b>	<b>1.0000e-005</b>	<b>1.2200e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3700e-003</b>	<b>2.3700e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.5300e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Turf Reduction



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0834	8.5600e-003	2.0000e-004	0.3577
Unmitigated	0.0834	8.5600e-003	2.0000e-004	0.3577

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.2628 / 0	0.0834	8.5600e-003	2.0000e-004	0.3577
User Defined Parking	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0834</b>	<b>8.5600e-003</b>	<b>2.0000e-004</b>	<b>0.3577</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**7.2 Water by Land Use**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.2628 / 0	0.0834	8.5600e-003	2.0000e-004	0.3577
User Defined Parking	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0834</b>	<b>8.5600e-003</b>	<b>2.0000e-004</b>	<b>0.3577</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.2030	0.0120	0.0000	0.5029
Unmitigated	0.2030	0.0120	0.0000	0.5029

**8.2 Waste by Land Use**

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1	0.2030	0.0120	0.0000	0.5029
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.2030</b>	<b>0.0120</b>	<b>0.0000</b>	<b>0.5029</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**8.2 Waste by Land Use**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1	0.2030	0.0120	0.0000	0.5029
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.2030</b>	<b>0.0120</b>	<b>0.0000</b>	<b>0.5029</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Dumpers/Tenders	0	8.00	260	16	0.38	Diesel

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Dumpers/Tenders	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1.096	400	16	0.73	Diesel
Fire Pump	1	0	0	0	0.73	Diesel
	0	0	0	0	0.73	

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**10.1 Stationary Sources**

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Emergency Generator - Diesel (11 - 25 HP)	5.2500e-003	0.0274	0.0254	3.0000e-005		3.0700e-003	3.0700e-003		3.0700e-003	3.0700e-003	0.0000	2.4371	2.4371	3.4000e-004	0.0000	2.4456
Fire Pump - Diesel (0 - 11 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>5.2500e-003</b>	<b>0.0274</b>	<b>0.0254</b>	<b>3.0000e-005</b>		<b>3.0700e-003</b>	<b>3.0700e-003</b>		<b>3.0700e-003</b>	<b>3.0700e-003</b>	<b>0.0000</b>	<b>2.4371</b>	<b>2.4371</b>	<b>3.4000e-004</b>	<b>0.0000</b>	<b>2.4456</b>

**11.0 Vegetation**

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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	0.0000	0.0000	0.0000	0.0000

**11.1 Vegetation Land Change**

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Scrub	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## APPENDIX C | CalEEMod Output Data-Proposed Operation



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**D&S Waste Removal Inc., Mono Waste Transfer Station**

**Mono County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	8.41	1000sqft	0.19	8,410.00	0
Other Non-Asphalt Surfaces	111.63	1000sqft	2.56	111,630.00	0
Unenclosed Parking Structure	0.84	1000sqft	0.02	840.00	0
User Defined Parking	1.00	User Defined Unit	4.13	180,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	54
<b>Climate Zone</b>	1			<b>Operational Year</b>	2023
<b>Utility Company</b>	User Defined				
<b>CO2 Intensity (lb/MWhr)</b>	0	<b>CH4 Intensity (lb/MWhr)</b>	0	<b>N2O Intensity (lb/MWhr)</b>	0

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

Project Characteristics - Facility is "off grid" using solar as its only electricity service. Uses propane for some heating.

Vehicle Trips - Information from traffic memo (Hani 2022)

Road Dust - Driveway is not paved

Water And Wastewater - Water based on new mister usage of 0.5 gpm (assumes operates 24/7/365).

Solid Waste - Minimal activity at facility resulting in minimal on-site waste generation.

Operational Off-Road Equipment -

Fleet Mix - Fleet mix from traffic memo (Hani 2022)

Stationary Sources - Emergency Generators and Fire Pumps -

Land Use - user defined represents vegetated berms, parking structure is scale.

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Construction Phase - Schedule from applicant

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,208.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	12,623.00	0.00
tblArchitecturalCoating	ConstArea_Parking	17,548.00	0.00
tblAreaCoating	Area_Parking	17548	0
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	230.00	12.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	4.00
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblFleetMix	HHD	0.01	0.60
tblFleetMix	LDA	0.47	0.18
tblFleetMix	LDT1	0.06	0.02
tblFleetMix	LDT2	0.21	0.08
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	8.7550e-003	0.00
tblFleetMix	MCY	0.03	0.01
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	5.8210e-003	0.00
tblFleetMix	MHD	3.8480e-003	0.10
tblFleetMix	OBUS	1.6740e-003	0.00
tblFleetMix	SBUS	5.8700e-004	0.00
tblGrading	AcresOfGrading	2.50	5.00
tblGrading	MaterialExported	0.00	40.00
tblLandscapeEquipment	NumberSnowDays	0	16

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblLandUse	LandUseSquareFeet	0.00	180,000.00
tblLandUse	LotAcreage	0.00	4.13
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblRoadDust	RoadPercentPave	100	99.9
tblSolidWaste	SolidWasteGenerationRate	7.91	1.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	VendorTripNumber	49.00	30.00
tblTripsAndVMT	WorkerTripNumber	5.00	18.00
tblTripsAndVMT	WorkerTripNumber	10.00	15.00
tblTripsAndVMT	WorkerTripNumber	126.00	30.00
tblVehicleTrips	CC_TL	6.60	13.00
tblVehicleTrips	CC_TTP	0.00	8.75
tblVehicleTrips	CNW_TL	6.60	94.13
tblVehicleTrips	CNW_TTP	41.00	30.00
tblVehicleTrips	CW_TL	14.70	45.93
tblVehicleTrips	CW_TTP	59.00	61.25
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	1.90
tblWater	IndoorWaterUseRate	1,944,812.50	262,800.00

**2.0 Emissions Summary**



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Area	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
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
Mobile	0.1267	3.4496	1.4740	0.0181	1.3668	0.0372	1.4040	0.2636	0.0355	0.2991		1,908.0230	1,908.0230	0.0139	0.2671	1,987.9567
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Stationary	0.0204	0.1061	0.0983	1.0000e-004		0.0119	0.0119		0.0119	0.0119		10.4100	10.4100	1.4600e-003		10.4465
<b>Total</b>	<b>0.3816</b>	<b>3.5558</b>	<b>1.5847</b>	<b>0.0182</b>	<b>1.3668</b>	<b>0.0491</b>	<b>1.4159</b>	<b>0.2636</b>	<b>0.0475</b>	<b>0.3111</b>	<b>0.0000</b>	<b>1,918.4597</b>	<b>1,918.4597</b>	<b>0.0155</b>	<b>0.2671</b>	<b>1,998.4315</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Area	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
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
Mobile	0.1267	3.4496	1.4740	0.0181	1.3668	0.0372	1.4040	0.2636	0.0355	0.2991		1,908.0230	1,908.0230	0.0139	0.2671	1,987.9567
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Stationary	0.0204	0.1061	0.0983	1.0000e-004		0.0119	0.0119		0.0119	0.0119		10.4100	10.4100	1.4600e-003		10.4465
<b>Total</b>	<b>0.3816</b>	<b>3.5558</b>	<b>1.5847</b>	<b>0.0182</b>	<b>1.3668</b>	<b>0.0491</b>	<b>1.4159</b>	<b>0.2636</b>	<b>0.0475</b>	<b>0.3111</b>	<b>0.0000</b>	<b>1,918.4597</b>	<b>1,918.4597</b>	<b>0.0155</b>	<b>0.2671</b>	<b>1,998.4315</b>

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

**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	7/1/2022	6/30/2022	5	0	
2	Site Preparation	Site Preparation	7/1/2022	7/6/2022	5	4	
3	Grading	Grading	7/7/2022	7/13/2022	5	5	

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

4	Building Construction	Building Construction	7/14/2022	7/29/2022	5	12
5	Paving	Paving	7/30/2022	7/29/2022	5	0
6	Architectural Coating	Architectural Coating	7/30/2022	7/29/2022	5	0

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 5**

**Acres of Paving: 6.71**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Skid Steer Loaders	1	8.00	65	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36







D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Demolition - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3671	3.4526	5.4931	8.2800e-003		0.1760	0.1760		0.1620	0.1620		801.2542	801.2542	0.2591		807.7328
<b>Total</b>	<b>0.3671</b>	<b>3.4526</b>	<b>5.4931</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>0.1760</b>	<b>0.1760</b>	<b>0.0000</b>	<b>0.1620</b>	<b>0.1620</b>		<b>801.2542</b>	<b>801.2542</b>	<b>0.2591</b>		<b>807.7328</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0927	0.0651	0.7201	2.0000e-003	0.2299	1.3600e-003	0.2313	0.0610	1.2500e-003	0.0622		202.0653	202.0653	5.9700e-003	5.8100e-003	203.9453
<b>Total</b>	<b>0.0927</b>	<b>0.0651</b>	<b>0.7201</b>	<b>2.0000e-003</b>	<b>0.2299</b>	<b>1.3600e-003</b>	<b>0.2313</b>	<b>0.0610</b>	<b>1.2500e-003</b>	<b>0.0622</b>		<b>202.0653</b>	<b>202.0653</b>	<b>5.9700e-003</b>	<b>5.8100e-003</b>	<b>203.9453</b>

**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3671	3.4526	5.4931	8.2800e-003		0.1760	0.1760		0.1620	0.1620	0.0000	801.2542	801.2542	0.2591		807.7328
<b>Total</b>	<b>0.3671</b>	<b>3.4526</b>	<b>5.4931</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>0.1760</b>	<b>0.1760</b>	<b>0.0000</b>	<b>0.1620</b>	<b>0.1620</b>	<b>0.0000</b>	<b>801.2542</b>	<b>801.2542</b>	<b>0.2591</b>		<b>807.7328</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0927	0.0651	0.7201	2.0000e-003	0.2299	1.3600e-003	0.2313	0.0610	1.2500e-003	0.0622		202.0653	202.0653	5.9700e-003	5.8100e-003	203.9453
<b>Total</b>	<b>0.0927</b>	<b>0.0651</b>	<b>0.7201</b>	<b>2.0000e-003</b>	<b>0.2299</b>	<b>1.3600e-003</b>	<b>0.2313</b>	<b>0.0610</b>	<b>1.2500e-003</b>	<b>0.0622</b>		<b>202.0653</b>	<b>202.0653</b>	<b>5.9700e-003</b>	<b>5.8100e-003</b>	<b>203.9453</b>

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Fugitive Dust					1.0614	0.0000	1.0614	0.1147	0.0000	0.1147			0.0000			0.0000
Off-Road	0.8517	9.6388	8.6020	0.0170		0.3778	0.3778		0.3475	0.3475		1,642.9244	1,642.9244	0.5314		1,656.2083
<b>Total</b>	<b>0.8517</b>	<b>9.6388</b>	<b>8.6020</b>	<b>0.0170</b>	<b>1.0614</b>	<b>0.3778</b>	<b>1.4392</b>	<b>0.1147</b>	<b>0.3475</b>	<b>0.4622</b>		<b>1,642.9244</b>	<b>1,642.9244</b>	<b>0.5314</b>		<b>1,656.2083</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0772	0.0543	0.6001	1.6700e-003	0.1916	1.1300e-003	0.1927	0.0508	1.0400e-003	0.0519		168.3877	168.3877	4.9700e-003	4.8400e-003	169.9544
<b>Total</b>	<b>0.0772</b>	<b>0.0543</b>	<b>0.6001</b>	<b>1.6700e-003</b>	<b>0.1916</b>	<b>1.1300e-003</b>	<b>0.1927</b>	<b>0.0508</b>	<b>1.0400e-003</b>	<b>0.0519</b>		<b>168.3877</b>	<b>168.3877</b>	<b>4.9700e-003</b>	<b>4.8400e-003</b>	<b>169.9544</b>

**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	lb/day										lb/day					
Fugitive Dust					1.0614	0.0000	1.0614	0.1147	0.0000	0.1147			0.0000			0.0000
Off-Road	0.8517	9.6388	8.6020	0.0170		0.3778	0.3778		0.3475	0.3475	0.0000	1,642.9244	1,642.9244	0.5314		1,656.2083
<b>Total</b>	<b>0.8517</b>	<b>9.6388</b>	<b>8.6020</b>	<b>0.0170</b>	<b>1.0614</b>	<b>0.3778</b>	<b>1.4392</b>	<b>0.1147</b>	<b>0.3475</b>	<b>0.4622</b>	<b>0.0000</b>	<b>1,642.9244</b>	<b>1,642.9244</b>	<b>0.5314</b>		<b>1,656.2083</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0772	0.0543	0.6001	1.6700e-003	0.1916	1.1300e-003	0.1927	0.0508	1.0400e-003	0.0519		168.3877	168.3877	4.9700e-003	4.8400e-003	169.9544
<b>Total</b>	<b>0.0772</b>	<b>0.0543</b>	<b>0.6001</b>	<b>1.6700e-003</b>	<b>0.1916</b>	<b>1.1300e-003</b>	<b>0.1927</b>	<b>0.0508</b>	<b>1.0400e-003</b>	<b>0.0519</b>		<b>168.3877</b>	<b>168.3877</b>	<b>4.9700e-003</b>	<b>4.8400e-003</b>	<b>169.9544</b>

**3.5 Building Construction - 2022**

**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	lb/day										lb/day					
Off-Road	0.7461	7.1000	10.2765	0.0165		0.3462	0.3462		0.3302	0.3302		1,587.0252	1,587.0252	0.3414		1,595.5595
<b>Total</b>	<b>0.7461</b>	<b>7.1000</b>	<b>10.2765</b>	<b>0.0165</b>		<b>0.3462</b>	<b>0.3462</b>		<b>0.3302</b>	<b>0.3302</b>		<b>1,587.0252</b>	<b>1,587.0252</b>	<b>0.3414</b>		<b>1,595.5595</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Building Construction - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0847	1.5031	0.6309	6.0400e-003	0.1840	0.0136	0.1977	0.0530	0.0130	0.0661		634.4696	634.4696	4.0400e-003	0.0855	660.0531
Worker	0.1545	0.1085	1.2002	3.3300e-003	0.3832	2.2700e-003	0.3855	0.1016	2.0900e-003	0.1037		336.7755	336.7755	9.9500e-003	9.6800e-003	339.9089
<b>Total</b>	<b>0.2392</b>	<b>1.6116</b>	<b>1.8311</b>	<b>9.3700e-003</b>	<b>0.5672</b>	<b>0.0159</b>	<b>0.5831</b>	<b>0.1546</b>	<b>0.0151</b>	<b>0.1698</b>		<b>971.2451</b>	<b>971.2451</b>	<b>0.0140</b>	<b>0.0952</b>	<b>999.9619</b>

**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	lb/day										lb/day					
Off-Road	0.7461	7.1000	10.2765	0.0165		0.3462	0.3462		0.3302	0.3302	0.0000	1,587.0252	1,587.0252	0.3414		1,595.5595
<b>Total</b>	<b>0.7461</b>	<b>7.1000</b>	<b>10.2765</b>	<b>0.0165</b>		<b>0.3462</b>	<b>0.3462</b>		<b>0.3302</b>	<b>0.3302</b>	<b>0.0000</b>	<b>1,587.0252</b>	<b>1,587.0252</b>	<b>0.3414</b>		<b>1,595.5595</b>











D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.7 Architectural Coating - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	lb/day										lb/day					
Mitigated	0.1267	3.4496	1.4740	0.0181	1.3668	0.0372	1.4040	0.2636	0.0355	0.2991		1,908.0230	1,908.0230	0.0139	0.2671	1,987.9567
Unmitigated	0.1267	3.4496	1.4740	0.0181	1.3668	0.0372	1.4040	0.2636	0.0355	0.2991		1,908.0230	1,908.0230	0.0139	0.2671	1,987.9567

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	15.99	0.00	0.00	222,960	222,960
User Defined Parking	0.00	0.00	0.00		
<b>Total</b>	<b>15.99</b>	<b>0.00</b>	<b>0.00</b>	<b>222,960</b>	<b>222,960</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	45.93	13.00	94.13	61.25	8.75	30.00	92	5	3
User Defined Parking	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821
Unenclosed Parking Structure	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821
Unrefrigerated Warehouse-No Rail	0.181466	0.024201	0.081974	0.000000	0.000000	0.000000	0.100000	0.600000	0.000000	0.000000	0.012359	0.000000	0.000000
User Defined Parking	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Percent of Electricity Use Generated with Renewable 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	lb/day										lb/day					
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
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

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.2 Energy by Land Use - Natural Gas**

Unmitigated

	Natural Gas 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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	lb/day										lb/day					
Mitigated	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
Unmitigated	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284

**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	lb/day										lb/day					
Architectural Coating	0.0534					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1500e-003	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
<b>Total</b>	<b>0.2346</b>	<b>1.1000e-004</b>	<b>0.0124</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0267</b>	<b>0.0267</b>	<b>7.0000e-005</b>		<b>0.0284</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

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	lb/day										lb/day					
Architectural Coating	0.0534					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1500e-003	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
<b>Total</b>	<b>0.2346</b>	<b>1.1000e-004</b>	<b>0.0124</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0267</b>	<b>0.0267</b>	<b>7.0000e-005</b>		<b>0.0284</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Turf Reduction

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Dumpers/Tenders	0	8.00	260	16	0.38	Diesel

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

UnMitigated/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
Equipment Type	lb/day										lb/day					
Dumpers/Tenders	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.62	225	20	0.73	Diesel
Fire Pump	1	0	0	0	0.73	Diesel

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**10.1 Stationary Sources**

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (11 - 25 HP)	0.0204	0.1061	0.0983	1.0000e-004		0.0119	0.0119		0.0119	0.0119		10.4100	10.4100	1.4600e-003		10.4465
Fire Pump - Diesel (0 - 11 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0204</b>	<b>0.1061</b>	<b>0.0983</b>	<b>1.0000e-004</b>		<b>0.0119</b>	<b>0.0119</b>		<b>0.0119</b>	<b>0.0119</b>		<b>10.4100</b>	<b>10.4100</b>	<b>1.4600e-003</b>		<b>10.4465</b>

**11.0 Vegetation**

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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**D&S Waste Removal Inc., Mono Waste Transfer Station**

**Mono County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	8.41	1000sqft	0.19	8,410.00	0
Other Non-Asphalt Surfaces	111.63	1000sqft	2.56	111,630.00	0
Unenclosed Parking Structure	0.84	1000sqft	0.02	840.00	0
User Defined Parking	1.00	User Defined Unit	4.13	180,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	54
<b>Climate Zone</b>	1			<b>Operational Year</b>	2023
<b>Utility Company</b>	User Defined				
<b>CO2 Intensity (lb/MW hr)</b>	0	<b>CH4 Intensity (lb/MW hr)</b>	0	<b>N2O Intensity (lb/MW hr)</b>	0

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

Project Characteristics - Facility is "off grid" using solar as its only electricity service. Uses propane for some heating.

Vehicle Trips - Information from traffic memo (Hani 2022)

Road Dust - Driveway is not paved

Water And Wastewater - Water based on new mister usage of 0.5 gpm (assumes operates 24/7/365).

Solid Waste - Minimal activity at facility resulting in minimal on-site waste generation.

Operational Off-Road Equipment -

Fleet Mix - Fleet mix from traffic memo (Hani 2022)

Stationary Sources - Emergency Generators and Fire Pumps -

Land Use - user defined represents vegetated berms, parking structure is scale.

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Construction Phase - Schedule from applicant

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,208.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	12,623.00	0.00
tblArchitecturalCoating	ConstArea_Parking	17,548.00	0.00
tblAreaCoating	Area_Parking	17548	0
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	230.00	12.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	4.00
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblFleetMix	HHD	0.01	0.60
tblFleetMix	LDA	0.47	0.18
tblFleetMix	LDT1	0.06	0.02
tblFleetMix	LDT2	0.21	0.08
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	8.7550e-003	0.00
tblFleetMix	MCY	0.03	0.01
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	5.8210e-003	0.00
tblFleetMix	MHD	3.8480e-003	0.10
tblFleetMix	OBUS	1.6740e-003	0.00
tblFleetMix	SBUS	5.8700e-004	0.00
tblGrading	AcresOfGrading	2.50	5.00
tblGrading	MaterialExported	0.00	40.00
tblLandscapeEquipment	NumberSnowDays	0	16

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblLandUse	LandUseSquareFeet	0.00	180,000.00
tblLandUse	LotAcreage	0.00	4.13
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblRoadDust	RoadPercentPave	100	99.9
tblSolidWaste	SolidWasteGenerationRate	7.91	1.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	VendorTripNumber	49.00	30.00
tblTripsAndVMT	WorkerTripNumber	5.00	18.00
tblTripsAndVMT	WorkerTripNumber	10.00	15.00
tblTripsAndVMT	WorkerTripNumber	126.00	30.00
tblVehicleTrips	CC_TL	6.60	13.00
tblVehicleTrips	CC_TTP	0.00	8.75
tblVehicleTrips	CNW_TL	6.60	94.13
tblVehicleTrips	CNW_TTP	41.00	30.00
tblVehicleTrips	CW_TL	14.70	45.93
tblVehicleTrips	CW_TTP	59.00	61.25
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	1.90
tblWater	IndoorWaterUseRate	1,944,812.50	262,800.00

**2.0 Emissions Summary**





D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Area	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
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
Mobile	0.1264	3.5225	1.4933	0.0182	1.3668	0.0372	1.4040	0.2636	0.0355	0.2992		1,909.1127	1,909.1127	0.0139	0.2674	1,989.1430
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Stationary	0.0204	0.1061	0.0983	1.0000e-004		0.0119	0.0119		0.0119	0.0119		10.4100	10.4100	1.4600e-003		10.4465
<b>Total</b>	<b>0.3813</b>	<b>3.6287</b>	<b>1.6041</b>	<b>0.0183</b>	<b>1.3668</b>	<b>0.0491</b>	<b>1.4159</b>	<b>0.2636</b>	<b>0.0475</b>	<b>0.3111</b>	<b>0.0000</b>	<b>1,919.5493</b>	<b>1,919.5493</b>	<b>0.0154</b>	<b>0.2674</b>	<b>1,999.6178</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Area	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
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
Mobile	0.1264	3.5225	1.4933	0.0182	1.3668	0.0372	1.4040	0.2636	0.0355	0.2992		1,909.1127	1,909.1127	0.0139	0.2674	1,989.1430
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Stationary	0.0204	0.1061	0.0983	1.0000e-004		0.0119	0.0119		0.0119	0.0119		10.4100	10.4100	1.4600e-003		10.4465
<b>Total</b>	<b>0.3813</b>	<b>3.6287</b>	<b>1.6041</b>	<b>0.0183</b>	<b>1.3668</b>	<b>0.0491</b>	<b>1.4159</b>	<b>0.2636</b>	<b>0.0475</b>	<b>0.3111</b>	<b>0.0000</b>	<b>1,919.5493</b>	<b>1,919.5493</b>	<b>0.0154</b>	<b>0.2674</b>	<b>1,999.6178</b>

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

**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	7/1/2022	6/30/2022	5	0	
2	Site Preparation	Site Preparation	7/1/2022	7/6/2022	5	4	
3	Grading	Grading	7/7/2022	7/13/2022	5	5	

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

4	Building Construction	Building Construction	7/14/2022	7/29/2022	5	12
5	Paving	Paving	7/30/2022	7/29/2022	5	0
6	Architectural Coating	Architectural Coating	7/30/2022	7/29/2022	5	0

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 5**

**Acres of Paving: 6.71**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Skid Steer Loaders	1	8.00	65	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36





D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Demolition - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3671	3.4526	5.4931	8.2800e-003		0.1760	0.1760		0.1620	0.1620		801.2542	801.2542	0.2591		807.7328
<b>Total</b>	<b>0.3671</b>	<b>3.4526</b>	<b>5.4931</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>0.1760</b>	<b>0.1760</b>	<b>0.0000</b>	<b>0.1620</b>	<b>0.1620</b>		<b>801.2542</b>	<b>801.2542</b>	<b>0.2591</b>		<b>807.7328</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1115	0.0676	0.7267	2.0000e-003	0.2299	1.3600e-003	0.2313	0.0610	1.2500e-003	0.0622		202.1277	202.1277	6.0400e-003	5.9600e-003	204.0539
<b>Total</b>	<b>0.1115</b>	<b>0.0676</b>	<b>0.7267</b>	<b>2.0000e-003</b>	<b>0.2299</b>	<b>1.3600e-003</b>	<b>0.2313</b>	<b>0.0610</b>	<b>1.2500e-003</b>	<b>0.0622</b>		<b>202.1277</b>	<b>202.1277</b>	<b>6.0400e-003</b>	<b>5.9600e-003</b>	<b>204.0539</b>

**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3671	3.4526	5.4931	8.2800e-003		0.1760	0.1760		0.1620	0.1620	0.0000	801.2542	801.2542	0.2591		807.7328
<b>Total</b>	<b>0.3671</b>	<b>3.4526</b>	<b>5.4931</b>	<b>8.2800e-003</b>	<b>0.0000</b>	<b>0.1760</b>	<b>0.1760</b>	<b>0.0000</b>	<b>0.1620</b>	<b>0.1620</b>	<b>0.0000</b>	<b>801.2542</b>	<b>801.2542</b>	<b>0.2591</b>		<b>807.7328</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1115	0.0676	0.7267	2.0000e-003	0.2299	1.3600e-003	0.2313	0.0610	1.2500e-003	0.0622		202.1277	202.1277	6.0400e-003	5.9600e-003	204.0539
<b>Total</b>	<b>0.1115</b>	<b>0.0676</b>	<b>0.7267</b>	<b>2.0000e-003</b>	<b>0.2299</b>	<b>1.3600e-003</b>	<b>0.2313</b>	<b>0.0610</b>	<b>1.2500e-003</b>	<b>0.0622</b>		<b>202.1277</b>	<b>202.1277</b>	<b>6.0400e-003</b>	<b>5.9600e-003</b>	<b>204.0539</b>

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Fugitive Dust					1.0614	0.0000	1.0614	0.1147	0.0000	0.1147			0.0000			0.0000
Off-Road	0.8517	9.6388	8.6020	0.0170		0.3778	0.3778		0.3475	0.3475		1,642.9244	1,642.9244	0.5314		1,656.2083
<b>Total</b>	<b>0.8517</b>	<b>9.6388</b>	<b>8.6020</b>	<b>0.0170</b>	<b>1.0614</b>	<b>0.3778</b>	<b>1.4392</b>	<b>0.1147</b>	<b>0.3475</b>	<b>0.4622</b>		<b>1,642.9244</b>	<b>1,642.9244</b>	<b>0.5314</b>		<b>1,656.2083</b>



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0929	0.0563	0.6056	1.6700e-003	0.1916	1.1300e-003	0.1927	0.0508	1.0400e-003	0.0519		168.4397	168.4397	5.0300e-003	4.9600e-003	170.0449
<b>Total</b>	<b>0.0929</b>	<b>0.0563</b>	<b>0.6056</b>	<b>1.6700e-003</b>	<b>0.1916</b>	<b>1.1300e-003</b>	<b>0.1927</b>	<b>0.0508</b>	<b>1.0400e-003</b>	<b>0.0519</b>		<b>168.4397</b>	<b>168.4397</b>	<b>5.0300e-003</b>	<b>4.9600e-003</b>	<b>170.0449</b>

**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	lb/day										lb/day					
Fugitive Dust					1.0614	0.0000	1.0614	0.1147	0.0000	0.1147			0.0000			0.0000
Off-Road	0.8517	9.6388	8.6020	0.0170		0.3778	0.3778		0.3475	0.3475	0.0000	1,642.9244	1,642.9244	0.5314		1,656.2083
<b>Total</b>	<b>0.8517</b>	<b>9.6388</b>	<b>8.6020</b>	<b>0.0170</b>	<b>1.0614</b>	<b>0.3778</b>	<b>1.4392</b>	<b>0.1147</b>	<b>0.3475</b>	<b>0.4622</b>	<b>0.0000</b>	<b>1,642.9244</b>	<b>1,642.9244</b>	<b>0.5314</b>		<b>1,656.2083</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0929	0.0563	0.6056	1.6700e-003	0.1916	1.1300e-003	0.1927	0.0508	1.0400e-003	0.0519		168.4397	168.4397	5.0300e-003	4.9600e-003	170.0449
<b>Total</b>	<b>0.0929</b>	<b>0.0563</b>	<b>0.6056</b>	<b>1.6700e-003</b>	<b>0.1916</b>	<b>1.1300e-003</b>	<b>0.1927</b>	<b>0.0508</b>	<b>1.0400e-003</b>	<b>0.0519</b>		<b>168.4397</b>	<b>168.4397</b>	<b>5.0300e-003</b>	<b>4.9600e-003</b>	<b>170.0449</b>

**3.5 Building Construction - 2022**

**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	lb/day										lb/day					
Off-Road	0.7461	7.1000	10.2765	0.0165		0.3462	0.3462		0.3302	0.3302		1,587.0252	1,587.0252	0.3414		1,595.5595
<b>Total</b>	<b>0.7461</b>	<b>7.1000</b>	<b>10.2765</b>	<b>0.0165</b>		<b>0.3462</b>	<b>0.3462</b>		<b>0.3302</b>	<b>0.3302</b>		<b>1,587.0252</b>	<b>1,587.0252</b>	<b>0.3414</b>		<b>1,595.5595</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Building Construction - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0865	1.5470	0.6545	6.0500e-003	0.1840	0.0137	0.1977	0.0530	0.0131	0.0661		635.2770	635.2770	3.9300e-003	0.0857	660.9073
Worker	0.1858	0.1126	1.2112	3.3300e-003	0.3832	2.2700e-003	0.3855	0.1016	2.0900e-003	0.1037		336.8794	336.8794	0.0101	9.9300e-003	340.0899
<b>Total</b>	<b>0.2722</b>	<b>1.6596</b>	<b>1.8657</b>	<b>9.3800e-003</b>	<b>0.5672</b>	<b>0.0160</b>	<b>0.5832</b>	<b>0.1546</b>	<b>0.0152</b>	<b>0.1698</b>		<b>972.1564</b>	<b>972.1564</b>	<b>0.0140</b>	<b>0.0956</b>	<b>1,000.9971</b>

**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	lb/day										lb/day					
Off-Road	0.7461	7.1000	10.2765	0.0165		0.3462	0.3462		0.3302	0.3302	0.0000	1,587.0252	1,587.0252	0.3414		1,595.5595
<b>Total</b>	<b>0.7461</b>	<b>7.1000</b>	<b>10.2765</b>	<b>0.0165</b>		<b>0.3462</b>	<b>0.3462</b>		<b>0.3302</b>	<b>0.3302</b>	<b>0.0000</b>	<b>1,587.0252</b>	<b>1,587.0252</b>	<b>0.3414</b>		<b>1,595.5595</b>









D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.7 Architectural Coating - 2022**

**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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	lb/day										lb/day					
Mitigated	0.1264	3.5225	1.4933	0.0182	1.3668	0.0372	1.4040	0.2636	0.0355	0.2992		1,909,112 7	1,909,112 7	0.0139	0.2674	1,989,143 0
Unmitigated	0.1264	3.5225	1.4933	0.0182	1.3668	0.0372	1.4040	0.2636	0.0355	0.2992		1,909,112 7	1,909,112 7	0.0139	0.2674	1,989,143 0

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	15.99	0.00	0.00	222,960	222,960
User Defined Parking	0.00	0.00	0.00		
<b>Total</b>	<b>15.99</b>	<b>0.00</b>	<b>0.00</b>	<b>222,960</b>	<b>222,960</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	45.93	13.00	94.13	61.25	8.75	30.00	92	5	3
User Defined Parking	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821
Unenclosed Parking Structure	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821
Unrefrigerated Warehouse-No Rail	0.181466	0.024201	0.081974	0.000000	0.000000	0.000000	0.100000	0.600000	0.000000	0.000000	0.012359	0.000000	0.000000
User Defined Parking	0.467538	0.063114	0.206711	0.159545	0.040538	0.008755	0.003848	0.010727	0.001674	0.000000	0.031141	0.000587	0.005821

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Percent of Electricity Use Generated with Renewable 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	lb/day										lb/day					
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
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

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.2 Energy by Land Use - Natural Gas**

Unmitigated

	Natural Gas 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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	lb/day										lb/day					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	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
Unrefrigerated Warehouse-No Rail	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
User Defined Parking	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	lb/day										lb/day					
Mitigated	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
Unmitigated	0.2346	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284

**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	lb/day										lb/day					
Architectural Coating	0.0534					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1500e-003	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
<b>Total</b>	<b>0.2346</b>	<b>1.1000e-004</b>	<b>0.0124</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0267</b>	<b>0.0267</b>	<b>7.0000e-005</b>		<b>0.0284</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

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	lb/day										lb/day					
Architectural Coating	0.0534					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1500e-003	1.1000e-004	0.0124	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0267	0.0267	7.0000e-005		0.0284
<b>Total</b>	<b>0.2346</b>	<b>1.1000e-004</b>	<b>0.0124</b>	<b>0.0000</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>4.0000e-005</b>	<b>4.0000e-005</b>		<b>0.0267</b>	<b>0.0267</b>	<b>7.0000e-005</b>		<b>0.0284</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Turf Reduction

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Dumpers/Tenders	0	8.00	260	16	0.38	Diesel

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

UnMitigated/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
Equipment Type	lb/day										lb/day					
Dumpers/Tenders	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>

**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.62	225	20	0.73	Diesel
Fire Pump	1	0	0	0	0.73	Diesel

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**10.1 Stationary Sources**

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (11 - 25 HP)	0.0204	0.1061	0.0983	1.0000e-004		0.0119	0.0119		0.0119	0.0119		10.4100	10.4100	1.4600e-003		10.4465
Fire Pump - Diesel (0 - 11 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>0.0204</b>	<b>0.1061</b>	<b>0.0983</b>	<b>1.0000e-004</b>		<b>0.0119</b>	<b>0.0119</b>		<b>0.0119</b>	<b>0.0119</b>		<b>10.4100</b>	<b>10.4100</b>	<b>1.4600e-003</b>		<b>10.4465</b>

**11.0 Vegetation**

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D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**D&S Waste Removal Inc., Mono Waste Transfer Station**

**Mono County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	8.41	1000sqft	0.19	8,410.00	0
Other Non-Asphalt Surfaces	111.63	1000sqft	2.56	111,630.00	0
Unenclosed Parking Structure	0.84	1000sqft	0.02	840.00	0
User Defined Parking	1.00	User Defined Unit	4.13	180,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Rural	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	54
<b>Climate Zone</b>	1			<b>Operational Year</b>	2023
<b>Utility Company</b>	User Defined				
<b>CO2 Intensity (lb/MW hr)</b>	0	<b>CH4 Intensity (lb/MW hr)</b>	0	<b>N2O Intensity (lb/MW hr)</b>	0

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

Project Characteristics - Facility is "off grid" using solar as its only electricity service. Uses propane for some heating.

Vehicle Trips - Information from traffic memo (Hani 2022)

Road Dust - Driveway is not paved

Water And Wastewater - Water based on new mister usage of 0.5 gpm (assumes operates 24/7/365).

Solid Waste - Minimal activity at facility resulting in minimal on-site waste generation.

Operational Off-Road Equipment -

Fleet Mix - Fleet mix from traffic memo (Hani 2022)

Stationary Sources - Emergency Generators and Fire Pumps -

Land Use - user defined represents vegetated berms, parking structure is scale.

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Construction Phase - Schedule from applicant

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,208.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	12,623.00	0.00
tblArchitecturalCoating	ConstArea_Parking	17,548.00	0.00
tblAreaCoating	Area_Parking	17548	0
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	230.00	12.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	4.00
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblFleetMix	HHD	0.01	0.60
tblFleetMix	LDA	0.47	0.18
tblFleetMix	LDT1	0.06	0.02
tblFleetMix	LDT2	0.21	0.08
tblFleetMix	LHD1	0.04	0.00
tblFleetMix	LHD2	8.7550e-003	0.00
tblFleetMix	MCY	0.03	0.01
tblFleetMix	MDV	0.16	0.00
tblFleetMix	MH	5.8210e-003	0.00
tblFleetMix	MHD	3.8480e-003	0.10
tblFleetMix	OBUS	1.6740e-003	0.00
tblFleetMix	SBUS	5.8700e-004	0.00
tblGrading	AcresOfGrading	2.50	5.00
tblGrading	MaterialExported	0.00	40.00
tblLandscapeEquipment	NumberSnowDays	0	16

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

tblLandUse	LandUseSquareFeet	0.00	180,000.00
tblLandUse	LotAcreage	0.00	4.13
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblRoadDust	RoadPercentPave	100	99.9
tblSolidWaste	SolidWasteGenerationRate	7.91	1.00
tblTripsAndVMT	HaulingTripNumber	5.00	0.00
tblTripsAndVMT	VendorTripNumber	49.00	30.00
tblTripsAndVMT	WorkerTripNumber	5.00	18.00
tblTripsAndVMT	WorkerTripNumber	10.00	15.00
tblTripsAndVMT	WorkerTripNumber	126.00	30.00
tblVehicleTrips	CC_TL	6.60	13.00
tblVehicleTrips	CC_TTP	0.00	8.75
tblVehicleTrips	CNW_TL	6.60	94.13
tblVehicleTrips	CNW_TTP	41.00	30.00
tblVehicleTrips	CW_TL	14.70	45.93
tblVehicleTrips	CW_TTP	59.00	61.25
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	WD_TR	1.74	1.90
tblWater	IndoorWaterUseRate	1,944,812.50	262,800.00

**2.0 Emissions Summary**



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2022	9-30-2022	0.0905	0.0905
		Highest	0.0905	0.0905

**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	0.0427	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003
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	0.0172	0.4612	0.2086	2.3600e-003	0.1750	4.8300e-003	0.1798	0.0336	4.6100e-003	0.0382	0.0000	224.7678	224.7678	1.7300e-003	0.0316	234.2134
Offroad	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Stationary	3.6900e-003	0.0193	0.0178	2.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	1.7136	1.7136	2.4000e-004	0.0000	1.7196
Waste						0.0000	0.0000		0.0000	0.0000	0.2030	0.0000	0.2030	0.0120	0.0000	0.5029
Water						0.0000	0.0000		0.0000	0.0000	0.0834	0.0000	0.0834	8.5600e-003	2.0000e-004	0.3577
<b>Total</b>	<b>0.0636</b>	<b>0.4804</b>	<b>0.2276</b>	<b>2.3800e-003</b>	<b>0.1750</b>	<b>6.9900e-003</b>	<b>0.1820</b>	<b>0.0336</b>	<b>6.7700e-003</b>	<b>0.0404</b>	<b>0.2864</b>	<b>226.4837</b>	<b>226.7701</b>	<b>0.0225</b>	<b>0.0318</b>	<b>236.7961</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**2.3 Vegetation**

Vegetation

	CO2e
Category	MT
Vegetation Land Change	0.0000
<b>Total</b>	<b>0.0000</b>

**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	7/1/2022	6/30/2022	5	0	
2	Site Preparation	Site Preparation	7/1/2022	7/6/2022	5	4	
3	Grading	Grading	7/7/2022	7/13/2022	5	5	
4	Building Construction	Building Construction	7/14/2022	7/29/2022	5	12	
5	Paving	Paving	7/30/2022	7/29/2022	5	0	
6	Architectural Coating	Architectural Coating	7/30/2022	7/29/2022	5	0	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 5**

**Acres of Paving: 6.71**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**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	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Excavators	1	8.00	158	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Skid Steer Loaders	1	8.00	65	0.37
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Skid Steer Loaders	1	8.00	65	0.37
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT







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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.2 Demolition - 2022**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**3.3 Site Preparation - 2022**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.3000e-004	6.9100e-003	0.0110	2.0000e-005		3.5000e-004	3.5000e-004		3.2000e-004	3.2000e-004	0.0000	1.4538	1.4538	4.7000e-004	0.0000	1.4655
<b>Total</b>	<b>7.3000e-004</b>	<b>6.9100e-003</b>	<b>0.0110</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>3.5000e-004</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>3.2000e-004</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>1.4538</b>	<b>1.4538</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>1.4655</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	1.5500e-003	0.0000	4.5000e-004	0.0000	4.5000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3656	0.3656	1.0000e-005	1.0000e-005	0.3694
<b>Total</b>	<b>2.0000e-004</b>	<b>1.6000e-004</b>	<b>1.5500e-003</b>	<b>0.0000</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>4.5000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.3656</b>	<b>0.3656</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.3694</b>

**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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.3000e-004	6.9100e-003	0.0110	2.0000e-005		3.5000e-004	3.5000e-004		3.2000e-004	3.2000e-004	0.0000	1.4538	1.4538	4.7000e-004	0.0000	1.4655
<b>Total</b>	<b>7.3000e-004</b>	<b>6.9100e-003</b>	<b>0.0110</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>3.5000e-004</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>3.2000e-004</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>1.4538</b>	<b>1.4538</b>	<b>4.7000e-004</b>	<b>0.0000</b>	<b>1.4655</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.3 Site Preparation - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	1.5500e-003	0.0000	4.5000e-004	0.0000	4.5000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3656	0.3656	1.0000e-005	1.0000e-005	0.3694
<b>Total</b>	<b>2.0000e-004</b>	<b>1.6000e-004</b>	<b>1.5500e-003</b>	<b>0.0000</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>4.5000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>0.3656</b>	<b>0.3656</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.3694</b>

**3.4 Grading - 2022**

**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					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1300e-003	0.0241	0.0215	4.0000e-005		9.4000e-004	9.4000e-004		8.7000e-004	8.7000e-004	0.0000	3.7261	3.7261	1.2100e-003	0.0000	3.7562
<b>Total</b>	<b>2.1300e-003</b>	<b>0.0241</b>	<b>0.0215</b>	<b>4.0000e-005</b>	<b>2.6500e-003</b>	<b>9.4000e-004</b>	<b>3.5900e-003</b>	<b>2.9000e-004</b>	<b>8.7000e-004</b>	<b>1.1600e-003</b>	<b>0.0000</b>	<b>3.7261</b>	<b>3.7261</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>3.7562</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.6000e-004	1.6200e-003	0.0000	4.6000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.3808	0.3808	1.0000e-005	1.0000e-005	0.3848
<b>Total</b>	<b>2.1000e-004</b>	<b>1.6000e-004</b>	<b>1.6200e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>4.7000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.3808</b>	<b>0.3808</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.3848</b>

**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					2.6500e-003	0.0000	2.6500e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1300e-003	0.0241	0.0215	4.0000e-005		9.4000e-004	9.4000e-004		8.7000e-004	8.7000e-004	0.0000	3.7261	3.7261	1.2100e-003	0.0000	3.7562
<b>Total</b>	<b>2.1300e-003</b>	<b>0.0241</b>	<b>0.0215</b>	<b>4.0000e-005</b>	<b>2.6500e-003</b>	<b>9.4000e-004</b>	<b>3.5900e-003</b>	<b>2.9000e-004</b>	<b>8.7000e-004</b>	<b>1.1600e-003</b>	<b>0.0000</b>	<b>3.7261</b>	<b>3.7261</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>3.7562</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.4 Grading - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.6000e-004	1.6200e-003	0.0000	4.6000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.3808	0.3808	1.0000e-005	1.0000e-005	0.3848
<b>Total</b>	<b>2.1000e-004</b>	<b>1.6000e-004</b>	<b>1.6200e-003</b>	<b>0.0000</b>	<b>4.6000e-004</b>	<b>0.0000</b>	<b>4.7000e-004</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>0.3808</b>	<b>0.3808</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.3848</b>

**3.5 Building Construction - 2022**

**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					
Off-Road	4.4800e-003	0.0426	0.0617	1.0000e-004		2.0800e-003	2.0800e-003		1.9800e-003	1.9800e-003	0.0000	8.6384	8.6384	1.8600e-003	0.0000	8.6848
<b>Total</b>	<b>4.4800e-003</b>	<b>0.0426</b>	<b>0.0617</b>	<b>1.0000e-004</b>		<b>2.0800e-003</b>	<b>2.0800e-003</b>		<b>1.9800e-003</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>8.6384</b>	<b>8.6384</b>	<b>1.8600e-003</b>	<b>0.0000</b>	<b>8.6848</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.5 Building Construction - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1000e-004	9.2800e-003	3.9100e-003	4.0000e-005	1.0800e-003	8.0000e-005	1.1600e-003	3.1000e-004	8.0000e-005	3.9000e-004	0.0000	3.4554	3.4554	2.0000e-005	4.7000e-004	3.5950
Worker	9.9000e-004	7.8000e-004	7.7700e-003	2.0000e-005	2.2300e-003	1.0000e-005	2.2400e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8278	1.8278	6.0000e-005	6.0000e-005	1.8470
<b>Total</b>	<b>1.5000e-003</b>	<b>0.0101</b>	<b>0.0117</b>	<b>6.0000e-005</b>	<b>3.3100e-003</b>	<b>9.0000e-005</b>	<b>3.4000e-003</b>	<b>9.0000e-004</b>	<b>9.0000e-005</b>	<b>9.9000e-004</b>	<b>0.0000</b>	<b>5.2832</b>	<b>5.2832</b>	<b>8.0000e-005</b>	<b>5.3000e-004</b>	<b>5.4420</b>

**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					
Off-Road	4.4800e-003	0.0426	0.0617	1.0000e-004		2.0800e-003	2.0800e-003		1.9800e-003	1.9800e-003	0.0000	8.6383	8.6383	1.8600e-003	0.0000	8.6848
<b>Total</b>	<b>4.4800e-003</b>	<b>0.0426</b>	<b>0.0617</b>	<b>1.0000e-004</b>		<b>2.0800e-003</b>	<b>2.0800e-003</b>		<b>1.9800e-003</b>	<b>1.9800e-003</b>	<b>0.0000</b>	<b>8.6383</b>	<b>8.6383</b>	<b>1.8600e-003</b>	<b>0.0000</b>	<b>8.6848</b>











D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**3.7 Architectural Coating - 2022**

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	0.0172	0.4612	0.2086	2.3600e-003	0.1750	4.8300e-003	0.1798	0.0336	4.6100e-003	0.0382	0.0000	224.7678	224.7678	1.7300e-003	0.0316	234.2134
Unmitigated	0.0172	0.4612	0.2086	2.3600e-003	0.1750	4.8300e-003	0.1798	0.0336	4.6100e-003	0.0382	0.0000	224.7678	224.7678	1.7300e-003	0.0316	234.2134

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	15.99	0.00	0.00	222,960	222,960
User Defined Parking	0.00	0.00	0.00		
<b>Total</b>	<b>15.99</b>	<b>0.00</b>	<b>0.00</b>	<b>222,960</b>	<b>222,960</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	45.93	13.00	94.13	61.25	8.75	30.00	92	5	3
User Defined Parking	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**









D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.3 Energy by Land Use - Electricity**

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	1470	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**5.3 Energy by Land Use - Electricity**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	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	0.0427	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003
Unmitigated	0.0427	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003

**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	9.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003
<b>Total</b>	<b>0.0427</b>	<b>1.0000e-005</b>	<b>1.2200e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3700e-003</b>	<b>2.3700e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.5300e-003</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**6.2 Area by SubCategory**

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	9.7500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0329					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3700e-003	2.3700e-003	1.0000e-005	0.0000	2.5300e-003
<b>Total</b>	<b>0.0427</b>	<b>1.0000e-005</b>	<b>1.2200e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3700e-003</b>	<b>2.3700e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>2.5300e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Turf Reduction

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0834	8.5600e-003	2.0000e-004	0.3577
Unmitigated	0.0834	8.5600e-003	2.0000e-004	0.3577

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.2628 / 0	0.0834	8.5600e-003	2.0000e-004	0.3577
User Defined Parking	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0834</b>	<b>8.5600e-003</b>	<b>2.0000e-004</b>	<b>0.3577</b>

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**7.2 Water by Land Use**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.2628 / 0	0.0834	8.5600e-003	2.0000e-004	0.3577
User Defined Parking	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0834</b>	<b>8.5600e-003</b>	<b>2.0000e-004</b>	<b>0.3577</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.2030	0.0120	0.0000	0.5029
Unmitigated	0.2030	0.0120	0.0000	0.5029

**8.2 Waste by Land Use**

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1	0.2030	0.0120	0.0000	0.5029
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.2030</b>	<b>0.0120</b>	<b>0.0000</b>	<b>0.5029</b>



D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**8.2 Waste by Land Use**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1	0.2030	0.0120	0.0000	0.5029
User Defined Parking	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.2030</b>	<b>0.0120</b>	<b>0.0000</b>	<b>0.5029</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Dumpers/Tenders	0	8.00	260	16	0.38	Diesel

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Dumpers/Tenders	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.62	225	20	0.73	Diesel
Fire Pump	1	0	0	0	0.73	Diesel

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**10.1 Stationary Sources**

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (11 - 25 HP)	3.6900e-003	0.0193	0.0178	2.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	1.7136	1.7136	2.4000e-004	0.0000	1.7196
Fire Pump - Diesel (0 - 11 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>3.6900e-003</b>	<b>0.0193</b>	<b>0.0178</b>	<b>2.0000e-005</b>		<b>2.1600e-003</b>	<b>2.1600e-003</b>		<b>2.1600e-003</b>	<b>2.1600e-003</b>	<b>0.0000</b>	<b>1.7136</b>	<b>1.7136</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>1.7196</b>

**11.0 Vegetation**

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	0.0000	0.0000	0.0000	0.0000

D&S Waste Removal Inc., Mono Waste Transfer Station - Mono County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**11.1 Vegetation Land Change**

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Scrub	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## APPENDIX D | Biological Resources Report & Focused Botanical Survey



DBE | SBE | WBE | CERTIFIED

## BIOLOGICAL RESOURCES REPORT D & S WASTE REMOVAL INC. MONO WASTE TRANSFER STATION

FLORISTIC BOTANICAL SURVEY &  
FOCUSED SURVEY FOR INTERMOUNTAIN LUPINE

7937 HIGHWAY 167, LEE VINING, CA  
APN: 013-210-028-000



PREPARED FOR:



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## EXECUTIVE SUMMARY

This Biological Resources Report has been prepared to support the California Environmental Quality Act (CEQA) Initial Study, as it relates to biological resources for the D & S Waste Removal Inc. Mono Waste Transfer Station Project (project). In addition to a general biological resource assessment that was floristic in nature per the 2018 CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*, this report includes a focused survey for Intermountain lupine (*Lupinus pusillus*).

The project is located on a 33.65-acre parcel in Mono County, APN 013-210-028-000, at 7937 Highway 167, Lee Vining, CA (see Figure 1). The project area is eight miles east of Highway 395, on the north side of Highway 167, and one mile north of Mono Lake. The property is located at 38.088828° latitude and -119.023836° longitude. The parcel is characterized by Big Sagebrush Scrub with the closely related Great Basin Mixed Scrub and Saltbush Scrub plant communities.

For a total of 4.75 hours, between 13:30 and 18:15 hours on March 27, 2022, Essra Mostafavi, MA Environmental Policy, and Mara Plato, BS Biology, performed biological surveys that were floristic in nature. This survey covered 100% of the site with 10 transects, spaced at 44.5-meter intervals and oriented in a north-south direction throughout the 33.65-acre± parcel (see Figure 4). Of the 19 plant species and 6 animal species observed, none were of special status. Please see Table 1 & 2 on pages 15-16 for a comprehensive list of species observed.

The survey results identified the following:

- No Intermountain lupine was detected.
- No special status species were detected per CDFW & USFWS regulations.
- No water resources were observed onsite (i.e. surface water, groundwater, ephemeral streams).

A list of site best management practices, avoidance and minimization measures are listed in Section 5.

FIGURE 1 | PROJECT VICINITY

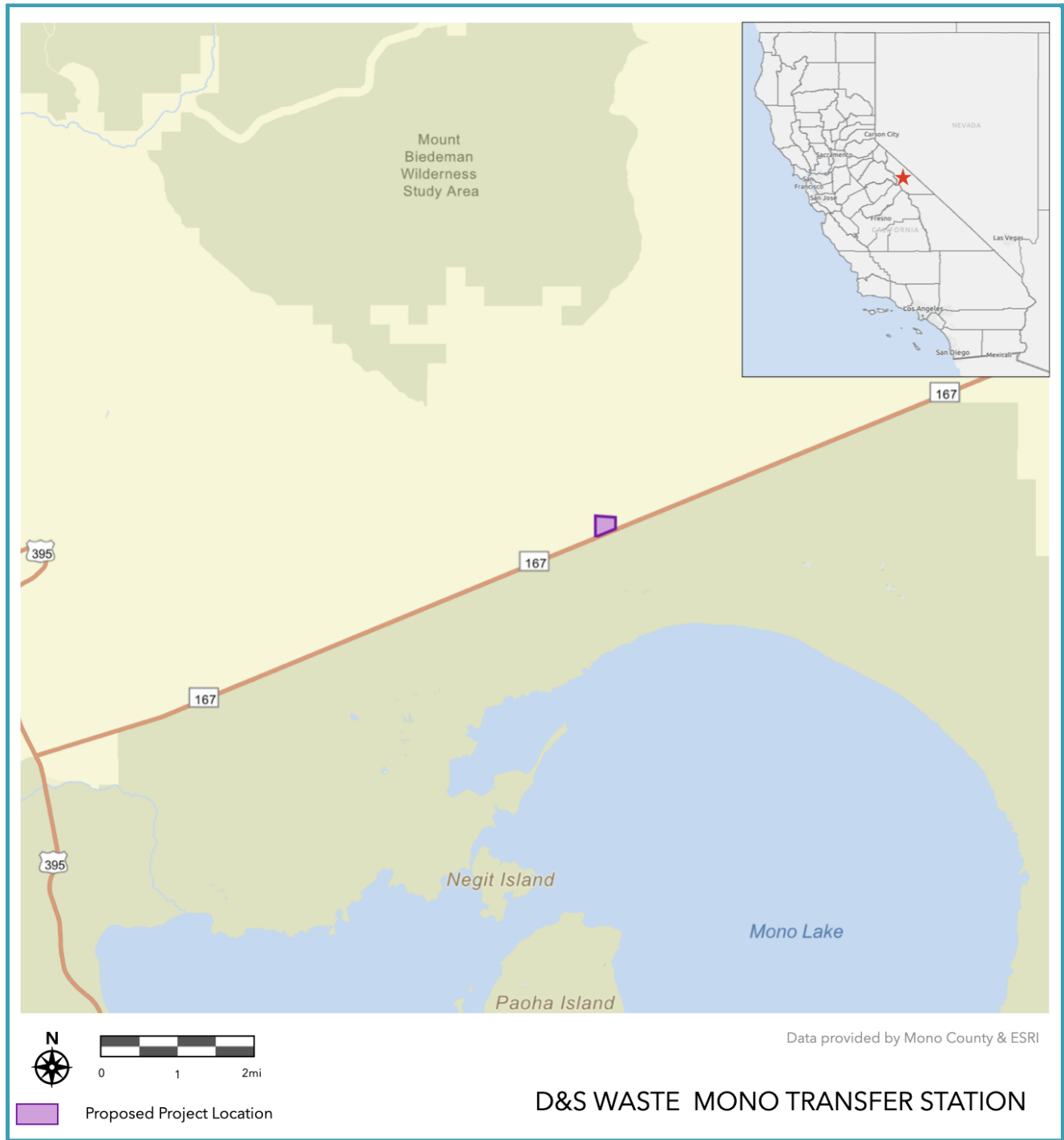
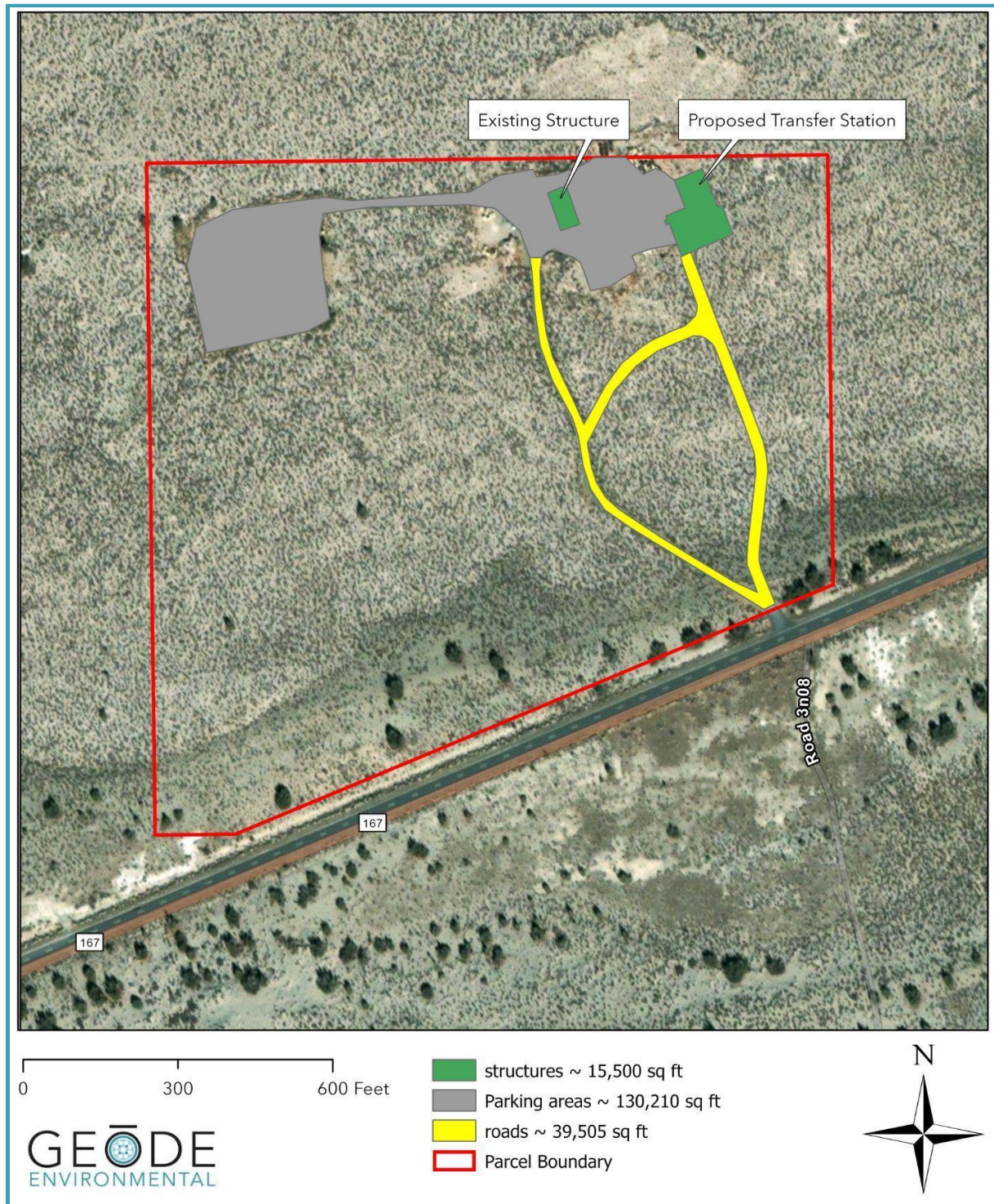


FIGURE 2 | SITE MAP & IMPACT AREA



## 1 | INTRODUCTION

### Purpose & Need for Study

This Biological Resources Report has been prepared to support the California Environmental Quality Act (CEQA) Initial Study, as it relates to biological resources for the D & S Waste Removal Inc. (D & S Waste) Mono Waste Transfer Station Project. In addition to a general biological resource assessment that was floristic in nature per the 2018 CDFW *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*, this report includes a focused survey for Intermountain lupine (*Lupinus pusillus*). This information serves as a basis to assess potential impacts associated with proposed development. Results of the surveys and general biological resource assessment, are intended to provide sufficient baseline information to guide the CEQA lead, responsible and trustee agencies to determine if significant impacts will occur and to identify best management practices, avoidance, minimization, and mitigation measures, to offset those impacts.

### Property Location

The D & S Waste project is located on a 33.65-acre parcel in Mono County APN 013-210-028, located at 7937 State Route 167, Lee Vining, CA. The project area is located east of Highway 395, on the northside of State Route 167, and north of Mono Lake. The legal description for the subject property is Township 3 North, Range 27 East, Ne ¼ Of Sw ¼ Of Section 29 M.D.B.& M., USGS Negit Island 7.5' Quadrangle, California Topographic Map. Based on DeLorme Topo USA 10.0 software, elevations on the subject property range from approximately 6,480 feet (1,975 meters) at the northwest corner down to 6,460 feet (1,969 meters) at the southeast corner.

The project site is located on the north side of Mono lake on terrain that slopes gently down towards the lake from the northwest to the southeast. Based on the NRCS Web Soil Survey maps, the survey area soil type is 106-Alamedawell, a sandy substratum-Deepwell association, on 2-15% slopes. This soil type is associated with lake terraces, with parent material of volcanic ash and lacustrine deposits with and is composed of loamy sand, with excessive drainage, low runoff, and is moderately to strongly saline.

## Project Objectives

- Permit the site to be a municipal solid waste (MSW) transfer facility.
- Provide Mono County a facility for the expedited movement of MSW.
- Focus development to previously impacted areas away from view.
- Protect the viewshed by shielding the project with berms with native vegetation.

## Project Description

The project proposes to:

- Permit the site as a transfer facility to temporarily house municipal solid waste (MSW) for up to 48 hours.
- Construct a metal waste storage & management warehouse (80' x 100' x 30') to temporarily house MSW, equipment and vehicles (empty dump trucks & septic trucks).
- Install a 12'x70' subterranean truck scale.
- Develop gravel approaches to the new building; no new right-of-way and no encroachment permits will be necessary.
- Protect the viewshed by constructing berms shielding both the existing and new project features as a design-element with local native vegetation, reducing baseline visual impacts while preventing new ones. The 4' to 12' tall and 57' wide berms screen the project from view along the western, southern and eastern parcel boundaries for a length of 3253'. The berms are landscaped with native botanicals to create continuity with the natural landscape, helping to maintain the vividness, intactness and unity of the site. The berms create visual interest in the foreground to observers on adjacent properties and drivers/passengers traveling east and west on SR-167.



*Desert blister beetle (Lytta magister)  
 observed on Rubber rabbitbrush  
 (Ericameria nauseosa).*

## 2 | ENVIRONMENTAL SETTING

### Existing Conditions

Since 1974 the 33.65-acre property has been used for waste management equipment storage. In 2010, a metal storage building was built in the northeastern section of the parcel. Current features present include the following features:

- 40' x 60' metal warehouse
- Two (2) fuel tanks (1,800-gallon, 500-gallon)
- Generator
- Water well
- Three (3) 500-gallon propane tanks
- Solar panels and solar panel control boxes
- A one-room 10' x 15' office building with bathroom
- Septic tank & leach field area
- Gravel road

The northern margins of the site are heavily impacted by human-use around the existing structures and storage lot, while the remainder of the site remains relatively undisturbed. The longtime use of the existing structures, has led to soil compaction and piles of fill material along the northern parcel boundary. These impacted areas host non-native and invasive Russian thistle and Skeleton weed. The remainder of the native plants observed are reflective of a healthy Big Sagebrush Scrub plant community according to the California's Native Plant Society, with the exception of the Annual bursage, which is found in high-use parts of the parcel. The lack of invasive weeds in the relatively undisturbed areas—beyond the road, building, and storage lot—indicates that the parcel yields areas of pristine habitat. Proposed project activities are designed to occur in already degraded habitat, near the northeastern site-boundary.

### Vegetation Communities & Habitat

The site is vegetated with Big Sagebrush Scrub with the closely related Great Basin Mixed Scrub and Saltbush Scrub plant communities, commonly found in soils with high salinity and alkalinity. The soil profile for the site yields two types of distinct soils, both alluvial terrace deposits and lake bed deposits.

## Soils & Geology

The project site is located on the north-central edge of Mono Basin east of the Sierra Nevada eastern escarpment, with an elevation of approximately 6480' above mean sea level. This escarpment serves as the boundary between the Great Basin and Sierra Nevada geologic provinces. The project site consists of southward sloping alluvial deposits. The deposits are composed primarily of light gray, brown to dark olive brown and greenish-gray, silty to clayey, very fine sand and clay. Overall, the deposits exhibited a shallow dip to the south/southwest (approximately 5-8°). These bedding structures are consistent with deposition within a lacustrine environment.

## Waters

No surface or groundwaters were observed on the parcel. As documented in the Geotechnical Investigation, performed by Sierra Geotechnical Services Inc. in 2010 and revalidated in 2021, it was observed that neither a groundwater table nor groundwater seepage was encountered during surveys to a depth of 10 feet.

*View of project site facing north from Highway 167*



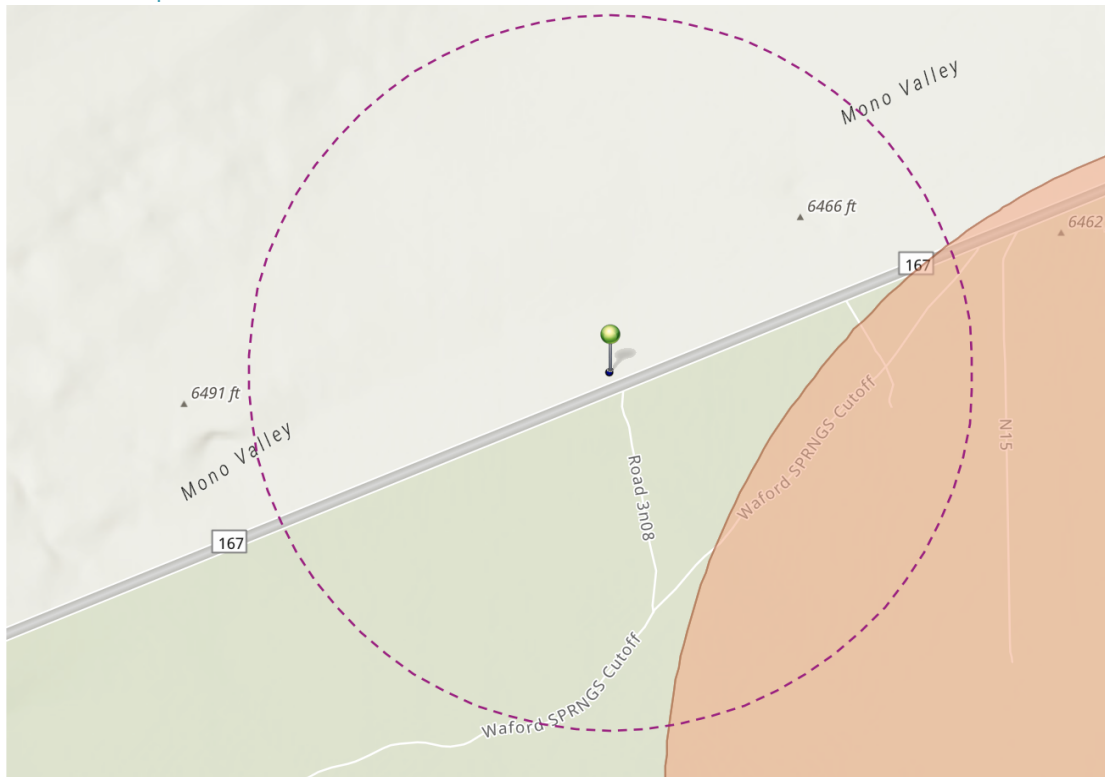


### 3 | METHODOLOGY


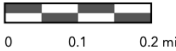
#### Literature Review




Biological data repositories like CDFW’s California Natural Diversity Database (CNDDDB), were consulted to inventory special status species and their spatial distribution with relation to the project site. A 0.5-mile buffer was used when querying data to ensure a thorough assessment and disclosure of potential species that have historically been reported in the project vicinity (see Figure 3). One special status species was identified outside of the project boundary, the Intermountain lupine. Additional reference materials used in the completion of this report are listed in Section 6, References.

FIGURE 3 | CDFW CNDDDB DATABASE SEARCH



Data provided by Mono County & ESRI

-  Project Location
-  0.5 Mile Buffer
-  Intermontane Lupine Range

**ASSESSOR PARCEL NUMBER 13-210-028**  
 CALIFORNIA NATURAL DIVERSITY  
 DATABASE SEARCH



### Survey Methods

Per CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*, the survey employed a systematic approach to the botanical field surveys, assessments of special status species and sensitive natural communities, intended to produce reliable information with maximum disclosure.

For a total of 4.75 hours, between 13:30 and 18:15 hours on March 27, 2022, Essra Mostafavi, MA Environmental Policy, and Mara Plato, BS Biology, performed biological surveys that were floristic in nature with focused surveys for Intermountain lupine (*Lupinus pusillus*). Weather conditions were sunny, with westerly winds at 9 mph, and a temperature of 88°F. This survey covered 100% of the site with 10 transects, spaced at 44.5-meter intervals and oriented in a north-south direction throughout the parcel (see Figure 4, below). Selection of a parallel transect survey method was intended to ensure

BIOLOGICAL SURVEY TRANSECTS



comprehensive coverage of the site, noting the difference in slope, soil, and plant composition captured by the north-south orientation of the transects. The transects also traversed both developed and undeveloped portions of the parcel. Surveys continued from early afternoon to near dusk to yield maximum potential for species sightings. Species identified during the survey were recorded and a comprehensive list can be found in Table 1 & 2 on pages 15-16.



## 4 | RESULTS

### Site Conditions, Natural Communities & Findings

There is a notable difference in plant composition between the north and south sections of the parcel; the northern regions having sage, which is likely attributed to the increasing soil salinity in proximity to Mono Lake. Like the north, the south hosts California's Sagebrush Scrub plant community. Here, Rubber rabbitbrush (*Ericameria nauseosa*), Common sagebrush (*Artemisia tridentata*), and Fourwing saltbush (*Atriplex canescens*) are the codominant species, with the addition of an understory of salt-tolerant grasses such as Salt grass (*Distichlis spicata*), Indian rice grass (*Stipa hymenoides*), Alkali sacaton (*Sporobolus airoides*), not found in the northern reaches. Also, distinct islands of Sierra juniper (*Juniperus grandis*), were exclusive to the southern alignment of the parcel, adjacent to Highway 167.

A CNDDDB search result noted the potential for the Intermountain lupine, a special status species, to occur outside the parcel to the southeast of the project site. The Intermountain lupine has a California Native Plant rank of 2B.3—a California Rare Plant designated as rare, threatened, or endangered in California but common elsewhere. Focused surveys for the Intermountain lupine documented its absence from the site.

Of the 19 plant species and 6 animal species observed, none were of special status. Two of the 19 plant species (11%) are not native; Russian thistle (*Salsola tragus*) and Skeleton weed (*Chondrilla juncea*), are invasive. Their distribution was limited to areas heavily impacted by human use. The lack of invasive weeds in the relatively undisturbed areas of the parcel beyond the gravel road, building, and storage lot areas indicates that these plant communities are in healthy condition. The percent coverage of vegetation is low, and has large areas of bare ground. Based on a visual assessment, about 70% of the vegetation within the 33.65-acre parcel consists of Rubber rabbitbrush, with additional plant species being interspersed. one reptile, four birds, and an insect species. Lizards were observed at the project site but were not identified due to the speed of their movement. Plant and animal species observed are listed on the following pages. No animal burrows were observed, though rabbit pellets were abundant.

TABLE 1 | Plant Species Observed

Angiospermae: Dicotyledones	Dicot Flowering Plants
<p><b>Asteraceae</b>  <i>Ericameria nauseosa</i>  <i>Ambrosia dumosa</i>  <i>Chondrilla juncea</i>  <i>Artemisia tridentata</i>  <i>Ambrosia acanthicarpa</i>  <i>Gutierrezia sarothrae</i></p>	<p>Sunflower family  <i>Rubber rabbitbrush (native)</i>  <i>White bursage (native)</i>  <i>Skeleton weed (non-native, invasive)</i>  <i>Common sagebrush (native)</i>  <i>Annual bursage (native)</i>  <i>Broom snakeweed (native)</i></p>
<p><b>Boraginaceae</b>  <i>Tiquilia nuttalli</i></p>	<p>Borage family  <i>Nuttall's crinkleemat (native)</i></p>
<p><b>Chenopodiaceae</b>  <i>Salsola tragus</i>  <i>Atriplex canescens</i></p>	<p>Goosefoot family  <i>Russian thistle (non-native, invasive)</i>  <i>Fourwing saltbush (native)</i></p>
<p><b>Onagraceae</b>  <i>Epilobium canum</i>  <i>Eremothera refracta</i></p>	<p>Evening Primrose family  <i>California fuchsia (native)</i>  <i>Narrow leaved primrose (native)</i></p>
<p><b>Polemoniaceae</b>  <i>Phlox diffusa</i>  <i>Eriastrum eremicum</i></p>	<p>Phlox family  <i>Spreading phlox (native)</i>  <i>Desert woollystar (native)</i></p>
<p><b>Polygonaceae</b>  <i>Eriogonum luteolum</i></p>	<p>Buckwheat family  <i>Wicker buckwheat (native)</i></p>
<p><b>Sarcobataceae</b>  <i>Sarcobatus vermiculatus</i></p>	<p>Greasewood family  <i>Black greasewood (native)</i></p>
Angiospermae: Monocotyledones	Monocot Flowering Plants
<p><b>Poaceae</b>  <i>Distichlis spicata</i>  <i>Stipa hymenoides</i>  <i>Sporobolus airoides</i></p>	<p>Grass Family  <i>Salt grass (native)</i>  <i>Indian rice grass (native)</i>  <i>Alkali sacaton (native)</i></p>
Acrogymnospermae	Gymnosperm
<p><b>Cupressaceae</b>  <i>Juniperus grandis</i></p>	<p>Cypress family  <i>Sierra juniper (native)</i></p>

TABLE 2 | Animal Species Observed

<i>Reptilia</i>	<i>Reptiles</i>
Lizard sp.	Lizard sp.
<i>Aves</i>	<i>Birds</i>
Corvidae <i>Corvus corax</i> <i>Gymnorhinus cyanocephalus</i>	Corvid family <i>Common raven</i> <i>Pinyon jay</i>
Passerellidae <i>Spizella breweri</i>	Sparrow family <i>Brewer's sparrow</i>
Tyrannidae <i>Tyrannus sp.</i>	Flycatcher family <i>Kingbird sp.</i>
<i>Insectorum</i>	<i>Insects</i>
<i>Lytta magister</i>	Desert blister beetle

### Regulatory Climate

U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife [CDFW 2022 for California Natural Diversity Database; 2022 for Special Plant Species list; 2020 for Special Animal Species list; and California Native Plant Society (CNPS 2021)] maintain lists of animals and/or plants considered rare, threatened, or endangered, which are herein collectively referred to as “special status species.” No regulatory agency-designated special status species that were identified during the survey.

At the State level, the 1998 Food and Agricultural Code, Division 23: California Desert Native Plants Act, Chapter 3: Regulated Native Plants, Section 80073 states: The following native plants, or any parts thereof, may not be harvested except under a permit issued by the commissioner or the sheriff of the county in which the native plants are growing:

- (a) All species of the family Agavaceae (century plants, nolin, yuccas).
- (b) All species of the family Cactaceae (cacti), except for the plants listed in subdivisions (b) and (c) of Section 80072 (i.e., saguaro and barrel cacti), which may be harvested under a permit obtained pursuant to that section.
- (c) All species of the family Fouquieriaceae (ocotillo, candlewood).
- (d) All species of the genus Prosopis (mesquites).
- (e) All species of the genus Cercidium (palo verdes).
- (f) Senegalia (Acacia) greggii (catclaw acacia).
- (g) Atriplex hymenelytra (desert holly).
- (h) Dalea (Psoralea) spinosa (smoke tree).
- (i) Olneya tesota (desert ironwood), including both dead and live desert ironwood.

None of the above plant species were detected during the survey.

### Bird Nests

Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit the taking of all birds and their active nests, including raptors and other migratory nongame birds (As listed under the Migratory Bird Treaty Act). Prior vegetation removal, not be removed from a project site between March 15 and September 15 to avoid impacts to nesting birds. If it is necessary to commence project construction between March 15 and September 15, a qualified biologist should survey all habitat (trees, natural and artificial cavities, shrubs, grasses, rocky and bare ground areas, and structures) within the project site for nesting birds prior to project activities, including site preparation and actual construction.

### Special Status Species

U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife [CDFW 2021a for California Natural Diversity Database; 2021b for Special Plant Species list; 2020 for Special Animal Species list; and California Native Plant Society (CNPS 2021)] maintain lists of animals and/or plants considered rare, threatened, or endangered, which are herein collectively referred to as "special status species."

No regulatory agency-designated special status species were identified during the survey.

## 5 | CONCLUSIONS & DETERMINATIONS

### No impact to Intermountain lupine

CNDDDB identifies the range of the Intermountain lupine to be outside of the project area. Focused surveys for the species found it absent from the project site. No avoidance, minimization or mitigation measures are proposed.

### Wildlife and Special-Status Species Pre-Activity Surveys.

1. The project biologist shall survey the site for wildlife and special-status species, and any habitat, dens, burrows, nests, etc. capable of supporting wildlife and/or a special-status species 7 days prior to and again no more than 24 hours prior to initiating ground disturbing activities. The DB shall ensure that the methods used to locate, identify, map, avoid, and buffer individuals or habitat are appropriate and effective, including the surveyors attaining 100% visual coverage of the entirety of the potential impact areas, including all areas not previously surveyed, and an appropriate buffer surrounding those areas.

### Nesting Bird Avoidance Measures

1. Nesting bird surveys shall be conducted 7 days prior, and again no more than 24 hours prior to initiating ground disturbing activities. Should nesting birds be identified, the project biologist shall mark those areas with Environmentally Sensitive Area (ESA) fencing, and monitor throughout project activities, until the young have fledged.

### Site Housekeeping

1. Raw cement/concrete or washings thereof, asphalt, paint, or other coating material, oil or other petroleum products, or any other substances which could be hazardous to wildlife resources shall be removed immediately.
2. All construction equipment shall be checked *daily* prior to initiating work. Leaking equipment shall be taken offsite to be maintained. If equipment is leaking while onsite, please place a construction diaper (i.e. tarp and wattles) underneath until the equipment can be maintained.
3. Construction crew shall limit disturbance to necessary work areas only so as to limit potential impacts to flora and fauna.

## 6 | REFERENCES

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APPENDIX E | Geotechnical & Soils Report



ENVIRONMENTAL • GEOTECHNICAL • HYDROGEOLOGY • MINING • TESTING AND INSPECTION

June 7, 2021

Project No. 3.30832.1

D & S Waste  
PO Box 834  
Yerington, NV 89447

Subject: **SITE REVIEW AND GEOTECHNICAL REPORT VALIDATION LETTER**  
Hwy 167 (APN 13-210-28)  
Mono County, California

References: *Geotechnical Investigation, D and S Warehouse Building, Hwy 167 (APN 13-210-28)*, prepared by SGSI, dated March 4, 2010 (Project No. 3.30832.1)

*Soils Suitability for Sewage Disposal, APN 13-210-28*, prepared by SGSI, dated October 8, 2007 (Project No. 3.30832)

In accordance with the request of Essra Mostafavi of Geode Environmental, we have performed a site visit and a review of our above referenced reports. During our review, we noted only minor surficial changes to the areas of previous investigation. Accordingly, no changes to the analyses, and/or conclusions of the project reports are required at this time.

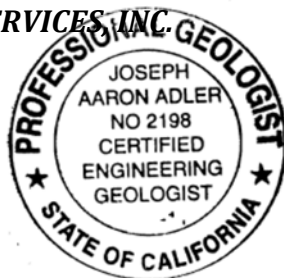
However, due to the age of the geotechnical report and subsequent changes to the California Building Code, an update and/or plan review will be required for any future construction projects. The sewage disposal report is valid for the area.

We appreciate the opportunity to be of service to you. Should you have any questions regarding this report, please do not hesitate to contact us.

Respectfully,

**SIERRA GEOTECHNICAL SERVICES, INC.**

Joseph A. Adler  
CEG 2198 (exp 3/31/23)



SIERRA GEOTECHNICAL SERVICES INC.  
  
 ENVIRONMENTAL • GEOTECHNICAL • GEOLOGY • HYDROGEOLOGY • MATERIALS

March 4, 2010

Project No. 3.30990

D & S Waste  
 PO Box 834  
 Yerington, NV 89447

Attention: Mr. Darrol Brown

Subject: **GEOTECHNICAL INVESTIGATION**  
 Hwy 167 (APN 13-210-28)  
 Mono County, California

*Dear Mr. Brown:*

We herein submit the results of our geotechnical investigation for the proposed commercial structure, to be built on the subject property. Neither architectural nor foundation plans were reviewed. The purpose of this study was to assess the geologic and geotechnical constraints to development (if any) and provide geotechnical recommendations relative to the future development of the proposed project.

The conclusions and recommendations presented herein are considered site specific and based upon the subsurface conditions encountered at the locations of the explorations. Foundation design should be prepared in accordance with the recommendations contained within this report.

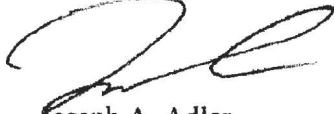
Based upon our field and laboratory investigations, engineering analyses and professional judgment, it is our opinion that the site is suitable for construction of the proposed development provided the recommendations included within this report are incorporated into the design and construction.

MAMMOTH OFFICE: 549 OLD MAMMOTH ROAD, MAMMOTH LAKES, CA 93546 • Phn: (760) 934-3992 Fax: (760) 934-8832  
 BISHOP OFFICE: 873 NORTH MAIN STREET, SUITE 150, BISHOP, CA 93514 • Phn: (760) 873-6800 Fax: (760) 873-6888  
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[www.sierrageotechnicalinc.com](http://www.sierrageotechnicalinc.com)

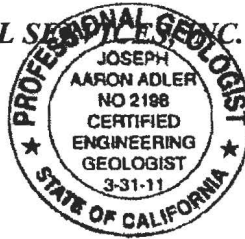
We appreciate the opportunity to be of service to you. SGSI looks forward to providing you with materials testing as well as geotechnical services during construction. Should you have any questions regarding this report, please do not hesitate to contact us.

Respectfully,

**SIERRA GEOTECHNICAL SERVICES, INC.**



Joseph A. Adler  
Principal Geologist  
CEG 2198



Thomas A. Platz  
Principal Engineer  
PE 41039



**GEOTECHNICAL INVESTIGATION**

**FOR  
D AND S WASTE**

**MONO COUNTY, CALIFORNIA**

**MARCH 4, 2010  
PROJECT NO. 3.30832.1**

**Prepared By:**

***SIERRA GEOTECHNICAL SERVICES, INC.***  
P.O. Box 5024  
Mammoth Lakes, California 93546  
(760) 934-3992

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FIGURE 2	SUBSURFACE GEOTECHNICAL MAP
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APPENDIX B	LABORATORY TESTING
APPENDIX C	SEISMIC ANALYSIS
APPENDIX D	EARTHWORK AND GRADING RECOMMENDATIONS

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## 1. PURPOSE AND SCOPE

This report presents the results of a geotechnical investigation for the proposed 80 x100' warehouse building to be located off Highway 167 (Pole Line Road) in Mono County California (38.0901° N/-119.0238° W) (Figure 1). More specifically the building site will be located toward the E/NE portion of APN 13-210-28 (Figure 2). The purpose of this study was to obtain information on the subsurface conditions within the project area; to evaluate the competency of the soils to support the proposed structure; evaluate data relative to site geologic and seismic hazards; evaluate data relative to foundation design; and provide conclusion and recommendations for grading, foundation design, and construction of the proposed structures as influenced by subsurface conditions.

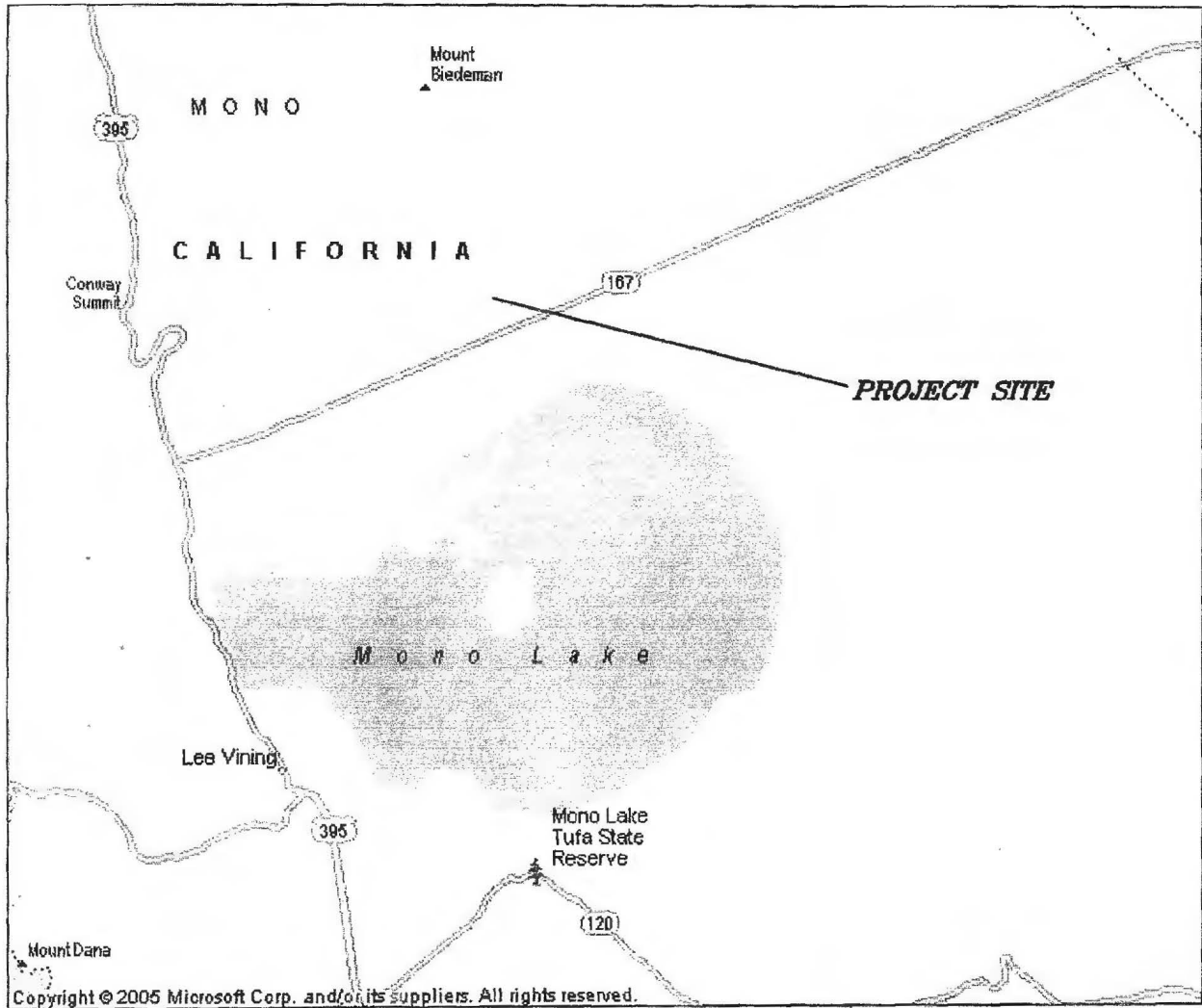
The scope of this investigation included of readily available published and unpublished geologic literature, a subsurface field investigation, laboratory testing of representative soil samples obtained during our field investigation, geologic and geotechnical evaluation and analysis of the collected field and laboratory data, and preparation of this report presenting the results of our findings, conclusions, geotechnical recommendations, and construction considerations for the proposed development.

The field investigation was performed on February 22<sup>nd</sup>, 2009 and included the detailed logging of previously dug approximate 16' deep excavation. Soil materials were visually classified in the field according to the Unified Soil Classification System (USCS). Bulk samples of the soils encountered were obtained during the field investigation for laboratory testing. The approximate location of the excavation is shown on the Subsurface Geotechnical Map (Figure 2). Details of the laboratory testing are presented in Appendix B.

## 2. PROPOSED DEVELOPMENT

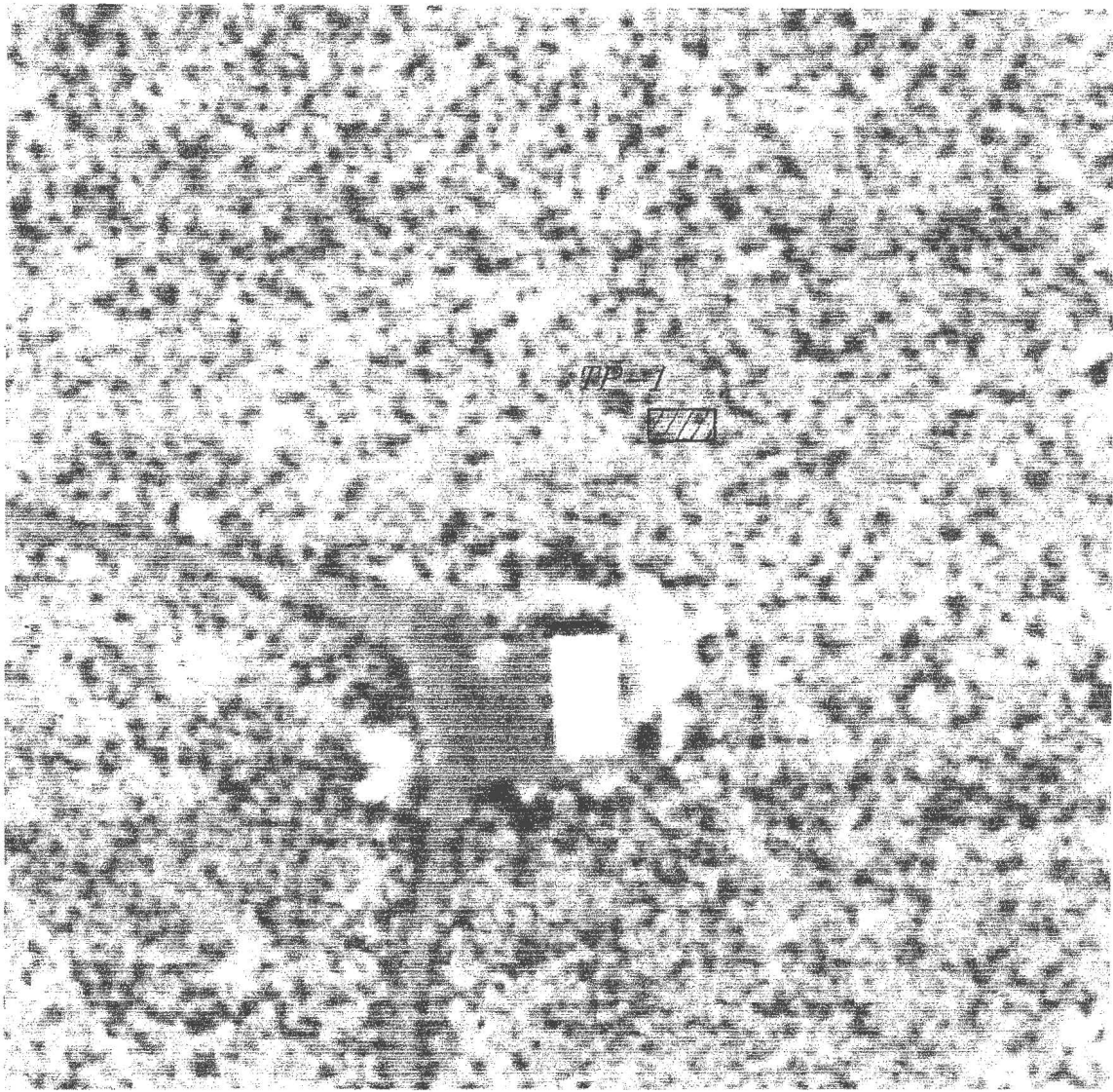
Based upon information provided to our office, the project is planned to consist of a single-level, approximate 80' x 100' warehouse structure with an approximate 16' deep trailer well. The proposed foundation will include a concrete perimeter footing, isolated spread footings, slab-on-grade floor and a reinforced concrete walled well area.





PROJECT		<b>VICINITY MAP</b> 13-210-28	
SCALE:	<i>NTS</i>	DATE:	3/2010
DRAWING:		DRAWN BY:	JAA
JOB NO.:	3.30832.1	FIGURE:	<b>FIGURE 1</b>

Sierra  
Geotechnical  
Services



Googlearth Image, March 2005

LEGEND

TP-1



APPROXIMATE LOCATION OF EXPLORATORY TEST PIT



Sierra  
Geotechnical  
Services

PROJECT: <b>SUBSURFACE GEOTECHNICAL MAP</b> 13-210-28	
SCALE: NTS	DATE: 3/2010
DRAWING:	DRAWN BY: JAA
JOB NO.: 3.30832.1	FIGURE: <b>FIGURE 2</b>

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### 3. SITE DESCRIPTION

The building site is presently undeveloped and slopes gently to the south. Ground surface elevation is approximately 6480' MSL. Vegetation includes a light cover of brush.

### 4. SITE RECONNAISSANCE

A reconnaissance of the site was performed during the subsurface investigation. No lineations, scarps, or other ground-surface fault related features were identified on the site during the reconnaissance. In addition, no landslides, or rock falls, were observed on-site.

### 5. GEOLOGIC AND GEOTECHNICAL SITE CONSTRAINTS

Geotechnical constraints to development include the potential for moderate ground shaking along the nearby Mono Lake Fault Zone fault located approximately 8.7 miles west of the site.

### 6. GEOLOGY AND SUBSURFACE CONDITIONS

**Regional:** The project site is located on the north-central edge of Mono Basin east of the Sierra Nevada eastern escarpment. This escarpment serves as the boundary between the Great Basin and Sierra Nevada geologic provinces. More specifically, the site is located in the Excelsior-Coaldale section of the Walker Lane Belt (WLB), a northwest trending zone of diverse topography located east of the Sierra Nevada range. The WLB is approximately 700 km long and 100 to 300 km wide and is characterized by Quaternary faults extending from the Garlock fault northward into northeastern California.

The Excelsior-Coaldale section is tectonically active as evidenced by the 1934 Excelsior Mountain, Nevada (Callahan and Gianella, 1935), and the 1932 Cedar Mountain, Nevada (Bell et al., 1999; Gianella, 1934; Gianella and Callahan, 1934), earthquakes. The Excelsior-Coaldale section also exhibits active volcanism, particularly in the Mono Basin area on its western margins. Relatively thin Tertiary and Quaternary age volcanic deposits have been extruded along the Sierra Nevada frontal fault system and from the east-west striking faults surrounding Mono Basin. The active volcanic centers include the Mono-Inyo Craters and the Long Valley caldera to the south of the site (Bailey, 1989).

Gravity and seismic refraction studies suggest that Mono Basin is a structurally down-warped, west plunging synformal basin formed by tectonic flexure and by faulting (Pakiser et al., 1960; Gilbert et al., 1968; Higgins, 1985) (Figure 9). Mono Basin is currently a closed hydrogeologic depression with an area totaling 695 square miles filled with sediments about 2 to 2½ km deep (Pakiser, 1976).

The site is underlain by Lake Bed Deposits. The deposits are coeval in age with Wisconsinian (locally known as Tioga) glaciation (Bailey, 1989).

### 6.1 Lake Bed Deposits

Lake Bed Deposits were observed throughout the excavation. The deposits are composed primarily of light grayish-brown to dark olive brown and greenish-gray, silty to clayey, very fine sand and clay. Thin (< 3") interbeds and minor turbidity features were observed. No animal burrows were observed. Overall, the deposits exhibited a shallow dip to the south/southwest (approximately 5-8°). These bedding structures are consistent with deposition within a lacustrine environment.

### 6.2 Groundwater

Neither a groundwater table nor groundwater seepage was encountered during our field investigation. However, it is possible that shallow wet soils from snowmelt and rain could be encountered during grading depending upon the time of the year in which the site is excavated. In addition, because the site is relatively flat, site grades may need to be raised such that drainage flows away from the building area. The project consultants and the Client should discuss various site design parameters and decide upon an appropriate site design based upon their performance goals.

## 7. FAULTING

Our discussion of faults on the site is prefaced with a discussion of California legislation and state policies concerning the classification and land-use criteria associated with faults. By definition of the California Geological Survey, an "active fault" is a fault that has had surface displacement within Holocene time (about the last 11,000 years); hence constituting a potential hazard to structures that might be located across it. This definition is used in delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazards Zones Act of

1972, which is detailed in the California Geological Survey Special Publication SP-42 (Hart and Bryant, 1999). The intent of this act is to assure that unwise urban development does not occur across the traces of active faults. Based on our review, the site is **not** located within any "Earthquake Fault Zones" or Alquist-Priolo Hazard Zones as identified in this document. Faults considered to be significant potential sources for seismic events that are likely to impact the site are presented in Appendix C. Recent faulting (surface rupture less than 11,000 years ago) and historic faults (surface rupture less than 200 years ago) are located regionally near the site. Regional faults in this report are considered to be those faults within a 62 mi (100 km) radius of the site.

## 8. SITE SEISMICITY

Site coordinates of latitude 38.0901° north and longitude -119.0238° west were acquired using the computer program **GoogleEarth**. A deterministic seismic analysis was performed within a 62.2 mi (100 km) radius of the site using the computer program **EQFAULT** (Blake, 2001). The results of the analysis indicate that the peak ground acceleration estimated for a maximum earthquake event within the specified radius is 0.338g. This acceleration represents deterministic peak ground accelerations and could occur from a magnitude 6.6 (Mw) earthquake on the Mono Lake fault approximately 8.7 miles (13.9 km) west of the site. The tabulated results of the deterministic seismic analysis are presented in Appendix C.

### 8.1 Seismic Design Criteria

Table 1 presents the seismic parameters for use in preparing a *Design Response Spectra* for the site. The site class is D, "stiff soil", based upon visual observations of the soils from the exploratory test pits. Values in Table 1 have been prepared in conformance with the 2005 ASCE 7 Standard.

TABLE 1

CBC CHAPTER 16 TABLE NO.	SEISMIC PARAMETER	RECOMMENDED VALUE
1613.5.2	Site Class	D
1613.5.3(1)	Seismic Coefficient $F_a$	1.0
1613.5.3(2)	Seismic Coefficient $F_v$	1.5
	Mapped Spectral Acceleration, S	1.494
	Mapped Spectral Acceleration, $S_1$	0.546
	Spectral Acceleration Adjusted For Site (SMs)	1.494 (0.2 sec)

	Spectral Acceleration Adjusted For Site (SM1)	0.819 (1.0 sec)
	Design Spectral Acceleration (SDs)	0.996 (0.2 sec)
	Design Spectral Acceleration (SD1)	0.546 (1.0 sec)
	Occupancy Category	II
	Seismic Design Category (SDC)	D

Conformance to the above criteria for strong ground shaking does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur during a large magnitude earthquake. Design of structures should comply with the requirements of the governing jurisdictions, building codes, and standard practices of the Association of Structural Engineers of California. A Design Civil or Structural Engineer in conjunction with the State Architect should determine what level of risk is acceptable for the project considering the recommendations contained in this report, economics, and safety.

## 9. SECONDARY EARTHQUAKE EFFECTS

Secondary effects that can be associated with severe ground shaking following a relatively large earthquake include shallow ground rupture, soil lurching, liquefaction, seiches, landslides, lateral spreading, dynamic settlement, and avalanche/rockfall. These secondary effects of seismic shaking are discussed in the following sections.

### 9.1 Shallow Ground Rupture

Ground surface rupture results when the movement along a fault is sufficient to cause a gap or break along the upper edge of the fault zone on the surface. Our review of available geologic literature indicated that there are no known active, potentially active, or inactive faults that transect the subject site. The nearest known active regional fault is the Mono Lake fault. The closest projected trace for this fault zone is located approximately 8.7 miles (14.0 km) west of the site.

### 9.2 Soil Lurching

Soil lurching refers to the rolling motion on the ground surface by the passage of seismic surface waves. Effects of this nature are likely to be most severe where the thickness of soft sediments varies appreciably under structures. In its present condition, the potential for lurching at the subject site is considered low to moderate due to the presence of potentially compressible soils within the upper approximate 2' of material below existing grades. The

potential for lurching will be greatly reduced if the potentially compressible soils, present on site, are removed and properly compacted during grading, as per the earthwork recommendations provided in this report.

### 9.3 Liquefaction

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Research and historical data indicate that loose granular soils below a near-surface groundwater table are most susceptible to liquefaction. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soil to behave as a viscous liquid. This effect may be manifested at the ground surface by settlement and, possibly, sand boils where insufficient confining overburden is present over layers.

In order for the potential effects of liquefaction to be manifested at the ground surface, the soils generally have to be granular, loose to medium-dense and saturated relatively near the ground surface, and must be subjected to ground shaking of a sufficient magnitude and duration. The potential for liquefaction to occur is considered very low, given the lack of a static or perched water table (See Section 6.3) and the dense nature of bearing soils on-site. Because the liquefaction potential is considered very low, the potential for ground failures associated with liquefaction, i.e post liquefaction reconsolidation, and sand boils are also considered very low.

### 9.4 Seiches

The potential for seiches as the result of the design level earthquake in a nearby fault are considered very low, due to the relative distance of a large body of water from the project site.

### 9.5 Landslides

Seismically-induced landslides are slope failures that occur where the horizontal seismic forces act to induce soil and/or bedrock failures. The most common affect is reactivation or movement on a pre-existing landslide. Existing slides that are stable under static conditions (i.e., factor-of-safety above one) become unstable and move during strong ground shaking. Evidence of past landslides was not observed either during aerial photographic review or in

the field. Due to the topography of the site, the potential for seismically induced bedrock landslides is non-existent.

#### **9.6 Lateral Spreading**

Lateral spreading refers to landslides that form on gentle slopes as a result of seismic activity and have a fluid like movement. It differs from slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Soil types that are highly susceptible to lateral spread include silts and shale. Soils in the immediate vicinity of the building site consist of firm to dense, clayey sands. The potential for lateral spreading is considered very low at the site.

#### **9.7 Dynamic Settlement**

Granular soils, in particular, are susceptible to settlement during seismic shaking, whether the soils liquefy or not. Portions of the shallow granular on-site soils may be loose and susceptible to dynamic settlement if strongly shaken by the design level earthquake. The potential for dynamic settlement will be greatly reduced if the loose and compressible soils near the surface (upper 2') are removed and properly compacted in accordance with the earthwork and grading recommendations contained within this report.

### **10. LANDSLIDES**

Evidence of past landslides was not observed either during aerial photographic review or in the field.

### **11. EXPANSIVE SOILS**

Expansive soils are soils that swell when subjected to moisture. Shrink/swell potential is the relative change in volume to be expected with changes in moisture content; that is, the extent to which the soil shrinks as it dries or swells when it gets wet. The extent of shrinking and swelling is influenced by the amount and kind of clay in the soil. Shrinking and swelling of soils causes damage to building foundations, roads, and other structures. Soils in the immediate vicinity of the building site consist have a low expansion potential.



## 12. VOLCANIC HAZARDS

The subject site is located in an area of high volcanic activity. At least nineteen episodes of volcanism during the past 3,000 years have been determined by radiocarbon dating methods (Kilbourne et al., 1980). The most significant potential sources of volcanic activity are the Mono-Inyo Craters and the resurgent dome within the Long Valley caldera. Basaltic, rhyolitic, and phreatic volcanism can be anticipated throughout the region.

The Mono Lake volcanoes (Black Point, Negit, and Paoha) are just 6 to 7 km northeast of the site. Black Point erupted nearly 13,000 years BP, Negit first erupted 1,600 years before present (BP) and flowed as recently as 270 years BP (Chesterman, 1971). Paoha, erupted 300 years ago.

Studies of the Resurgent Dome (Long Valley) area indicate that massive eruptions of the size that accompanied formation of the Caldera approximately 760,000 years ago are extremely rare (none have occurred during the period of written human history). Currently, there is no evidence that an eruption of such catastrophic proportions might be forming beneath the Long Valley caldera (Miller, 1985; 1989). A small to moderate volcanic eruption could occur however; somewhere along Mono-Inyo Craters volcanic chain producing pyroclastic flows and surges, as well as volcanic ash and pumice fallout, which could significantly impact the subject site. The odds however, of such an eruption are roughly 1 in a 250 in a given year (Miller, 1985; 1989).

## 13. FLOOD HAZARDS

Based upon a review of the FEMA Flood Zone Map, Sheet 72 and 73, for the unincorporated area of Mono County (FEMA, 1997); the site is located within the boundary of Zone C - Area of minimal flooding.

## 14. CONCLUSIONS

Based on the results of this investigation, it is our opinion that the construction of the proposed project is feasible from a geotechnical standpoint provided the following recommendations are incorporated into the design and construction. The following sections provide preliminary grading and foundation design recommendations which should be implemented during site development to mitigate site geologic constraints. However, implementation of these

recommendations and adherence to the 2007 CBC does not preclude property damage during or following a significant seismic event.

- Seismic hazards at the site may be caused by ground shaking during seismic events on regional active faults. The nearest known active regional fault is the Mono Lake fault located approximately 8.7 mi (13.9 km) west of the site.
- Evidence of past soil failures, or landslides on the site were not encountered.
- Groundwater was not encountered during our field investigation. Groundwater is not anticipated to be encountered during site development due to the location of the site with respect to overall drainage. Minor amounts of seepage may be encountered if the site is graded during the peak snowmelt runoff period between April and May.
- Site soils encountered during our field investigation generally consist of loose to dense, silty to clayey, very fine to coarse-grained sands.
- The subject site is situated on relatively flat terrain underlain by approximately 2' of relatively loose soils considered unsuitable for the support of new fill or structural loads. Excavations at the site will be achievable using standard earthmoving equipment.
- The depth of the unsuitable soils is based upon the areas observed during the field investigation. It should be anticipated that the overall depth of the unsuitable materials exposed during construction may vary from that encountered in the borings. Reasonably continuous construction observation and review during site grading and foundation installation allows for evaluation of the actual soil conditions and the ability to provide appropriate revisions where required during construction.

## 15. RECOMMENDATIONS

The following recommendations should be adhered to during site development. These recommendations are based on empirical and analytical methods typical of the standard of practice in California. If these recommendations appear not to cover any specific feature of the project, please contact our office for additions or revisions to the recommendations.

### 15.1 Geotechnical Review

Geotechnical review is of paramount importance in engineering practice. The poor performance of many foundation and earthwork projects has been attributed to inadequate construction review. Sierra Geotechnical Services, Inc. should be provided the opportunity

to review the following items or we waive all liability for any and all geotechnical issues associated with grading or construction relative to the subject site.

### **15.1.1 Plan and Specification Review**

Detailed plans for construction and grading were not available at the time of this report. SGSI should review grading and foundation plans prior to construction in order to assure that they are in conformance with this report; some of the recommendations contained herein may need to be revised after reviewing.

### **15.2 Earthwork**

Earthwork should be performed in accordance with the General Earthwork and Grading Specifications in Appendix D and the following recommendations. The recommendations contained in Appendix D are general grading specifications provided for typical grading projects. Some of the recommendations may not be strictly applicable to this project. The specific recommendations contained in the text of this report supersede the general recommendations in Appendix D.

The contract between the developer and earthwork contractor should be worded such that it is the responsibility of the contractor to place the fill properly in accordance with the recommendations of this report and the specifications in Appendix D notwithstanding the testing and observation of the geotechnical consultant.

#### **15.2.1 Site Preparation**

Prior to grading, the proposed structural improvement areas (i.e. all structural fill, pavements areas and structural building, etc.) of the site should be cleared of surface and subsurface obstructions, including vegetation. Vegetation and debris should be disposed of off site. Holes resulting from removal of buried obstructions, which extend below the recommended removal depths described herein or below finished site grades (whichever is lower) should be filled with properly compacted soil. Should existing underground utilities be encountered they should be completely removed and properly backfilled. Alternatively if the utility is not within the influence zone of the foundation it may be abandoned in place by fully grouting the pipe.

### 15.3 Excavation and Grading Observation

Site grading and footing excavations should be observed by SGSI. Such observations are considered essential to identify field conditions that differ from those anticipated by the investigation, to adjust design to actual field conditions, and to determine that the grading is accomplished in general accordance with the recommendations of this report. Earthwork and grading recommendations which include guidelines for site preparation, fill compaction, slopework, temporary excavations, and trench backfill are provided in Appendix E.

### 15.4 Preliminary Foundation Preparation and Design

The following preliminary recommendations are presented as minimum design recommendations; they are not intended to supercede design by the structural engineer. Preliminary foundations should be designed in accordance with structural considerations and the following recommendations. Upon the completion of the grading and structural plans, Sierra Geotechnical Services Inc. should review the foundation loads and embedment in order to confirm the implementation of the recommendations herein.

#### 15.4.1 Shallow Foundations

Continuous or pad footings may be used to support the proposed structures provided they are founded entirely upon properly compacted fill, or competent alluvial deposits. Continuous and isolated column foundations should be sized according to the allowable soil bearing pressures shown in Table II below. The pressures shown on Table II are for dead loads plus long-term live load.

**TABLE II – Allowable Soil Bearing Pressures**

Soil Conditions	Allowable Soil Bearing Pressure (psf)
Compacted Fill or Lake Bed Deposits	2,500

The allowable pressure may be increased by one-third when considering loads of short duration such as wind or seismic forces. A friction coefficient for concrete of 0.25 may be employed to resist lateral loads. Continuous and isolated footings should be designed in accordance with the structural engineer requirements. Reinforcement of footings should be per the structural engineer's design.

Footings may be constructed according to California Building Code requirements regarding width (minimum 12-inches). Exterior and interior foundations shall be founded within compacted fill or competent native soils. Exterior foundations shall have a minimum embedment depth of 18-inches below outside adjacent grade. Interior foundation depths shall be a minimum of 12-inches below adjacent grade.

#### **15.4.2 Foundation Construction**

Based upon our observations and laboratory testing, low expansive soils exist onsite. The following recommendations assume low expansive soils near finish pad grade.

- All footing excavations should be observed by a representative of SGSI prior to placement of reinforcing steel, in order to assure proper embedment into suitable soils.
- Footing trench excavations shall be moisture conditioned prior to pouring concrete.
- Footing trenches should not have any rocks or boulders protruding into the trench bottom. Soft soil pockets created by rock removal during foundation excavation shall be replaced with approved fill material, and compacted to 95-percent of the material's maximum dry density.

#### **15.5 Foundation Setback**

Utility trenches that parallel or nearly parallel structure footings should not encroach within a 1:1 plane extending downward and outward from the outside edge of the footing.

#### **15.6 Concrete Slab-on-Grade Floors**

Compacted fill materials will provide adequate support for concrete slabs provided the on-site materials are prepared per our grading recommendations prior to placement of the slab. Structural fill and subgrade soils underlying concrete slabs shall be compacted to a minimum of 95-percent of the material's maximum dry density for the upper 12-inches. Concrete slabs should be underlain by a 1-inch layer of fine grained sand (SE greater than 30) to aid in concrete curing.

Minimum slab reinforcement shall consist of #4 rebar placed at 18-inches on center each way. The slab reinforcement shall be placed, vertically, in the middle of the slab. Slab

thickness shall be a minimum of 5-inches. In areas where heavy equipment or loading will stress the slab, the thickness and reinforcement will meet the requirements of the Structural Engineer of record. Our experience indicates that the use of reinforcement in slabs and foundations will generally reduce the potential for drying and shrinkage cracking. However, some cracking may be expected as the concrete cures. Concrete cracking and/or spalling is often aggravated by a high cement ratio, high or low concrete temperature at the time of placement, small nominal aggregate size, rapid moisture loss, or the addition of water during placement. The use of low slump concrete (not exceeding 4-inches at the time of placement) and proper curing methods can reduce the potential for shrinkage cracking.

For design of slabs and estimating their deflections, a modulus of subgrade reaction ( $k$ ) of 100 pci may be used for re-compacted materials.

### **15.7 Lateral Earth Pressures for Free Standing Retaining Walls**

Embedded structural walls or cantilever retaining walls should be designed for lateral earth pressures exerted on them. The magnitude of these pressures depends on the amount of deformation that the wall can yield under load. If a wall can yield enough to mobilize the full shear strength of the soil; it can be designed for "active" pressure.

If a wall cannot yield under the applied load, the shear strength of the soil cannot be mobilized and the earth pressure will be higher. Such walls should be designed for "at rest" conditions. If a structure moves toward the soils, the resulting resistance developed by the soil is the "passive" resistance.

For design purposes, the recommended equivalent fluid pressure for each case for walls founded above the static ground water and backfilled with soils of very low to low expansion potential is provided. The equivalent fluid pressure values assume free-draining conditions. If conditions other than those assumed above are anticipated the equivalent fluid pressure values should be provided on an individual-case basis by the geotechnical engineer. Surcharge loading effects from the adjacent structures should be evaluated by the structural engineer. The select backfill should have an expansion index (EI) of no greater than 30 and a sand equivalent (SE) greater than 30. The backfill soils should be tested by the soils engineer prior to backfill operations starting for the retaining wall/basement wall structures.

**Slope of Backfill Behind  
Retaining Wall****Lateral Earth Pressure in  
Equivalent Fluid Weight (pcf)**

	Active Case	Passive Case
Horizontal	33	255
At-Rest	50	

For sliding resistance, the friction coefficient of 0.25 may be used at the concrete and soil interface. Wall footings should be designed in accordance with structural considerations. If both the passive and frictional resistances are assumed to act together than we recommend that a minimum factor of safety of 2.0 is used for design. The passive resistance value may be increased by one-third when considering loads of short duration, including wind or seismic loads. The horizontal distance between foundations providing passive resistance should be a minimum of three times the depth of the foundations to allow full development of passive pressures. The total depth of retained earth for design of cantilever walls should be the vertical distance below the ground surface measured at the wall face for stem design or measured at the heel of the footing for overturning and sliding.

Wall backcut excavations less than 5-feet in height can be made near vertical. All retaining wall structures should be provided with appropriate drainage. Drainage should consist of continuous drains installed along the base of the wall outletting to a storm drain system or the surface if grade allows.

**15.8 Drainage**

Positive site drainage should direct runoff away from foundations and pavement areas; Water should not be allowed to pond. Site drainage should be directed to an approved drainage facility. Drainage should not flow uncontrolled over the top of, or down the face of, any descending slopes.

## 16. LIMITATIONS

This report has been prepared for the sole use and benefit of our client. The conclusions of this report pertain only to the site investigated. The intent of the report is to advise our client of the geologic and geotechnical recommendations relative to the future development of the proposed project. It should be understood that the consulting provided and the contents of this report are not perfect. Any errors or omissions noted by any party reviewing this report, and/or any other geotechnical aspects of the project, should be reported to this office in a timely fashion. The client is the only party intended by this office to directly receive this advice. Unauthorized use of or reliance on this report constitutes an agreement to defend and indemnify Sierra Geotechnical Services Incorporated from and against any liability, which may arise as a result of such use or reliance, regardless of any fault, negligence, or strict liability of Sierra Geotechnical Services Incorporated.

Conclusions and recommendations presented herein are based upon the evaluation of technical information gathered, experience, and professional judgment. Other consultants could arrive at different conclusions and recommendations. Final decisions on matters presented are the responsibility of the client and/or the governing agencies. No warranties in any respect are made as to the performance of the project.

The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings within this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.



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**APPENDIX A****EXPLORATORY TEST PIT LOG**

A subsurface field investigation was performed on February 22<sup>nd</sup>, 2010 that included the logging of a previously dug approximate 16' deep excavation. A geologist from our office logged the excavation. A log of the excavation is presented herein. The approximate location of the excavation is shown on Figure 2.

Bulk samples and of the soils encountered were obtained during the field investigation for laboratory testing. Laboratory test results are included in Appendix B.

**SIERRA GEOTECHNICAL SERVICES INC.**  
**P.O. BOX 5024**  
**MAMMOTH LAKES, CA 93546**  
**(760) 934-3992**

**Appendix A**

**TEST PIT LOG**

JOB NO: <u>3.30832.1</u>		PROJECT: <u>D and S. HWY 167</u>				
DATE: <u>2/22/2010</u>		LOGGED BY: <u>J. Adler</u>				
TEST PIT	DEPTH (FT)	U.S.C.S. GROUP SYMBOL	SAMPLE DEPTH	PERCENT MOISTURE	DRY DENSITY (pcf)	DESCRIPTION
1	0 - 2	SM				<b><u>Lake Bed Deposits</u></b> Light grayish brown, frozen, silty, very fine SAND with thin interbeds of silt. Dip to south (<5°). Roots in top 12".
	2 - 6					Damp to moist. Interbeds of silt range from 1 to 3" thick.
	6 - 13	SC-CL				Dark olive brown to greenish gray, moist, dense to firm, clayey fine SAND and very fine sandy CLAY. Few interbeds of thin (<1/2") gray sand. Dip to southwest (<8°).
	13 - 16	SC-CL				Greenish gray, moist, dense to firm, silty, very fine SAND, with interbedded sandy clay and fine to coarse sand. Interbeds range from 1/2 to 3". Minor turbidity features observed.
						<i>Total Depth 16-feet. No ground water observed.</i>

## **APPENDIX B**

### **LABORATORY TESTING**

Laboratory tests were performed on the representative test samples to provide a basis for development of design parameters. Soil materials were visually classified in the field according to the Unified Soil Classification System (USCS). Selected samples were tested for the following parameters: Atterberg limits, classification and grain size, expansion potential, direct shear, and maximum dry density (Proctor). Laboratory tests were performed in general accordance with the American Society of Testing and Materials (ASTM) procedures. The results of our laboratory testing along with summaries of the testing procedures are presented herein. The results of USCS classifications are presented on the test pit log (Appendix A).

## LABORATORY TESTING

**Atterberg Limits:** The Atterberg Limits were determined in accordance with ASTM Test Method D4318 for engineering classification of the fine-grained materials and presented in the table below:

Sample Location	Liquid Limit (%)	Plastic Limit (%)	Plastic Index (%)	USCS Soil Classification
TP-1 @ 6 - 13'	30	19	13	CL

**Classification or Grain Size Tests:** Typical materials were subjected to mechanical grain-size analysis by sieving from U.S. Standard brass screens (ASTM Test Method D422). The data was evaluated in determining the classification of the materials. The grain-size distribution chart is presented in the test data and the Unified Soil Classification (USCS) is presented in the trench logs.

**Direct Shear Test:** One direct shear strength test was performed on a representative remolded sample tested to evaluate strength characteristics of foundation soils in accordance with ASTM D3080. The sample was inundated to approximate saturated conditions and tested under various normal loads, using a motor-driven, strain-controlled, and direct-shear testing apparatus at a strain rate of less than 0.02 inches per minute. The test results are presented herein.

Sample Location	Sample Description	Friction Angle (degrees) (relaxed)	Apparent Cohesion (psf)
TP-1 @ 6 - 16'	Dark olive brown to greenish-gray, silty to clayey fine SAND	28	253

**Expansion Index:** The expansion potential of selected materials was evaluated by the Expansion Index Test, Standard No. 29-04. A specimen was molded under a given compactive energy to approximately 90-percent of the optimum moisture content and approximately 50-percent saturation. The prepared 1-inch thick by 4-inch diameter specimen was loaded to an equivalent 144 psf surcharge and inundated with water until volumetric equilibrium was reached. The results of the tests are presented in the table below:

Sample Location	Sample Description	Expansion Index	Expansion Potential
TP-1 @ 6 - 13'	Dark olive brown to greenish-gray, clayey fine SAND	30	Low

**Maximum Density Tests:** The maximum dry density and optimum moisture content of typical materials were determined in accordance with ASTM Test Method D1557. The results of these tests are presented in the table below:

<b>Sample Location</b>	<b>Sample Description</b>	<b>Maximum Dry Density (pcf)</b>	<b>Optimum Moisture Content (%)</b>
TP-1 @ 6 -16'	Dark olive brown to greenish-gray, silty to clayey fine SAND	102.5	19.0

Sierra Geotechnical Services

D AND S

GRAIN SIZE DISTRIBUTION

DATE 3/2010

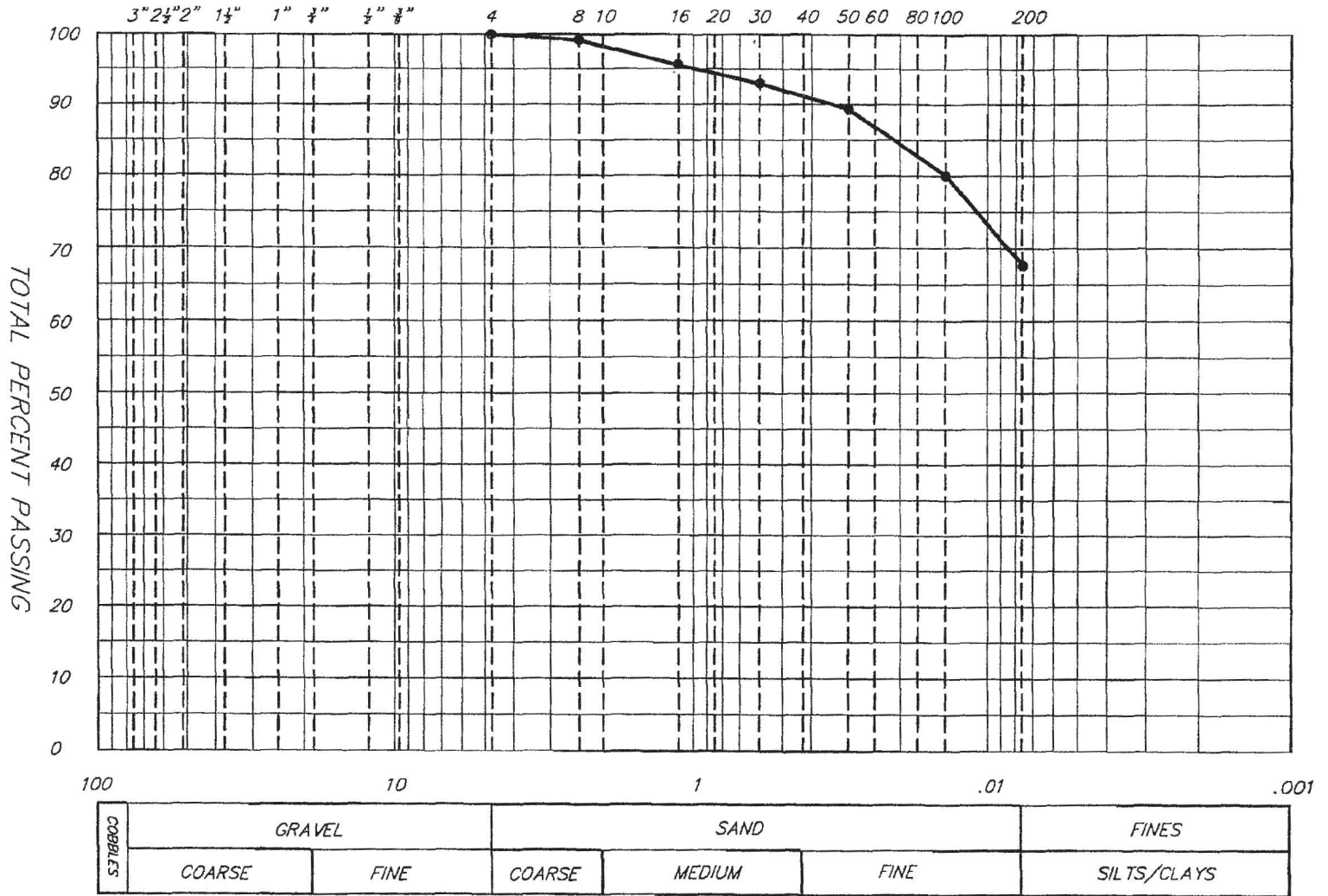
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JOB NO. 3.30832.1

PLATE NO.

GRNSIZE.DWG

US STANDARD SIEVE SIZES



USCS SYMBOL  
SC-CL

TEST PIT  
TP-1

DEPTH  
6-13'

CLASSIFICATION  
SILTY TO CLAYEY, FINE SAND AND SANDY CLAY



Sierra  
Geotechnical  
Services

PROJECT

GRAIN SIZE DISTRIBUTION

D AND S

DATE

3/2010

PLOTTED BY

JAA

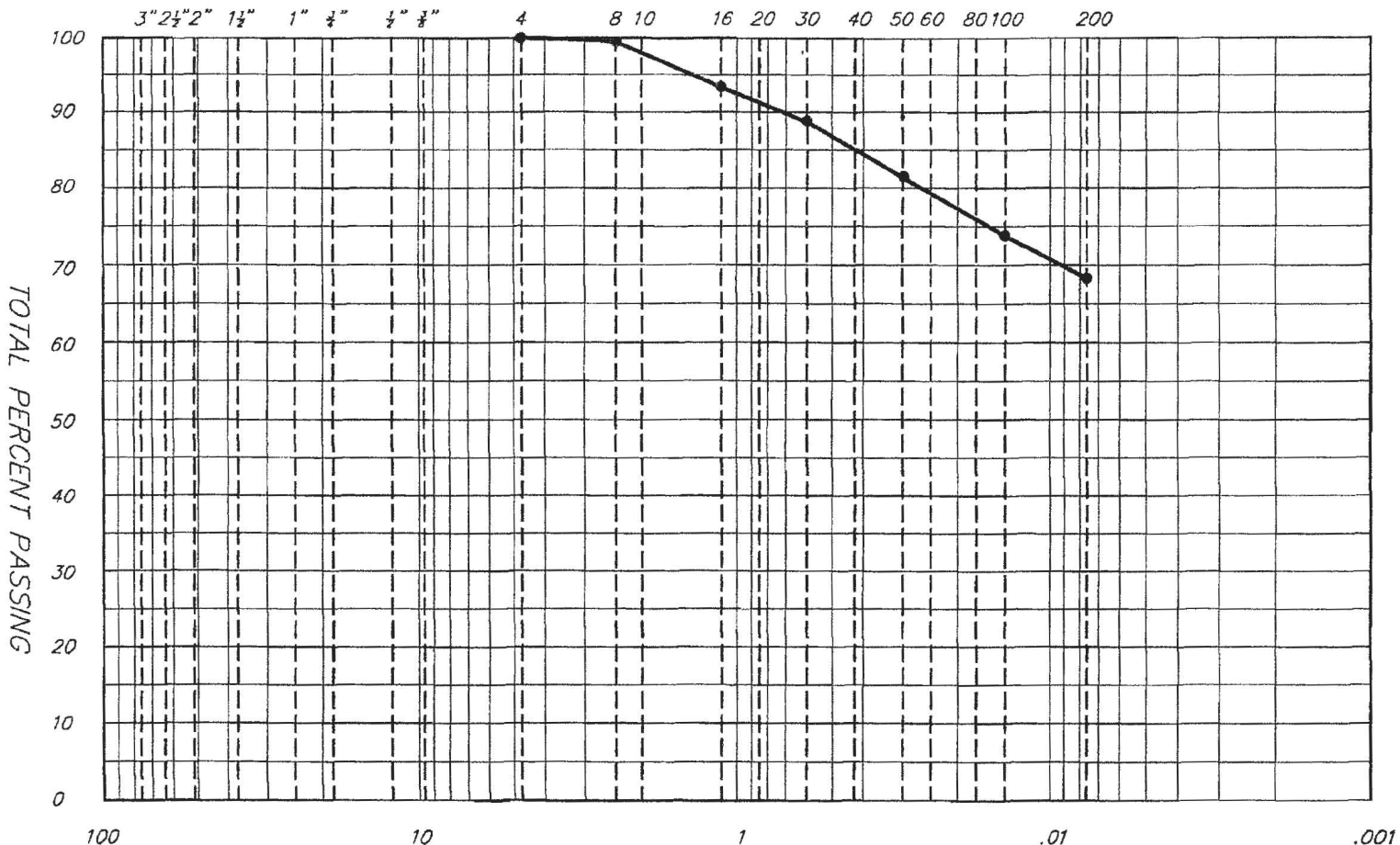
JOB NO.

3.30832.1

PLATE NO.

GRNSIZE.DWG

US STANDARD SIEVE SIZES



COBBLES	GRAVEL		SAND			FINES
	COARSE	FINE	COARSE	MEDIUM	FINE	SILTS/CLAYS

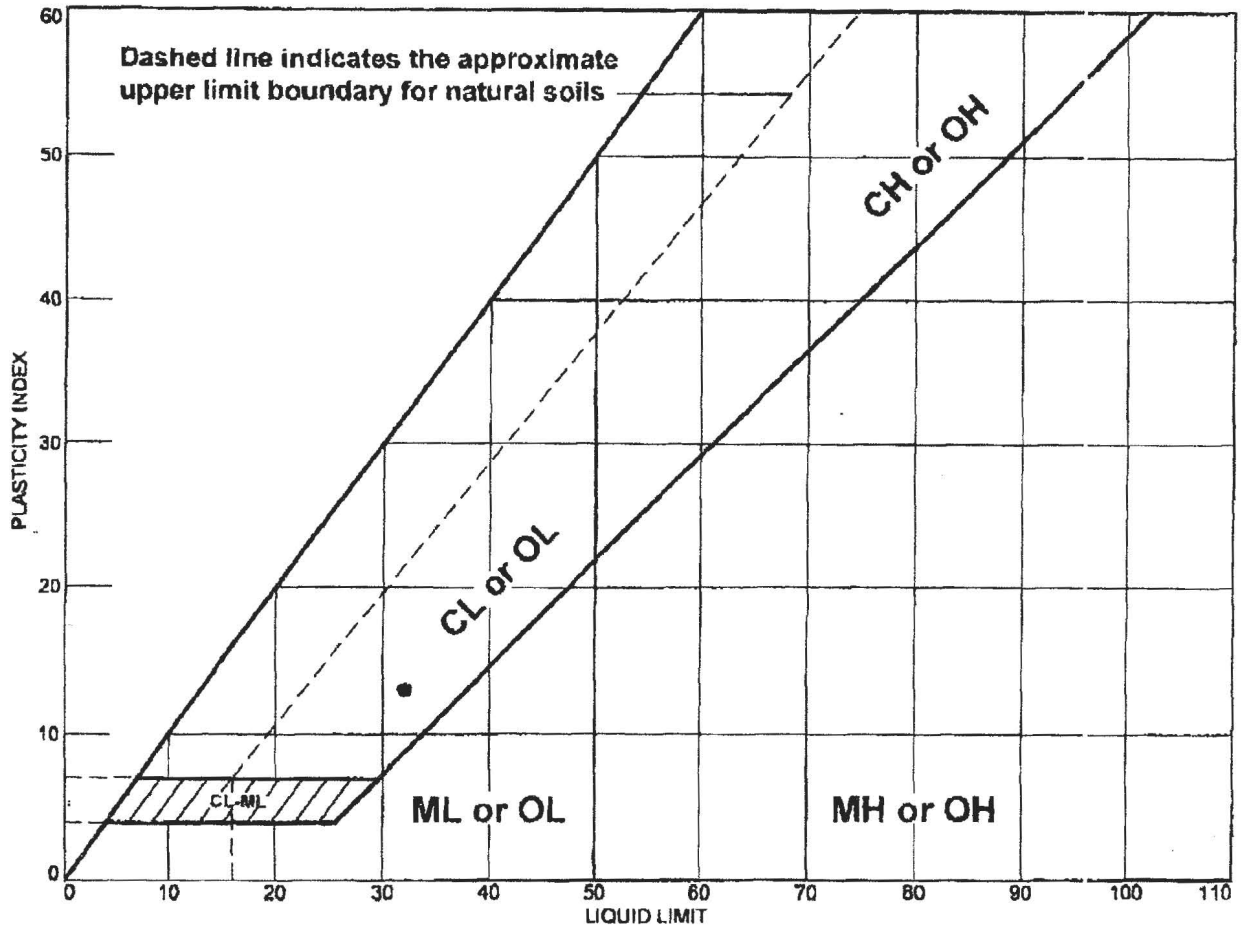
USCS SYMBOL  
SC-CL

TEST PIT  
TP-1

DEPTH  
16'

CLASSIFICATION  
SILTY TO CLAYEY, FINE  
SAND AND SANDY CLAY

# LIQUID AND PLASTIC LIMITS TEST REPORT



MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
● Gray clayey sand (SC)	32	19	13			

**Project No.** 4437.071     **Client:** Sierra Geotechnical Services Inc.  
**Project:** Sierra Geotechnical Services  
 Misc. Laboratory Testing  
 ● **Location:** Test pit #1     **Depth:** 6.0'-13.0'     **Sample Number:** 10-015

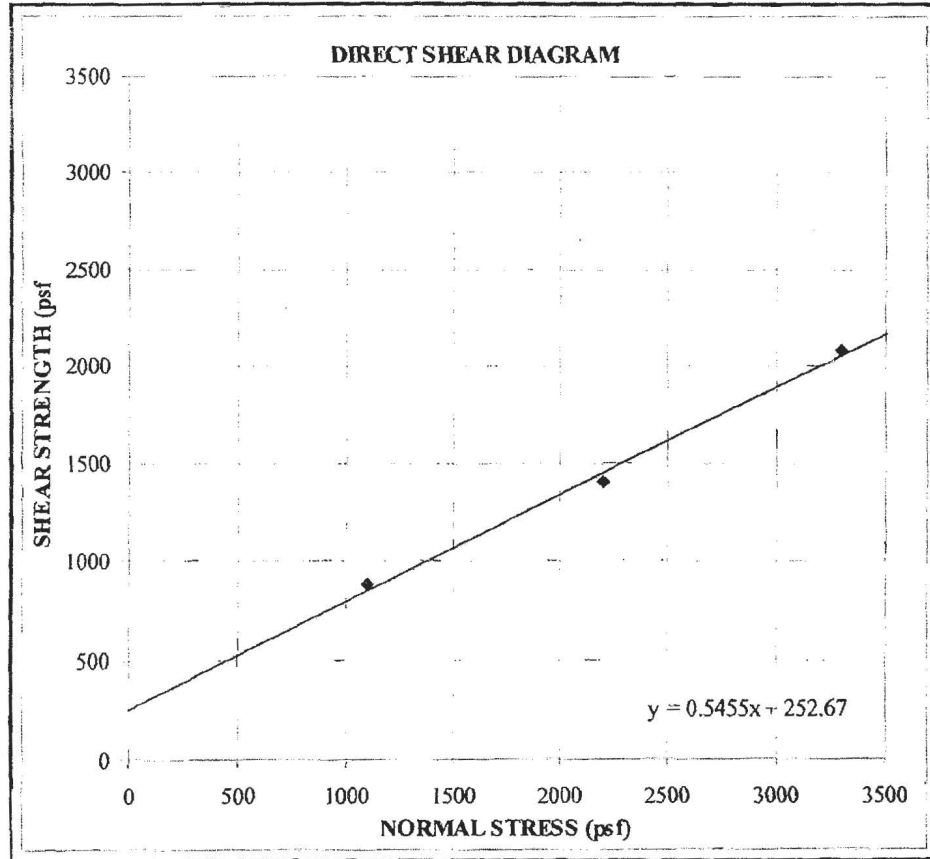
**Remarks:**  
 ● Expansion Index = 30 (Low)  
 Mono Lake - Job #3.30990

**PEZONELLA ASSOCIATES, INC.**  
 Reno, Nevada

Figure

**SIERRA GEOTECHNICAL SERVICES INC.**

P.O. BOX 5024, MAMMOTH LAKES, CALIFORNIA 93546  
 (760) 934-3992; (760) 934-8832 Fax



Boring No: TP-1

Sample Depth: 6-16 feet

Friction Angle: 28 degrees

Cohesion: 253 psf

Dry Density: 92.25 pcf

Remolded to 90%

Date Tested: 9/22/09

**PROJECT: D and S Bldg and Trailer Well**

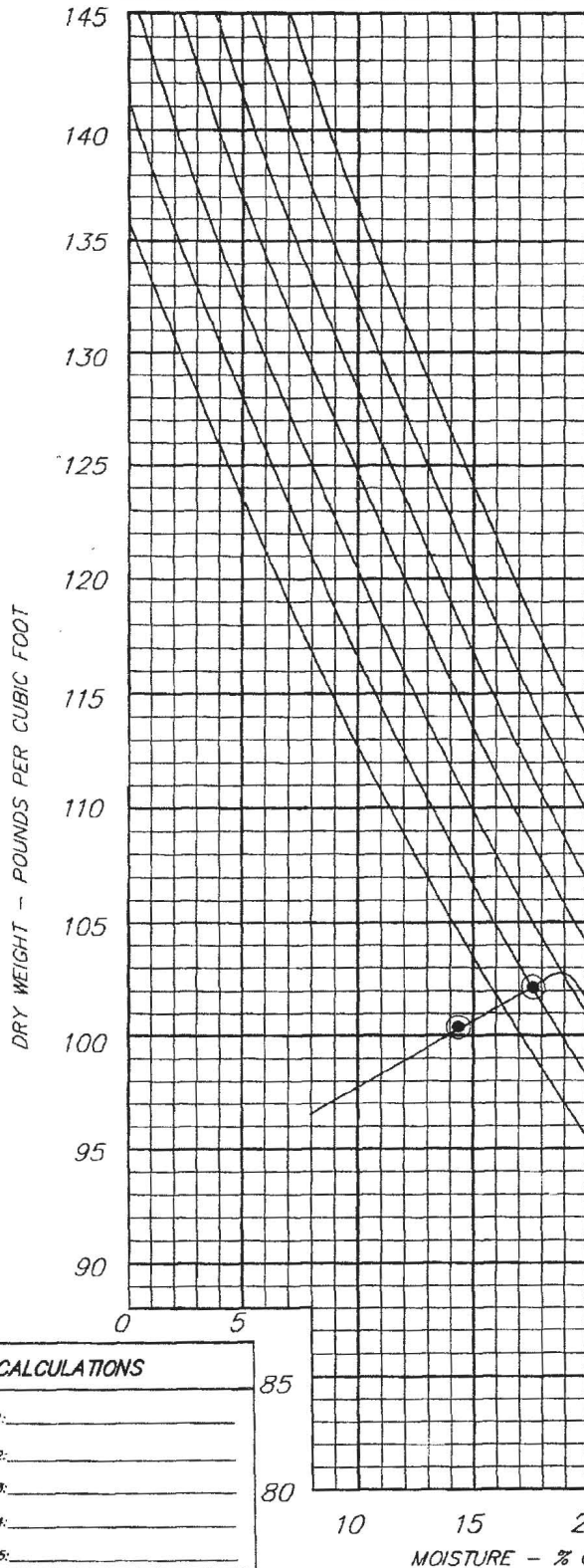
**3.30990**



**MAXIMUM DENSITY CURVE**

PER ASTM TEST METHOD 1557-00 AND CDM 231-01

JOB NUMBER: 3.30990 DATE: 2/22/2010  
 PROJECT: D and S  
 SAMPLED BY: JAA TESTED BY: PS  
 EXCAVATION: TP-1 DEPTH (FT.): 6-16'  
 SOIL CLASSIFICATION: LAKE BED DEPOSITS  
 DESIGNATION: SC-SM



TEST #	1	2	3	4	5
WEIGHT OF SOIL AND MOLD	6091	6170	6152		
WEIGHT OF MOLD	4355	4355	4355		
NET WET WEIGHT OF SOIL	1736	1815	1797		
WET DENSITY LBS./CU.FT.	114.8	120.0	118.9		
DRY DENSITY LBS./CU.FT.	100.4	102.1	96.7		

MOISTURE DETERMINATION					
WET WEIGHT SOIL	479	494	493		
TARE (WT. OF PAN)					
DRY WEIGHT SOIL	419	420	401		
WEIGHT OF MOISTURE	60	74	92		
PERCENT MOISTURE	14.3	17.6	23.0		

ROCK CORRECTION	
A	TOTAL SAMPLE WEIGHT
B	+ 3/4" WT. IN AIR (gm)
C	+ 3/4" WT. IN WATER (gm)
D	+ 3/4" VOLUME (cc) (B-C)
E	% + 3/4" 100(B/A)
F	% - 3/4" (100-E)
G	DENSITY OF + 3/4" (B/D)
H	% + 3/4" / DENSITY OF + 3/4"
I	% - 3/4" / DENSITY OF - 3/4"
J	SUM OF H AND I
K	ADJUSTED DENSITY gm/cc (100/J)

RESULTS	
MOLD VOLUME:	<u>1/30 cuft</u>
SIEVE USED:	<u>#4</u>
MAX. DENSITY (LBS./FT <sup>3</sup> ):	<u>102.5</u>
OPT. MOISTURE (% DRY WT.):	<u>19.0</u>

CALCULATIONS	
1:	_____
2:	_____
3:	_____
4:	_____
5:	_____

## APPENDIX C

### SEISMIC ANALYSIS

Seismic analysis was conducted for the subject site in order to develop parameters for structural design. This appendix presents the raw data from our analysis from a commercially available computer program, **EQFAULT** (Blake, 2000). This analysis used the published attenuation relationship for "Stiff-Soil" sites (Boore et. al., 1997).

**EQFAULT:** The program **EQFAULT** was used to develop the deterministic peak ground acceleration parameters summarized herein. The Fault Location Map, which depicts active faults within a 62.1 mi (100 km) radius of the site, is also presented herein.

```
*****  
*  
*   E Q F A U L T   *  
*  
*   Version 3.00   *  
*  
*****
```

DETERMINISTIC ESTIMATION OF  
PEAK ACCELERATION FROM DIGITIZED FAULTS

JOB NUMBER: 3.30832.1

DATE: 03-04-2010

JOB NAME: D and S

CALCULATION NAME: Test Run Analysis

FAULT-DATA-FILE NAME: CDMGFLTE.DAT

SITE COORDINATES:

SITE LATITUDE: 38.0901

SITE LONGITUDE: 119.0238

SEARCH RADIUS: 62 mi (100km)

ATTENUATION RELATION: 2) Boore et al. (1997) Horiz. - NEHRP C (520)

UNCERTAINTY (M=Median, S=Sigma): M Number of Sigmas: 0.0

DISTANCE MEASURE: cd\_2drp

SCOND: 0

Basement Depth: 5.00 km Campbell SSR: Campbell SHR:

COMPUTE PEAK HORIZONTAL ACCELERATION

FAULT-DATA FILE USED: CDMGFLTE.DAT

MINIMUM DEPTH VALUE (km): 0.0

-----  
EQFAULT SUMMARY  
-----

-----  
DETERMINISTIC SITE PARAMETERS  
-----

Page 1

ABBREVIATED FAULT NAME	APPROXIMATE DISTANCE		ESTIMATED MAX. EARTHQUAKE EVENT		
	mi	(km)	MAXIMUM EARTHQUAKE MAG. (Mw)	PEAK SITE ACCEL. g	EST. SITE INTENSITY MOD.MERC.
MONO LAKE	8.7	( 13.9)	6.6	0.338	IX
ROBINSON CREEK	13.2	( 21.3)	6.4	0.143	VIII
HARTLEY SPRINGS	14.9	( 24.0)	6.6	0.146	VIII
HILTON CREEK	27.9	( 44.9)	6.7	0.096	VII
WHITE MOUNTAINS	36.3	( 58.4)	7.1	0.079	VII
ANTELOPE VALLEY	36.8	( 59.3)	6.7	0.077	VII
ROUND VALLEY	37.4	( 60.2)	6.8	0.080	VII
FISH SLOUGH	44.0	( 70.8)	6.6	0.064	VI
DEATH VALLEY (N. of Cucamongo)	48.8	( 78.6)	7.0	0.060	VI
GENOA	55.4	( 89.2)	6.9	0.063	VI

\*\*\*\*\*

-END OF SEARCH- 11 FAULTS FOUND WITHIN THE SPECIFIED SEARCH RADIUS.

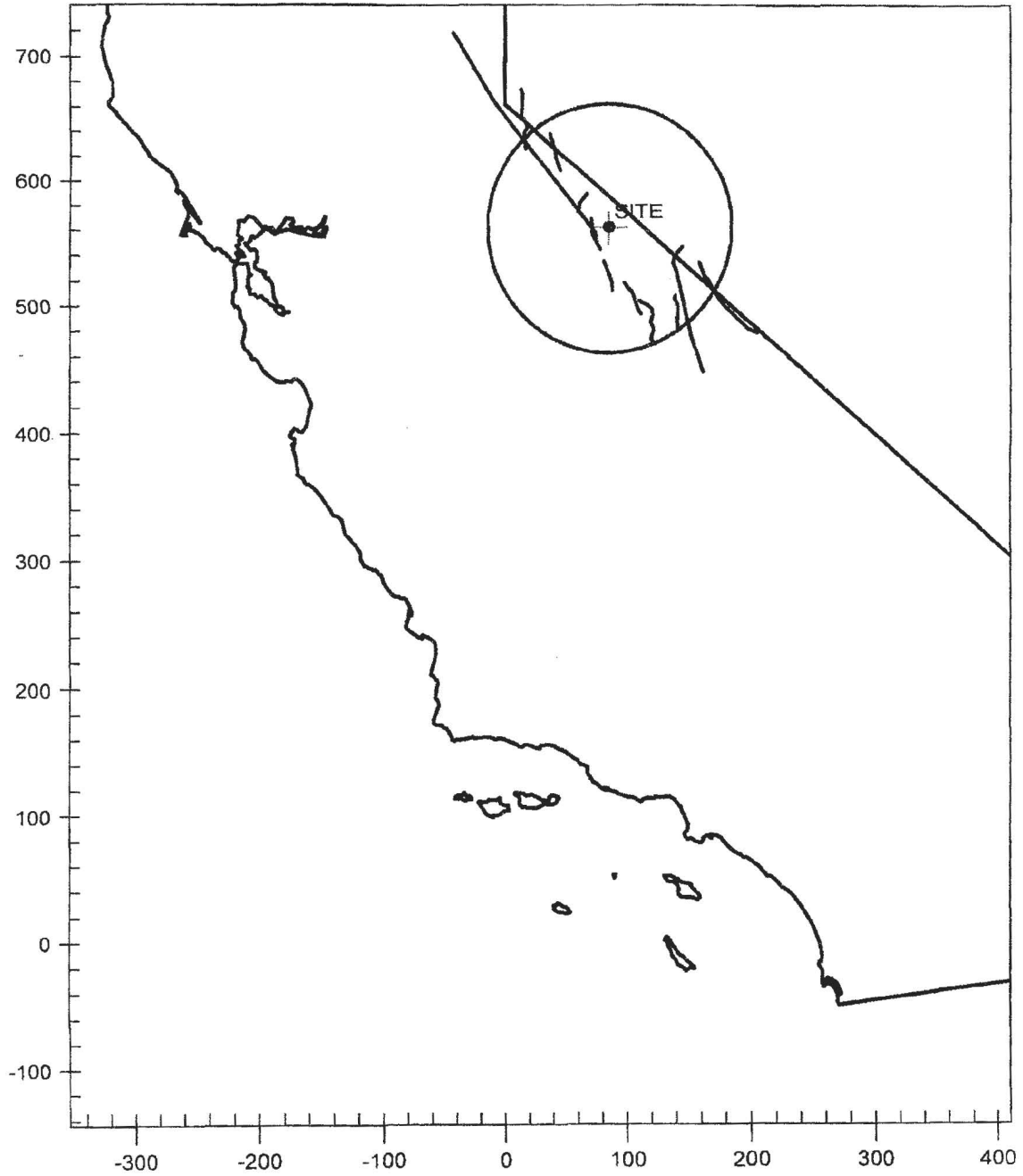
THE MONOY LAKE FAULT IS CLOSEST TO THE SITE.

IT IS ABOUT 8.7 MILES (13.9 km) AWAY.

LARGEST MAXIMUM-EARTHQUAKE SITE ACCELERATION: 0.338 g

# CALIFORNIA FAULT MAP

D and S





**APPENDIX D**  
**EARTHWORK**  
**AND**  
**GRADING RECOMMENDATIONS**

## **EARTHWORK AND GRADING**

These earthwork and grading specifications are for the grading and earthwork shown on the approved grading or construction plan(s) and/or indicated in the geotechnical report(s). Earthwork and grading should be conducted in accordance with applicable grading ordinances, the current California Building Code, and the recommendations of this report. The following recommendations are provided regarding specific aspects of the proposed earthwork construction. These recommendations should be considered subject to revision based on field conditions observed by the geotechnical consultant during grading.

### **Geotechnical Consultant of Record**

Prior to commencement of work, the owner shall employ the Geotechnical Consultant of Record. The Geotechnical Consultant shall be responsible for reviewing the approved geotechnical report(s) and accepting the adequacy of the preliminary geotechnical findings, conclusions, and recommendations prior to the commencement of grading or construction.

During grading and earthwork operations, the Geotechnical Consultant shall observe, map, and document the subsurface exposures to verify the geotechnical design assumptions. If the observed conditions are found to be significantly different than the interpreted assumptions during the design phase, the Geotechnical Consultant shall inform the owner, recommend appropriate changes in design to accommodate the observed conditions, and notify the review agency where required. Subsurface areas to be geotechnically observed, mapped, elevations recorded, and/or tested include natural ground, after it has been cleared for receiving fill but before it has been placed, bottoms of all "remedial removal areas, all key bottoms, and benches made on sloping ground to receive fill.

The Geotechnical Consultant shall observe the moisture-conditioning and processing of the subgrade and fill materials and perform relative compaction testing of fill to determine the attained level of compaction. The Geotechnical Consultant shall provide the test results to the owner and the contractor on a routine and frequent basis.

### **The Earthwork Contractor**

The Earthwork Contractor shall be solely responsible for performing the grading in accordance with the plans and specifications. The Earthwork Contractor shall review and accept the plans, geotechnical report(s) and these Specifications prior to the commencement of grading. The Earthwork Contractor shall have the sole responsibility to provide adequate equipment and methods to accomplish the earthwork in accordance with applicable grading codes and agency ordinances, these Specifications, and the recommendations in the approved geotechnical report(s) and grading plan(s). If, in the opinion of the Geotechnical Consultant unsatisfactory conditions, such as unstable soil, improper moisture condition, inadequate compaction, adverse weather, etc... are resulting in a quality of work less than required in these Specifications, the Geotechnical Consultant shall reject the work and may recommend to the owner that construction be stopped until the conditions are rectified.

### **Site Preparation**

**General:** Site preparation includes removal of deleterious materials, unsuitable materials, and existing improvements from areas where new improvements or new fills are planned. Deleterious materials, which include vegetation, trash, and debris, should be removed from the site and legally disposed of off-site. Unsuitable materials include loose or disturbed soils, undocumented fills, contaminated soils, or other unsuitable materials. The Geotechnical Consultant shall evaluate the extent of these removals depending on specific site conditions. Earth fill material shall not contain more than 1-percent of organic materials (by volume). Nesting of the organic materials shall not be allowed.

If potentially hazardous materials are encountered, the contractor shall stop work in the affected area, and a hazardous material specialist shall be informed immediately for proper evaluation and handling of these materials prior to continuing to work in that area.

As presently defined by the State of California, most refined petroleum products (gasoline, diesel fuel, motor oil, grease, coolant etc...) have chemical constituents that are considered to be hazardous waste. As such, the indiscriminate dumping or spillage of these fluids onto the ground may constitute a misdemeanor, punishable by fine and/or imprisonment and shall not be allowed.

Any existing subsurface utilities that are to be abandoned should be removed and the trenches backfilled and compacted. If necessary, abandoned pipelines may be filled with grout or slurry cement as recommended by, and under the observation of, the Geotechnical Consultant.

### **Excavation**

Excavations, as well as over-excavation for remedial purposes, shall be evaluated by the Geotechnical Consultant during grading. Remedial removal depths shown on geotechnical plans are estimates only. The actual extent of removal shall be determined by the Geotechnical Consultant based on the field evaluation of exposed conditions during grading. Where fill-over-cut slopes are to be graded, the cut portion of the slope shall be made, evaluated, and accepted by the Geotechnical Consultant prior to placement of materials for construction of the fill portion of the slope, unless otherwise recommended by the Geotechnical Consultant.

In addition to removals and overexcavations recommended in the approved geotechnical report(s) and the grading plan, soft, loose, dry, saturated, spongy, organic-rich, highly fractured, or otherwise unsuitable ground shall be overexcavated to competent ground as evaluated by the Geotechnical Consultant during grading.

All areas to receive fill, including removal and processed areas, key bottoms, and benches, shall be observed, mapped, elevations recorded, and/or tested prior to being accepted by the Geotechnical Consultant as suitable to receive fill. The Contractor shall obtain a written acceptance from the Geotechnical Consultant prior to fill placement. A licensed surveyor shall provide the survey control for determining elevations of processed areas, keys, and benches.

### **Fill Compaction**

The onsite soils are suitable for placement as compacted fill provided the organics, oversized rock (greater than 6-inches in diameter) and deleterious materials are removed. Rocks greater than 6-inches and less than 2-feet in diameter can be placed in the bottom of deeper fills or approved areas provided they are selectively placed in such a manner that no large voids are created. All rocks shall be placed a minimum of 4-feet below finish grade elevation unless used for landscaping purposes. Any import soils shall be tested for suitability in advance by the project Geotechnical Engineer.

After making the recommended removals prior to fill placement, the exposed ground surface should be scarified to a depth of approximately 12-inches, moisture conditioned as necessary, and compacted to at least 90-percent of the maximum dry density obtained using ASTM D1557 as a guideline. Surfaces on which fill is to be placed which are steeper than 5:1 (Horizontal to vertical) should be benched so that the fill placement occurs on relatively level ground.

For the parking areas and other improvements a one-foot removal is recommended depending on site conditions (i.e. depth of root zone, and depth of disturbance which may have locally deeper removal depths). The removal bottom should be observed (tested as needed) by the geotechnical consultant prior to placing fill soils. The upper 12-inches of subgrade material along with the Class II Aggregate Base and the Asphaltic concrete shall be compacted to a minimum of 95-percent of the materials maximum dry density as determined by ASTM D1557. The subgrade and aggregate base shall be moisture-conditioned and compacted to 95-percent of the material's maximum dry density as determined by ASTM D-1557 to a depth of 12-inches.

All fill and backfill to be placed in association with the proposed construction should be accomplished slightly over optimum moisture content using equipment that is capable of producing a uniformly compacted product throughout the entire fill lift. Fill materials at less than optimum moisture should have water added and the fill mixed to result in material that is uniformly above optimum moisture content. Fill materials that are too wet can be aerated by blading or other satisfactory methods until the moisture content is as required. The wet soils may be mixed with drier materials in order to achieve an acceptable moisture content.

The fill and backfill should be placed in horizontal lifts at a thickness appropriate for equipment spreading, mixing, and compacting the material, but generally should not exceed eight inches in thickness.

No fill soils shall be placed during unfavorable weather conditions. When work is interrupted by rains or snow, fill operations shall not be resumed until the field tests by the geotechnical engineer indicate that the moisture content and density of the fill are as previously specified.

### **Slopes**

All slopes shall be compacted in a single continuous operation upon completion of grading by means of sheepsfoot or other suitable equipment, or all loose soils remaining on the slopes shall be trimmed back until a firm compacted surface is exposed. Slope compaction tests shall be made within one foot of slope surface.

Cut and fill slopes shall be a maximum of 2:1 (horizontal to vertical) unless approved by the Geotechnical Consultant.

Planting and irrigation of cut and fill slopes and/or installation of erosion control and drainage devices should be completed due to the erosion potential of the soil.

### **Temporary Excavations**

Temporary excavation shall be made no steeper than 1:1 (horizontal to vertical). The recommended slope for temporary excavations does not preclude local raveling and sloughing. Where wet soils are exposed, flatter excavation of slopes and dewatering may be necessary. In areas of insufficient space for slope cuts, or where soils with little or no binder are encountered, shoring shall be used.

All large rocks exposed above temporary cuts shall be removed prior to foundation excavation. In addition any rocks exposed during development from raveling and sloughing should be removed immediately.

All excavations should comply with the requirements of the California Construction and General Industry Safety Orders and the Occupational Safety and Health Act and other public agencies having jurisdiction.

### **Utility Trench Backfill**

All utility trenches in structural areas shall be compacted to a minimum of 90-percent per ASTM D1557. All trenches in non-structural areas shall be compacted to a minimum of 85-percent per ASTM D1557.

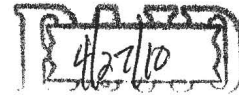
All material used for utility trench backfill shall be approved by the Geotechnical Engineer prior to placement. All bedding and backfill of utility trenches shall be done in accordance with the applicable provisions of Standard Specifications of Public Works Construction. Bedding material shall have a Sand Equivalent greater than 30 ( $SE > 30$ ). The bedding shall be placed to 1-foot over the top of the conduit and densified by jetting. Backfill shall be placed and densified to a minimum of 90-percent of maximum from 1-foot above the top of the conduit to the surface.

Lift thickness of utility trench backfill shall not exceed those allowed in the Standard Specifications of Public Works Construction unless the Contractor can demonstrate to the Geotechnical Consultant that the fill lift can be compacted to the minimum relative compaction by his alternative equipment and method.

Regulations of the governing agency may supersede the above, and all trench excavations should conform to all applicable safety codes. The Contractor shall follow all OSHA and Cal/OSHA requirements for safety of trench excavations.



873 N. MAIN ST. SUITE 150  
 BISHOP, CA 93514  
 (760) 873-4273  
 FAX (760) 873-8024



ck# 12397 09  
 #2193.09

## Invoice

To: D AND S WASTE  
 P O BOX 834  
 YERINGTON, NV 89447  
 ATTENTION: DARROL BROWN

Invoice Number: 305190  
 April 19, 2010

Project: 03.30832.1 D and S Building and Trailer Well, Hwy 167, Mono County  
 APN 13-210-28

Manager: Joseph Adler

Professional Services for the Period Ending: 4/3/2010

**Billing Group: 00001**

### Foundation, Seismicity, and Earthwork Rec's - New Building and Trailer Well.

#### Professional Services

	<u>Bill Hours</u>	<u>Bill Rate</u>	<u>Charge</u>
<i>General</i>			
Project Coordination Staff	1.00	\$68.00	\$68.00
Travel Time	2.00	\$65.00	\$130.00
General Total:	3.00		\$198.00
<i>Field Testing</i>			
Senior Field Technician	8.00	\$75.00	\$600.00
Field Testing Total:	8.00		\$600.00
<i>Soil Reporting</i>			
Technical Report	16.00	\$70.00	\$1,120.00
Soil Reporting Total:	16.00		\$1,120.00

#### Reimbursables

	<u>Bill Units</u>	<u>Bill Rate</u>	<u>Charge</u>
<i>Project Expenses</i>			
Outside Services	1	\$275.00	\$275.00
<b>Reimbursables Totals:</b>			<b>\$275.00</b>

**\*\*\* Total Project Invoice Amount**

**\$2,193.00**

## APPENDIX G | Transportation Analysis Memorandum

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 info@gentecsol.com | www.gentecsol.com  
 1055 W 7<sup>th</sup> St #3300, Los Angeles, CA 90017  
 GTS | General Technologies and Solutions



## MEMORANDUM

<b>Date:</b>	February 18, 2022	<b>GTS:</b> 220201.01
<b>To:</b>	Bentley Regehr, Mono County Community Development	
<b>From:</b>	Rawad Hani, GTS	
<b>CC:</b>	Essra Mostafavi, Geode Environmental Kevin Brown, D & S Waste Removal Inc	
<b>Subject:</b>	D & S Waste Removal Inc. Mono Transfer Station Transportation Memorandum	

*GTS was retained by Geode Environmental on behalf of D & S Waste Removal Inc. to assess the transportation impacts of the proposed D & S Waste Removal Inc. Mono Transfer Station Project (Project). As Mono County's guidelines for the preparation of transportation analysis have not been finalized at the time of this memorandum, the following analysis utilizes the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) and the Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) for the evaluation of Vehicle Miles Traveled (VMT) and Level of Service (LOS) respectively. This memorandum presents the findings and recommendations of the transportation analysis.*

### Project Description

The project (D & S Waste Removal Inc. Mono Transfer Station Project) is proposing to develop a private municipal solid waste (MSW) transfer facility located at 7937 Highway 167, Lee Vining, CA. The proposed action will require a land use reclassification from the current Resource Management (RM) designation to Industrial (I) designation. This reclassification requires a General Plan Amendment through Mono County, necessitating a California Environmental Quality Act (CEQA) analysis to disclose the potential impacts of the project.

The site is intended to be used to transfer MSW with no permanent waste remaining onsite and no septic waste. Waste brought to the site will originate in Mono County (CA) and be transferred to Lockwood, Fallon, and Hawthorn in Nevada. The facility will not be open to the public and will solely be used by D & S Waste employees as a repository for temporary storage and transference of waste from D & S Waste's clients. Currently all waste is going to the Benton Crossing Landfill in Crowley Lake.



## Project Location & Study Area

The project is located on 33.65 acre site at 7937 Highway 167, Lee Vining, CA in Mono County. Figure 1 shows the project location in the regional context, Figure 2 shows the immediate project vicinity, and Figure 3 illustrates the site plan.

The project access to the SR 167 is provided through an existing (un-controlled) driveway. No residential land uses are located within the immediate vicinity of the project site and the nearest residential site is 0.25 miles from the property line. The project is about 13 miles west of the Nevada State Line along SR 167.

SR 167 (also known as Pole Line Road) is an east-west state route and is currently constructed as a two-lane undivided roadway between US 395 and Nevada State border. SR 167 is classified as a Minor Arterial per Mono County General Plan and provides access between Mono City and the Nevada State Line.

## Analysis Methodology

While VMT is the metric for assessing potentially significant transportation impacts under CEQA per Senate Bill (SB) 743, it should be noted that SB 743 does not prevent a city or county from using metrics such as LOS as part of the application of local general plan policies, municipal and zoning codes, conditions of approval, or other planning requirements through the planning approval process; local jurisdictions can still ensure adequate operation of the transportation system in terms of transportation congestion measures related to vehicular delay and roadway capacity. As such, the County of Mono can continue to require congestion-related transportation analysis and mitigation projects through planning approval processes outside CEQA.

At this time, County has not finalized its own guidelines to evaluate traffic impact associated with project. Therefore, the *Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018)* and the *Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002)* were used respectively for the evaluation of Vehicle Miles Traveled (VMT) and Level of Service (LOS).

## Project Trip Generation

In general, the project trip generation calculation uses the trip generation rates of the *Institute of Transportation Engineers (ITE) Trip Generation Manual*, latest Edition. However, the ITE trip generation manual does not provide the trip rates for a waste transfer facility. Therefore, the number of trips that would be generated by the proposed MSW transfer facility (referred to as the yard by the applicant) were calculated based on the existing and proposed project operation. The project operation data in terms of vehicle-trips traveling to and from the project site were provided by D & S Waste Removal Inc as presented in Table 1.



It should be noted that the existing and the proposed project operations are similar in nature. Table 1 shows the operation of loaders, trailers and employees during the days of the week. The estimated total trips generated by the project during its operation is summarized in the Table 2 for existing and proposed conditions where conservatively each vehicle was assumed to operate on every weekday to calculate the project trips. These non-passenger car trips (loaders and roll off) were adjusted with a Passenger-Car Equivalence (PCE) factor of 2 PCE.

Table 1. Project Existing and Future Operations Summary

	Current Scenario	Future Scenario
Rear Loader	Monday: Laws → Benton → Laws Tuesday: Laws → Crowley → Benton Crossings → Yard (Project Site) Wednesday: Yard → Lee Vining → June Lake → Benton Crossings Thursday: Yard → Bridgeport → Benton Crossings → Laws	Monday: Laws → Benton → Laws Tuesday: Laws → Crowley → Yard Wednesday: Yard → Lee Vining → June Lake → Yard Thursday: Yard → Bridgeport → Yard
Front Loaders (Total 2)	Yard → Lee Vining → June Lake → Grant Lake → Benton Crossings → Yard 4 or 5 days / week	Yard → Lee Vining → June Lake → Grant Lake → Yard 4 or 5 days / week
Front Loader (Total 1)	Laws → Bishop → Sunny Slopes → Hot Creek → Crowley Lake → Yard → Laws 4 or 5 days / week	Laws → Bishop → Sunny Slopes → Hot Creek / Crowley Lake → Yard → Laws 4 or 5 days / week
Roll Off (Total 1)	Monday: Laws → Bishop → Paradise → Benton Crossings → Laws Tuesday: Laws → Bishop → Paradise → Benton Crossings → Benton → Yard Wednesday: Yard → Pumice Valley transfer station → Benton Crossings → Bishop → Chalfant → Bishop → Yard	Monday: Laws → Bishop → Paradise → Yard → Laws Tuesday: Laws → Bishop → Paradise → Yard → Benton → Yard Wednesday: Yard → Pumice Valley transfer station → Yard → Bishop → Chalfant → Bishop → Yard
Trailer (Total 1)		Trailer will travel 13 miles every other day from the site along SR 167 to Nevada

Table 2. Project Trips Generated from Existing Operations

	Number	Trips to/from Yard <sup>1</sup>	Estimated Daily Trips	Total PCE Trips <sup>2</sup>
Rear Loader	1	1	1	2
Front Loaders	2	2	4	8
Front Loader	1	2	2	4
Roll Off	1	2	2	4
Employee Vehicles	3	2	6	6
<b>Total Trips</b>			<b>13</b>	<b>24</b>

<sup>1</sup> Conservative number of one-way trips on a daily basis

<sup>2</sup> Loader and Roll Off trips were adjusted with a Passenger-Car Equivalence (PCE) factor of 2 PCE.



As shown in Table 2, the project is expected to generate a total of 24 PCE trips per day of which 6 are employee trips.

Table 3 presents the project trips for the proposed scenario which are calculated using future operating scenario illustrated in Table 1. As shown in Table 3, the project is expected to generate a total of 38 PCE-trips per day.

Table 3. Project Trips Generated From Proposed Operations

	Number	Trips to/from Yard <sup>1</sup>	Estimated Daily Trips	Total PCE Trips <sup>2</sup>
Rear Loader	1	2	2	4
Front Loaders	2	2	4	8
Front Loader	1	2	2	4
Roll Off	1	2	6	12
Trailer	1	2	2	4
Employee	3	2	6	6
<b>Total Trips</b>			<b>15</b>	<b>38</b>

<sup>1</sup> Conservative number of one-way trips on a daily basis

<sup>2</sup> Loader, Trailer and Roll Off trips were adjusted with a Passenger-Car Equivalence (PCE) factor of 2 PCE.

Table 4 summarizes the net PCE project trip generation to be used to evaluate the impact on surrounding road network. It should be noted that given the nature of the business existing and proposed trips entering and leaving the site occur during the off-peak periods (typically starting before 7 PM and ending in the early afternoon).

Table 4. Net Project Trip Generation

Land Use	Total PCE-Trip Generation (Daily)
Mono Transfer Station (Proposed)	38
Truck Storage Facility (Existing)	24
<b>Net Trip Generation</b>	<b>14</b>

## Vehicle Miles Travelled (VMT) Analysis

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743. Under SB 743, the focus of transportation analysis pursuant to CEQA shifted from driver delay, or level of service (LOS), to reduction of vehicle miles traveled (VMT), reduction in greenhouse gas emissions, and creation of multimodal networks and promotion of mixed-use developments. On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT) effective July 1, 2020.

As noted earlier, at the time of this study, the County has not yet adopted its own VMT guidelines, and as such the *Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018 are referenced for this analysis.



Under the OPR guidelines, “projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact”. Based on the characteristics of this project, which generates less than 110 trips per day as shown in the previous section, it could be screened from a VMT analysis and presumed to have less than significant impacts on VMT.

Moreover, we compared the VMT of the existing situation with the Benton Crossing Landfill being used to the future situation with the D&S distribution site and we noted that the overall VMT on a weekly basis is estimated to decrease by about 160 VMT further confirming the less than significant VMT impact for this project.

## Level of Service (LOS) Analysis

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis considering factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

Per *Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002)*, a traffic level of service analysis is needed if any of the following project criterion is met:

- generates over 100 peak hour trips assigned to a State highway facility
- generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay: approaching unstable traffic flow conditions (LOS “C” or “D”)
- generates 1 to 49 peak hour trips assigned to a State highway facility – the following are examples that may require a full TIS or some lesser analysis:
  - a. affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS “E” or “F”).
  - b. the potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
  - c. change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

The first two criteria are not met by the project at hand based on the trip generation numbers illustrated in the earlier sections. This third criterion is also not met by the project at hand based on the fact that SR 167 is operating at LOS C or better (per the County’s General Plan EIR and based on the current volumes along SR 167 as obtained from Caltrans Traffic Census Program, *Source:*



<https://dot.ca.gov/programs/traffic-operations/census>). Furthermore, the potential risk for a traffic incidents is not significantly increased as no proposed changes to the road geometry are considered and no circulation changes are proposed.

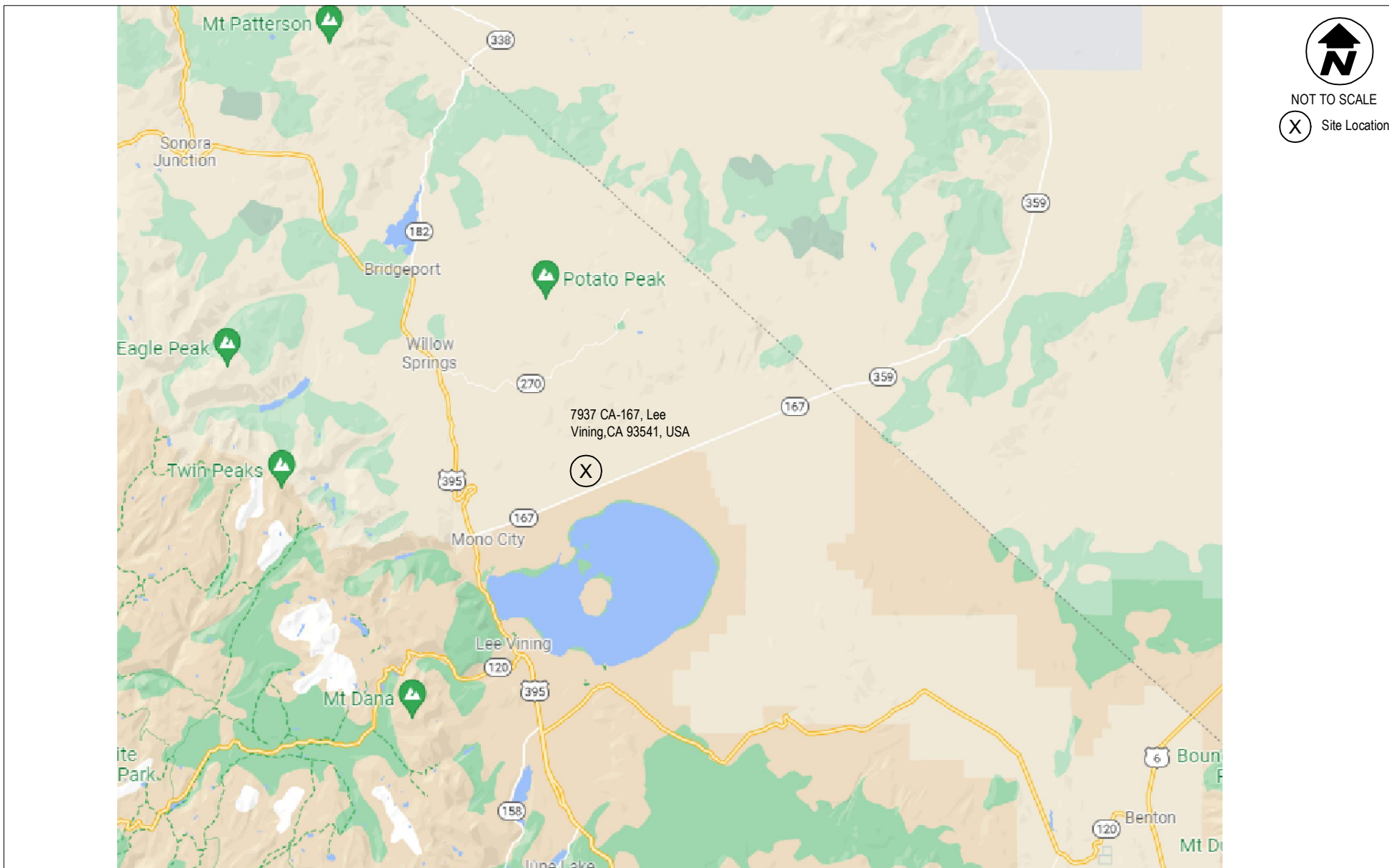
As such, in accordance with the Caltrans traffic guidelines, the project traffic is not considered to generate a significant impact and thus the project is not deemed responsible for providing further level of service traffic analysis at study area.

## Conclusion

The proposed project will develop the existing truck storage facility to a private municipal solid waste (MSW) transfer facility. The project is anticipated to result in a net increase of 14 PCE daily trips. Based on the Caltrans guidelines, no further traffic analysis is necessary in terms of level of service.

A VMT assessment determined that the overall VMT on a weekly basis will result in a net reduction in vehicle miles traveled as well as screening out per OPR guidelines.





Source: Google

# Location Map

*D & S Waste- Mono Transfer Station*

FIGURE

1



(X) Site Location



NOT TO SCALE

Source: Google

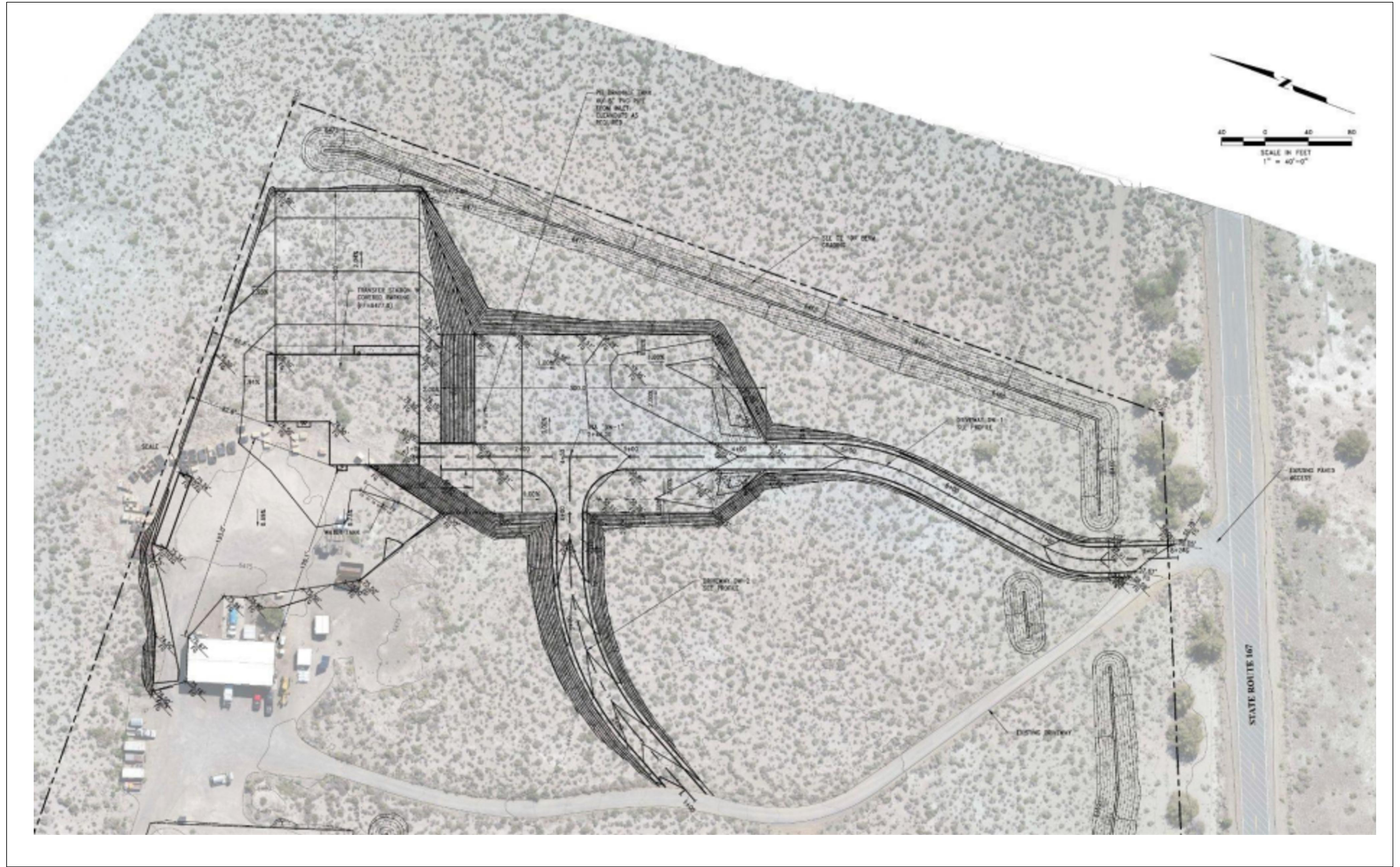
# Vicinity Map

*D & S Waste- Mono Transfer Station*

FIGURE

2





Source: Eastern Sierra Engineering

# Project Site Grading Plan

*D & S Waste- Mono Transfer Station*

FIGURE  
**3**





# MONO COUNTY PLANNING COMMISSION

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PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800, fax 924.1801  
commdev@mono.ca.gov

PO Box 8  
Bridgeport, CA 93517  
760.932.5420, fax 932.5431  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

November 2, 2022

To: The Sheet

From: Heidi Willson

Re: Legal Notice for **November 5** edition

Invoice: Heidi Willson, PO Box 347, Mammoth Lakes, CA 93546

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## NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Mono County Planning Commission will conduct a public hearing on **November 17, 2022**. The meeting will be accessible in person at the Mono County Civic Center, 1290 Tavern Road, Mammoth Lakes, or remotely by livecast at: <https://monocounty.zoom.us/j/85665729654> and by telephone at: 669-900-6833 (Meeting ID# is 856 6572 9654) where members of the public shall have the right to observe and offer public comment, to consider the following: **9:05 a.m. Use Permit 21-007/D&S Waste**. The project proposes a General Plan Amendment to redesignation the parcel from Resource Management (RM) to Industrial (I), and a use permit to authorize a waste transfer station at 7937 Hwy 167 in the Mono Basin (APN 013-210-028). Approval of the General Plan Amendment by the Board of Supervisors is required for the use permit to be valid. The waste transfer station includes a new metal waste storage and management warehouse to temporarily house municipal solid waste before it is transported to a landfill, a truck scale, new interior vehicle circulation, and berms to screen the project features. Project materials are available for public review online at <https://monocounty.ca.gov/planning-commission> and hard copies are available for the cost of reproduction by calling 760-924-1800. INTERESTED PERSONS are strongly encouraged to attend in person or in the livecast meeting by phone or online, and to submit comments to the Secretary of the Planning Commission, PO Box 347, Mammoth Lakes, CA, 93546, by **8 am on Wednesday, November 15**, to ensure timely receipt, by email at [cddcomments@mono.ca.gov](mailto:cddcomments@mono.ca.gov), or via the livecast meeting (technology permitting). If you challenge the proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to Secretary to the Planning Commission at, or prior to, the public hearing.

###

# Mono County Community Development Department

PO Box 347  
Mammoth Lakes, CA 93546  
760.924.1800, fax 924.1801  
commdev@mono.ca.gov

## Planning Division

PO Box 8  
Bridgeport, CA 93517  
760.932.5420, fax 932.5431  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

November 17, 2022

**To: The Mono County Planning Commission**

**From:** Michael Draper, Planning Analyst

**Re:** General Plan Amendment (GPA 22-03) for a proposed change of Land Use Designation from Multi-Family Residential-Moderate (MFR-M) to Mixed Use (MU) and Use Permit 22-011.

### RECOMMENDATION

1. Hold the public hearing, receive public testimony, deliberate the project including the associated Addendum to the 2015 General Plan Environmental Impact Report (EIR), and make any desired changes.
2. For General Plan Amendment (GPA) 22-03, certify the Addendum and make the findings as contained in the Resolution or with any desired modifications, and adopt Resolution R22-13 recommending the Mono County Board of Supervisors approve the GPA and certify the Addendum.
3. For Use Permit 22-011, make the findings in the staff report or with any desired modifications, certify the Addendum, and approve Use Permit 22-011 subject to Conditions of Approval, which requires the approval of GPA 22-03 by the Board of Supervisors.

**OR**

- A. For General Plan Amendment 22-03, determine the findings cannot be made, state the rationale, and do not take action on the Addendum. Per Mono County General Plan Land Use Element Section 48.020, denial shall terminate any application for a change in land district classification unless it is appealed in accordance with the provisions of Chapter 47, Appeals.
- B. For Use Permit 22-011, determine the findings cannot be made, state the rationale, and disapprove Use Permit 22-011.

### BACKGROUND

Under Mono County General Plan Land Use Element Chapter 26, transient rental use may be permitted in a non-residential land use designation by Director Review or Use Permit and Multi-Family Residential- High land use designations.



Figure 1. Project site

At the March 1, 2022, Board of Supervisors meeting, Community Development staff conducted a workshop for a potential moratorium on short-term rentals. The

Board indicated support for a moratorium and directed staff to return with varying options. The Board did not provide direction on acceptance and processing of new applications, and therefore typical procedures were followed.

The project's application was accepted for processing at the February 7, 2022, Land Development Technical Advisory Committee (LDTAC) meeting. After acceptance, it was determined that the project would be elevated to a Conditional Use Permit per General Plan Land Use Element §31.010 because a potential moratorium on the use indicated controversy, and the applicant was informed of the decision. The applicant requested staff to wait to process the permit until the Board made a final decision on the moratorium.

On May 3, the Board approved an emergency moratorium on all overnight rentals conducted in a single-family residence regardless of the land use designation. However, the Board directed staff to process projects that were already deemed complete and accepted, and to elevate the applications to a use permit.

## **DISCUSSION**

The applicant is requesting a change to the land use designation (LUD) of his property, located at 171 Aurora Canyon Road (APN 008-210-003), from Multi-Family Residential-Moderate (MFR-M) to Mixed Use (MU) for the purpose of conducting a transient rental operation (fewer than 30 consecutive days). The applicant also owns 14 Hays Street, Bridgeport, which is designated Commercial and was approved for transient rental by the Commission on May 19, 2022 (UP 22-003).

The project site is 0.34-acres and accessed by Aurora Canyon Road. The property contains a 1,500-sf detached garage and 1,883-sf, multi-family dwelling consisting of a one-bedroom unit on the first floor and two-bedroom unit on the second floor. The dwelling was constructed in 1972. The garage is used by the owner for storage of personal items and will not be used a part of the transient rental operation. In 2013 a building permit was issued to remodel the residence into two units and add an exterior deck on the second story to provide separate entry ways. In the same year, building permits were issued to construct a bathroom and install a wood stove in the detached garage.

The second story, two-bedroom unit of the duplex is currently occupied by the owner, and the garage is used for personal storage and use by the owner. The owner had illegally used the first story, one-bedroom unit for transient rental and was issued a Notice of Violation (NOV) in June 2017 to immediately cease renting the unit. The property's land use designation prohibits short-term rental, and no land use permit had been approved to allow the use. The owner was allowed to honor existing reservations for the unit but was required to cease future operations.

A second NOV was issued on September 19, 2019, after learning the operation had not ceased, and a third NOV was issued on September 23, 2019. In July 2021, staff observed that property was still being advertised on AirBnB. The NOV was discussed with the owner along with the process needed to establish a permitted nightly rental. The owner was told no rental may take place until all permits have been obtained, to which the owner agreed. In August 2021, staff observed the property being advertised on AirBnB with documented stays. As of December 2021, the property was still being offered for short-term rental on AirBnB. There were continued documented stays at the property in August, September, and October of 2021. At this time, the unit does not appear on AirBnB.

### Surrounding Land Use Designations

The land use designations and uses adjacent to the parcel are described below:

<b>East:</b>	Private land – Single-Family Residential, developed with a residential unit and garage
<b>West:</b>	Private land – Multi-family Residential, Moderate, developed with a residential unit
<b>South:</b>	Private land – Mixed Use, developed with a mobile-home residential unit. Private land- Industrial Park, contains six satellite dishes.
<b>North:</b>	Private land – Multi-Family Residential, Moderate, undeveloped.

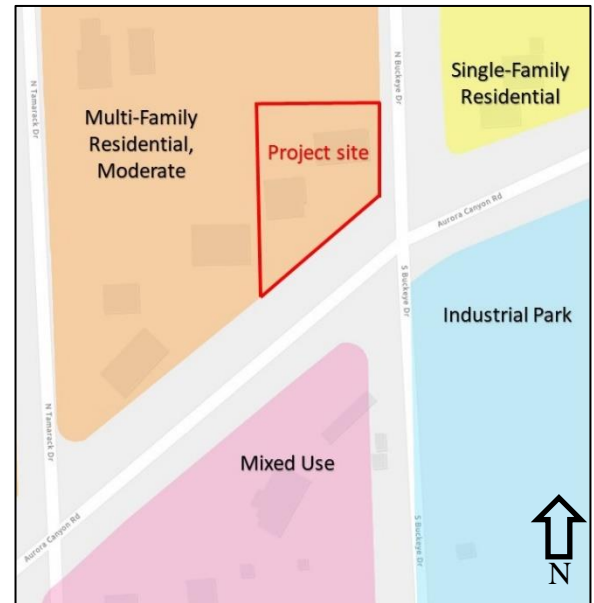


Figure 2. Surrounding land use designations



Figure 3. Front of property viewed from Aurora Canyon Rd.



Figure 4. Southwest view of property from North Buckeye Dr.



Figure 5. Rear yard of the property

**GENERAL PLAN CONSISTENCY**

Review of Land Use Designation Standards

The existing land use designation, MFR-M, prohibits transient rental which is the basis for the request to change land use designations. The Mono County General Plan Land Use Element (MCGP LUE) allows transient rental within the MU LUD per Director Review Permit, however all transient rental applications have been elevated to a discretionary Use Permit as directed by the Mono County Board of Supervisors. Duplex residential units are permitted outright in both designations.

The existing land use designation, MFR-M, has a minimum lot size of 7,500-sf, a maximum lot coverage allowance of 60%, a front setback distance of 20', and side and rear setback distances of 10'. The proposed land use designation, MU, has a minimum lot size of 10,000-sf, a maximum lot coverage allowance of 60%, a front setback distance of 10', side yard setback distance of 5', and a rear setback distance of 10'. However, on corner lots designated MU, a 10' required minimum side yard shall be required for all uses (MCGP LUE 4.120.D.1). (See Table 1.)

Table 1. Comparison of Development Standards.

Development Standards	
Multi-Family Residential, Moderate	Mixed Use
<p>Minimum Lot Area:</p> <ul style="list-style-type: none"> <li>• Minimum Lot Dimensions: Width – 60' Depth – 100'</li> <li>• Maximum Lot Coverage: 60%</li> </ul> <ul style="list-style-type: none"> <li>• Minimum Setbacks: Front: 20' Rear: 10' Side: 10'</li> <li>• Maximum Building Height: 35'</li> <li>• Building Density: Condominiums, multifamily residences and similar uses – 15 du/acre. In no case shall projects containing density bonuses exceed 26 units/acre. Units designated as manager/employee housing unit shall not be counted in density calculations.</li> <li>• MFR-M Minimum lot size – 7,500 sf                             <ul style="list-style-type: none"> <li>○ Developments of three or more units – (number of units) x 2,904 sf</li> </ul> </li> </ul>	<p>Minimum Lot Area:</p> <ul style="list-style-type: none"> <li>• Minimum Lot Dimensions: Width – 60' Depth – 100'</li> <li>• Maximum Lot Coverage: 60%                             <ul style="list-style-type: none"> <li>○ An additional coverage bonus of 10% (total coverage of 70%) shall be granted to structures that contain mixed commercial and residential (employee or long-term rentals) uses; commercial uses with public accommodations; or commercial uses that front a public pedestrian mall or plaza.</li> </ul> </li> <li>• Minimum Setbacks: Front: 10' Rear: 5' Side: 10'</li> <li>• Maximum Building Height: 35'</li> <li>• Building Density: Hotels, resort hotels, motels – 40 du/acre</li> <li>• Apartments, multifamily units, condominiums and similar uses – 15 du/acre</li> </ul> <ul style="list-style-type: none"> <li>• Minimum lot size: Areas lacking community water and sewer – one-acre minimum all uses; all uses – 10,000 sf                             <ul style="list-style-type: none"> <li>○ Land uses on lots measuring less than 10,000 sq. ft. shall be limited to single-family residences, duplexes and triplexes.</li> </ul> </li> </ul>

Table 2. Comparison of permitted uses.

Permitted Use	
Multi-Family Residential, Moderate	Mixed Use
<p>PERMITTED USES</p> <ul style="list-style-type: none"> <li>• Single-family dwelling</li> <li>• Manufactured home used as a single-family dwelling – MFR-L only</li> <li>• Duplexes and triplexes</li> <li>• Accessory buildings and uses</li> <li>• Animals and pets (see Animal Standards Section 04.270)</li> <li>• Home occupations (see Home Occupation regulations, Section 04.290)</li> <li>• Small-scale agriculture</li> <li>• Transitional and Supportive Housing</li> <li>• Outdoor cultivation of a maximum of six mature and 12 immature cannabis plants under the Compassionate Use Act.</li> </ul>	<p>PERMITTED USES</p> <ul style="list-style-type: none"> <li>• Single-family dwelling</li> <li>• Manufactured home used as a single-family dwelling. Mobile homes are excluded from June Lake</li> <li>• Duplexes and triplexes</li> <li>• Accessory buildings and uses</li> <li>• Animals and pets (see Animal Standards Section 04.270)</li> <li>• Home occupations (see Home Occupation regulations, Section 04.290)</li> <li>• Small-scale agriculture</li> <li>• Transitional and Supportive Housing</li> <li>• Outdoor cultivation of a maximum of six mature and 12 immature cannabis plants under the Compassionate Use Act.</li> </ul>

<b>USES PERMITTED SUBJECT TO DIRECTOR REVIEW (Director Review Processing, Ch. 31)</b>	
<ul style="list-style-type: none"> <li>• MFR-L Model units</li> <li>• None stated for MFR-M and MFR-H</li> </ul>	<ul style="list-style-type: none"> <li>• Residential uses – e.g., condominiums, townhomes, commercial lodging, cluster developments, and apartments</li> <li>• Retail trade – e.g., food, drug, hardware, apparel, arts and crafts, sporting goods, bookstores, bakery, florist</li> <li>• Social care facilities – e.g., medical and dental offices, welfare and charitable services</li> <li>• Professional offices – e.g., real estate, financial, insurance, rental and reservation services, legal services</li> <li>• Business services – e.g., business centers, general advertising, business and management consulting</li> <li>• Recreational activities – e.g., health clubs, dance studios</li> <li>• Food service establishments – e.g., restaurants, cafes, delicatessens</li> <li>• Conversion or expansion of existing operations</li> <li>• Transient rentals (fewer than 30 consecutive days)</li> </ul>
<b>USES PERMITTED SUBJECT TO USE PERMIT (Use Permit Processing, Ch. 32)</b>	
<ul style="list-style-type: none"> <li>• Art galleries</li> <li>• Quasi-public buildings and uses</li> <li>• Public utility buildings and structures, not including service yards</li> <li>• Country clubs and golf courses</li> <li>• Condominiums, cooperatives, townhomes, cluster developments, apartments containing four or more units</li> <li>• Parking lots and parking structures</li> </ul>	<ul style="list-style-type: none"> <li>• All of the above uses subject to Director Review, if determined to be necessary by the Community Development director</li> <li>• Parking lots and parking structures other than required off-street parking when abutting a commercial district</li> <li>• Religious and cultural activities – e.g., museums, art galleries, churches</li> <li>• Small-scale malls, plazas, parks and related pedestrian open space</li> <li>• Conversion or expansion of existing operations</li> <li>• Mobile-home parks (see Development Standards – Mobile-home Parks and RV Parks, Ch. 17) c</li> <li>• Recreational-vehicle parks (see Ch. 17) c</li> <li>• Manufactured housing subdivision (see Ch. 18)</li> <li>• Commercial cannabis activity: Manufacturing Type N, Manufacturing Type P, Distribution, Testing, Retail, and Microbusiness (only individual cannabis activities permitted in this designation shall be permitted in a Microbusiness), conducted in compliance with requirements of Chapter 13 of the Land Development Regulations and with the permit and operation requirements of Chapter 5.60 of the Mono County Code.</li> </ul>

The property is 14,810-sf and meets the minimum lot size of both existing and proposed LUDs. The dwelling unit was constructed in 1972 prior to existing development standards. Total lot coverage is 8,649-sf, or 58%, which meets the maximum lot coverage allowance of both LUDs. The residential unit meets the front and rear-yard setback distances of the current and proposed LUD but encroaches into the required side yard (west). The exterior of the first floor is 7.5' from the property boundary and the second story is 1.5' from the property boundary. On corner lots designated MU, a 10' required minimum front and side yard shall be required for all uses. The duplex is existing nonconforming to this standard.



Figure 6. West side of residential unit.

Required parking for the duplex is two spaces per unit plus two spaces for guest parking, or six spaces of 9' x 18'. The site can accommodate the required parking on site. There are additional parking spaces within the garage; however, the spaces would not be for use by transient rental guests. The garage and duplex structures are less than 35' in height, and utility connections are underground.

#### Land Use Designation change

The current land use designation, MFR-M, is intended to encourage long-term multifamily housing by allowing for higher population densities and by not allowing commercial lodging facilities; i.e., hotels, motels. The proposed MU designation is intended to provide for a wide range of compatible resident- and visitor-oriented residential and commercial uses, including business, professional, and retail uses; to provide for efficient use of land and increased opportunities for affordable housing; to provide a transition between intensive commercial uses and residential uses; and to be applied to areas with existing mixed-use development. Transient rental is not permitted within MFR-M. Within the MU designation, transient rental is a use permitted by Director Review.

Land use designation changes are approved by a General Plan Amendment, per Mono County Code Chapter 19, *Zoning*. The Mono County General Plan Land Use Element (MCGP LUE) Chapter 48, *Amendments*, provides the process and requirements for conducting an amendment. The Planning Commission shall conduct a hearing prior to taking action to approve or recommend a designation change and make five required findings included in Resolution 22-13 (Attachment 1).

#### Transient Rental

Transient rental standards and regulations are contained within MCGP LUE Chapter 26, *Transient Rental Standards & Enforcement in Nonresidential and MFR-H Land Use Designations and TRODS*. Once a permit is issued for transient rental, the applicant must obtain a ministerial Mono County Business License, Transient Occupancy Certificate, and a Vacation Home Rental Permit (VHRP). Within the VHRP, the applicant must certify that all standards and requirements of MCGP LUE §26.040 are met.

The VHRP includes Health and safety standards that establish minimum requirements to safeguard public safety, health, and general welfare from fire and other hazards, and to provide safety for firefighters and emergency responders during emergency operations. The applicant must designate a management company or property manager who will be available on a 24-hour basis to address any problems that may be associated with the property or the transient users of the property. The management company or property manager must be duly



licensed and shall be in good standing with the County. A person or organization in good standing is regarded as having complied with all their explicit obligations, while not being subject to any form of sanction, suspension or disciplinary censure. Alternatively, the property owner may serve as the property manager. The property must also meet parking requirements and applicable land use regulations. Exterior signage is required to provide the managing agency/agent contact information, maximum number of occupants and vehicles, and parking diagram. Interior signage is required to provide instructions for waste disposal, use of appliances, an evacuation plan, the physical street address, emergency contact information, and notification that violations may result in immediate removal from the premise.

Maximum occupancy for a transient rental is limited to two persons per bedroom plus two additional persons. In no event may the maximum occupancy exceed 10 persons in any rental unit. Additionally, occupancy may be further restricted by the limitation of the septic system serving the dwelling as determined by Mono County Environmental Health. In 2013, a permit to replace the septic system was issued by the Environmental Health Department. The system is sized for three bedrooms maximum, with the consideration of two people per bedroom. Therefore, the maximum occupancy of the entire dwelling is six people, which is listed as a Condition of Approval. Maximum occupancy of the first floor one-bedroom unit is therefore two people, and the occupancy of the second floor two-bedroom unit is four people. The owner currently lives in the second-story unit but is requesting both units to be permitted for transient rental to facilitate the second-story use once the owner moves out.

Parking requirements are set forth in the Mono County General Plan and the number of vehicles shall not exceed the number of parking spaces. Parking requirements for the rental unit shall be noticed in the rental agreement and posted on and in the unit. There shall be no off-site or on street parking allowed, and parking on property owned by other persons shall be considered a trespass. Six uncovered 9' x 18' parking spaces are provided on site and are adequate to meet the needs of the project.

### **USE PERMIT FINDINGS**

The following analysis is based on the Mixed Use LUD standards. Use permits may be granted by the Planning Commission only when all of the following findings can be made in the affirmative:

- A. *All applicable provisions of the Land Use Designations and Land Development Regulations are complied with, and the site of the proposed use is adequate in size and shape to accommodate the use and to accommodate all yards, walls and fences, parking, loading, landscaping and other required features.*

Transient rental is a permitted use within the MU LUD, subject to a planning permit and compliance with MCGP LUE Chapter 26. The site is adequate in size and shape to accommodate six total rental customers and meet Chapter 26 regulations. Four parking spaces of adequate size are provided onsite to meet the demand of customers. Transient rentals are operated in a manner similar to long-term residential occupancy.

The property meets the lot size and lot coverage allowance. The existing structures meet the required front-yard and rear-yard setback distances, however the duplex is existing nonconforming for the required 10' side yard setback (see below findings for Existing Nonconforming uses). This finding can be made for the project.

#### Alternative Finding

A2. The site is existing nonconforming to General Plan land development standards. The existing duplex does not meet side-yard setback standards. The change of use to transient rentals for two

units may impact available housing units for the local workforce, contrary to General Plan Housing Element policies. The finding cannot be made for the project.

- B. The site for the proposed use relates to streets and highways adequate in width and type to carry the quantity and kind of traffic generated by the proposed use.*

The parcel is accessed by Aurora Canyon Road, a County-maintained road. All parking must occur on-site; off-site parking is prohibited. The kind of traffic generated by the proposed use is similar to that of the existing residential use. The parking area also meets Chapter 22, Fire Safe Standards. This finding can be made for this project.

- C. The proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located.*

The project will not be detrimental to the public or property or improvement in the area because the use of the units will be similar to the existing use. The duration of stay by renters is not anticipated to be detrimental to properties in the area. This finding can be made.

#### Alternative Finding

C2. The Board of Supervisors has enacted a moratorium on all new overnight rentals (rentals less than 30 days) of single-family residences (SFRs) in Mono County. The Board has identified overnight rentals as reducing the housing stock for long-term rentals, negatively affecting the ability of local residents and workforce to find housing. This project seeks to convert two housing units to overnight rentals, removing them from the long-term rental market. Public welfare may be impacted due to the lack of available and affordable housing. This finding cannot be made.

- D. The proposed use is consistent with the map and text of this General Plan and any applicable area plan*

After approval of GPA 22-03, the Mixed-Use land use designation allows the use of a property as a transient rental, consistent with Chapter 26 and area plan policies, subject to a Director Review Permit. The designation also permits commercial lodging subject to a Director Review Permit.

This project adheres to the following Countywide Land Use polices and goal:

Objective 1.D. Provide for the housing needs of all resident income groups, and of part-time residents and visitors.

Policy 1.D.3. Designate a sufficient amount of land for a variety of lodging facilities.

Objective 1.E. Provide for commercial development to serve both residents and visitors

Action 1.E.2.a. Orient new commercial development in a manner that promotes pedestrian use. Avoid strip commercial development.

#### COUNTYWIDE ISSUES/OPPORTUNITIES/CONSTRAINTS

23. Short-term rentals in single-family residential areas meet a tourism market need and have the potential to utilize existing units for additional visitor accommodations, rather than units remaining vacant and not contributing to the local economy. According to census data, Mono County has the second-highest vacation home ownership percentage of counties in the state. This finding can be made.

This project adheres to the Bridgeport Valley Area Plan as it provides additional visitor accommodations and commercial operations within the community of Bridgeport:

Bridgeport Valley Area Land Use Policies Objective 7.D. Preserve Bridgeport's historic significance and economic base.

Policy 7.D.3. Streamline permitting activity where possible to facilitate economic development in the town.

#### Alternative Finding

The Commission may find the project is not consistent with the map and text of the General Plan and applicable area plan:

#### D2. COUNTYWIDE ISSUES/OPPORTUNITIES/CONSTRAINTS

17. The short-term rental phenomenon in residential neighborhoods has some basis in the idea that excess assets can be rented to or shared with others, potentially for a fee that benefits the owner. Given the growth in the short-term rental market, the market has evolved from a small-scale supplemental sharing model to a full investment or business model.

At this time, the County lacks long-term residential units and has a moratorium in place prohibiting short-term and/or transient rental of single-family residences. There is not a excess of available housing and businesses are struggling to maintain a local workforce. By approving this project, two long-term housing units may become transient rentals, furthering the lack of long-term housing in the County.

22. The increase in short-term rentals in single-family residential areas has the potential to further reduce the already limited housing stock available for workforce housing.

The area of this project can be characterized as a residential area, and the intent of the existing designation is to encourage long-term multifamily housing by allowing for higher population densities and by not allowing commercial lodging facilities. Approving this permit has the potential to further reduce the already limited housing stock available for workforce housing.

#### **Existing Nonconforming Structures**

Any structure that does not conform to yard, height, parking, lot coverage requirements or other development standards of the land use designations may continue to be used as a lawful nonconforming use. The structure may not be altered or expanded except for minor alterations necessary to improve or maintain the health and/or safety of the occupants or if required by law or ordinances unless the expansion complies with MCGP LUE 34.020 criteria A through D.

The criteria shall be considered by staff during the review of any application to expand/alter a nonconforming use. Any alteration required by governmental or court action shall be exempt from these conditions and restrictions. Conditions affecting a nonconforming use shall apply to the existing use, land and structures and shall not be affected by ownership change.

- A. *Alterations of the nonconforming use shall not be detrimental to the intent of the land use designations, objectives and policies, specified in this General Plan.*

The project proposes to change the use of the nonconforming structure from long-term residential use to transient rental (fewer than 30 consecutive days). The residential structure will not be altered, and use as a transient rental is similar to that of residential use.

- B. *The granting of permission to alter the nonconforming use shall not be substantially detrimental to the public health, safety or welfare or injurious to the property or improvements in the vicinity or adversely impact the surrounding properties more than the existing nonconforming use.*

The nonconforming structure encroaches into the side yard setback. The structure's roof is pitched away from this property boundary such that shedding snow would remain on the property. The encroachment is not new and has existed since the structure was constructed in 1972. There has been no recorded detriment to public health, safety or welfare or injurious to the property or improvements Addendum to Mono County General Plan 2015 EIR.

- C. *The alteration shall not increase the intensity of the use-category of the land, building or structure.*

The proposed change in use of the existing duplex will not increase the intensity of use of the property. Transient rental has been found to be similar to and not more obnoxious than typical residential use of property.

- D. *If the proposed alteration could generate public controversy, the Director shall refer the application to the Planning Commission for its consideration.*

The alteration of use may generate public controversy. The application is being referred to the Planning Commission for a public hearing to consider use of the structure for transient rental.

#### **ENVIRONMENTAL REVIEW, CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

*The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein (Attachment 2), the Modified Project would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the Modified Project are within the envelope of impacts

addressed in the certified EIR and do not constitute a new or substantially increased significant impact. Based on this determination, the Modified Project does not meet the requirements for preparation of a Subsequent or Supplemental EIR pursuant to Section 15162 of the CEQA Guidelines.

### **PUBLIC NOTICING**

This project was accepted for processing by the Land Development Technical Advisory Committee (LDTAC) on February 7, 2022. Draft conditions of approval were reviewed by the LDTAC on November 7, 2022.

Decisions to change the classification of land from one adopted land use designation to another shall be the subject of a public hearing and noticed according to the requirements of Chapter 46, Noticing Requirements. Public notice was published in the November 5, 2022, edition of The Sheet newspaper, and mailed to property owners within 300' of the project site compliant with MCGP LUE Ch. 32, Use Permit, and Ch.46. Notification was provided to California Native American tribes on March 15, 2022, for a 90-day period to request consultation, as required by Senate Bill 18. No requests have been received at the date of publication.

A CEQA addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration (Cal. Code Regs. tit. 14 § 15164) (Appendix 2).

### **PUBLIC COMMENT**

No public comments have been received on the proposal at the time this report was published.

This staff report has been reviewed by the Community Development Director.

### **ATTACHMENTS**

1. Resolution 22-13
2. Addendum to Mono County General Plan 2015 EIR
3. Newspaper, mailing, and Tribal noticing

# MONO COUNTY

## Planning Division

### DRAFT NOTICE OF DECISION

**USE PERMIT:** UP 22-011

**APPLICANT:** Chris Nichols

**ASSESSOR PARCEL NUMBER:**

**PROJECT TITLE:** Use Permit 22-011/Nichols

**PROJECT LOCATION:** 171 Aurora Canyon Road, Bridgeport

#### CONDITIONS OF APPROVAL

See attached Conditions of Approval

ANY AFFECTED PERSON, INCLUDING THE APPLICANT, NOT SATISFIED WITH THE DECISION OF THE COMMISSION, MAY WITHIN TEN (10) DAYS OF THE EFFECTIVE DATE OF THE DECISION, SUBMIT AN APPEAL IN WRITING TO THE MONO COUNTY BOARD OF SUPERVISORS.

THE APPEAL SHALL INCLUDE THE APPELLANT'S INTEREST IN THE SUBJECT PROPERTY, THE DECISION OR ACTION APPEALED, SPECIFIC REASONS WHY THE APPELLANT BELIEVES THE DECISION APPEALED SHOULD NOT BE UPHELD AND SHALL BE ACCOMPANIED BY THE APPROPRIATE FILING FEE.

NOTICE IS HEREBY GIVEN PURSUANT TO CODE OF CIVIL PROCEDURE SECTION 1094.6 THAT THE TIME WITHIN WHICH TO BRING AN ACTION CHALLENGING THE COUNTY'S DECISION IS 90 DAYS FROM THE DATE THE DECISION BECOMES FINAL. IF NO APPEAL IS MADE TO THE BOARD OF SUPERVISORS, THE PLANNING COMMISSION DECISION SHALL BECOME FINAL ON THE EXPIRATION OF THE TIME TO BRING AN APPEAL. NOTICE IS ALSO HEREBY GIVEN THAT FAILURE TO EXHAUST ADMINISTRATIVE REMEDIES BY FILING AN APPEAL TO THE BOARD OF SUPERVISORS MAY BAR ANY ACTION CHALLENGING THE PLANNING COMMISSION'S DECISION.

**DATE OF DECISION/USE PERMIT APPROVAL:** November 17, 2022

**EFFECTIVE DATE USE PERMIT:** December 2, 2022

This Use Permit shall become null and void in the event of failure to exercise the rights of the permit within one (1) year from the date of approval unless an extension is applied for at least 60 days prior to the expiration date.

Ongoing compliance with the above conditions is mandatory. Failure to comply constitutes grounds for revocation and the institution of proceedings to enjoin the subject use.

#### MONO COUNTY PLANNING COMMISSION

**DATED:** November 17, 2022

- cc:   X   Applicant
- X   Public Works
- X   Building
- X   Compliance

Conditions of Approval  
Use Permit 22-011/Nichols

1. The Use Permit shall only be valid upon approval of General Plan Amendment 22-03 by the Mono County Board of Supervisors, changing the land use designation from MFR-M to MU.
2. Occupancy shall be limited to two persons per bedroom due to the size of the existing septic system. Increasing occupancy shall require an increase in the septic system's capacity, as permitted by the Environmental Health Department, and a Use Permit Modification. Max occupancy for the one-bedroom unit shall be two people total. Maximum occupancy of the two-bedroom unit shall be four people total. Occupancy shall not exceed six people total.
3. The existing garage shall not be used for transient rental occupancy or habitation.
4. The project shall comply with Mono County General Plan Chapter 26.
5. Exterior lighting fixtures shall comply with Chapter 23 – Dark Sky Regulations, which shall require existing fixtures to be replaced or retrofitted, if necessary, to comply.
6. All rental customers must sleep within the dwelling; customers are not allowed to reside in an RV, travel-trailer, or similar mobile-living unit on the property.
7. Prior to operating, the owner shall obtain a Mono County Vacation Home Rental Permit, Mono County Business License and Mono County Transient Occupancy Tax Certificate. The required Housing Mitigation Ordinance (HMO) fees shall be paid prior to business license issuance.
8. The project shall comply with provisions of the Mono County General Plan, Mono County Code, project description, and all conditions.
9. The project shall comply with applicable requirements by other Mono County departments and divisions including, but not limited to, Mono County Building Division, Public Works, and Environmental Health requirements, and any California state health orders.
10. If any of these conditions are violated, this permit and all rights hereunder may be revoked in accordance with Section 32.080 of the Mono County General Plan, Land Development Regulations.
11. Appeal. Appeals of any decision of the Planning Commission may be made to the Board of Supervisors by filing a written notice of appeal, on a form provided by the division, with the Community Development director within 10 calendar days following the Commission action. The Director will determine if the notice is timely and if so, will transmit it to the clerk of the Board of Supervisors to be set for public hearing as specified in Section 47.030.11.
12. Termination. A use permit shall terminate and all rights granted therein shall lapse, and the property affected thereby shall be subject to all the provisions and regulations applicable to the land use designation in which such property is classified at the time of such abandonment, when any of the following occur: A. There is a failure to commence the exercise of such rights, as determined by the Director, within two years from the date of approval thereof or as specified in the conditions. If applicable, time shall be tolled during litigation. Exercise of rights shall mean substantial construction or physical

alteration of property in reliance with the terms of the use permit; B. There is discontinuance for a continuous period of one year, as determined by the Director, of the exercise of the rights granted; and C. No extension is granted as provided in Section 32.070.

13. Extensions. If there is a failure to exercise the rights of the use permit within two years (or as specified in the conditions) of the date of approval, the applicant may apply for an extension for an additional one year. Only one extension may be granted. Any request for extension shall be filed at least 60 days prior to the date of expiration and shall be accompanied by the appropriate fee. Upon receipt of the request for extension, the Planning Division shall review the application to determine the extent of review necessary and schedule it for public hearing. Conditions of approval for the use permit may be modified or expanded, including revision of the proposal, if deemed necessary. The Planning Division may also recommend that the Commission deny the request for extension. Exception to this provision is permitted for those use permits approved concurrently with a tentative parcel or tract map; in those cases the approval period(s) shall be the same as for the tentative map.
14. Revocation. The Commission may revoke the rights granted by a use permit and the property affected thereby shall be subject to all of the provisions and regulations of the Land Use Designations and Land Development Regulations applicable as of the effective date of revocation. Such revocation shall include the failure to comply with any condition contained in the use permit or the violation by the owner or tenant of any provision pertaining to the premises for which such use permit was granted. Before the Commission shall consider revocation of any permit, the Commission shall hold a public hearing thereon after giving written notice thereof to the permittee at least 10 days in advance of such hearing. The decision of the Commission may be appealed to the Board of Supervisors in accordance with Chapter 47, Appeals, and shall be accompanied by an appropriate filing fee.





**RESOLUTION R22-13**

**A RESOLUTION OF THE MONO COUNTY PLANNING COMMISSION RECOMMENDING ADOPTION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ADDENDUM TO THE GENERAL PLAN 2015 EIR, AND MAKING FINDINGS RECOMMENDING ADOPTION OF GENERAL PLAN AMENDMENT 22-03 CHANGING THE LAND USE DESIGNATION OF 171 AURORA CANYON ROAD, APN 008-210-003, FROM MULTI-FAMILY RESIDENTIAL - MODERATE TO MIXED USE**

**WHEREAS**, the property owner of 171 Aurora Canyon Road, Bridgeport, Assessor’s Parcel Number 008-210-003, requested to change the parcel’s designation from Multi-Family Residential - Moderate to Mixed Use for the purpose of creating a transient rental operation (fewer than 30 consecutive day rental); and

**WHEREAS**, all use and development of private land within the unincorporated area of Mono County shall fully comply with any and all applicable requirements of the Mono County General Plan, which incorporated the Mono County Code by this reference as though fully set forth, as the same may be amended from time to time, and any applicable area or specific plans, which are also incorporated by this reference; and

**WHEREAS**, planning and land use maps are contained and set forth in the Mono County General Plan and applicable area or specific plans, all of which are incorporated herein by this reference, as the same may be amended from time to time, including but not limited to the general plan's countywide land-use maps and community-land-use designation maps; and

**WHEREAS**, in compliance with the California Environmental Quality Act (CEQA), an Addendum was drafted to assess environmental factors potentially affected by the project including aesthetics, biological resource, tribal cultural resources, cultural resources, and air quality, and mandatory findings of significance; and

**WHEREAS**, none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred, an addendum to an adopted Environmental Impact Report may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred; and

**WHEREAS**, on November 17, 2022, the Planning Commission held a duly noticed public hearing regarding the General Plan Amendment 22-03 and Use Permit and associated CEQA Addendum.

**NOW, THEREFORE, THE MONO COUNTY PLANNING COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:**

**SECTION ONE:** The Planning Commission initiates General Plan Amendment 22-03.

**SECTION TWO:** Having reviewed and considered the analysis in the staff report, comments received during the public review process and testimony provided in the public hearing, the Planning Commission adopts the Addendum, finding that on the basis of the whole record, including the initial study

1 and comments received, that there is no substantial evidence that the project will have a significant effect on  
 2 the environment and that the Addendum reflects the lead agency's independent judgement and analysis.

3 **SECTION THREE:** Having reviewed and considered all information and evidence presented,  
 4 including public testimony, written comments, and Addendum and staff report and presentations, the  
 5 Planning Commission makes the following findings to approve General Plan Amendment 22-03 changing  
 6 the current land use designation of Multi-Family Residential - Moderate (MFR-M) to Mixed Use (MU):

7 *A. The proposed changes in land use designation are consistent with the text and maps of the General  
 8 Plan because:*

9 The land use designation change to Mixed Use will allow the applicant to apply for a transient rental  
 10 (fewer than 30 consecutive days) land use permit and come into compliance of a code enforcement  
 11 case. The change of the land use designation is appropriate for conducting a transient rental  
 12 operation, as transient rental operations are prohibited in the Multi-Family Residential - Moderate,  
 13 land use designation. Transient rental is a permissible land use in Mixed Use, affirmed by the Mono  
 14 County Board of Supervisors in approving Resolution R12-90, initiating and adopting General Plan  
 15 Amendment 12-04, establishing the General Plan chapter for transient rental standards and  
 16 enforcement.

17 The property meets the development standards for the MU land use designation including minimum  
 18 lot area, minimum lot dimensions, maximum lot coverage, building and population density, and  
 19 building height. The existing structures meet the front and rear setback, however the residential  
 20 structure encroaches 3.5' into the west side yard setback. The encroachment has not generated  
 21 controversy or negatively impacted the adjacent neighbor of this setback. The duplex structure  
 22 would be allowed to change use and no alternations to the structure are proposed. Outright permitted  
 23 uses of the MU designation will not increase the intensity of use of the land and structure. Uses that  
 24 have the potential to increase the intensity of use of the land and structure are discretionary and  
 25 require further investigation of environmental impacts.

26 Infrastructure is available for development at the project site. The property is served by the  
 27 Bridgeport Utility District for water, and the Bridgeport Fire Department. The site contains a  
 28 permitted septic system adequate for the number of bedrooms.

29 **Alternate Finding** (delete if project is approved):

30 Find that the proposed project does not meet this finding because it conflicts with the text and maps  
 a part of the General Plan. By changing the property to Mixed Use, the existing land division pattern  
 of this area, and the existing land use designations may be impacted. The project site is located on  
 the corner of Aurora Canyon Road (running east-west) and North Buckeye Drive (running north-  
 south). Two of the four contiguous properties are designated MFR-M and are a part of a 11-parcel  
 MFR-M district. Properties along the east side of North Buckeye Drive are designated SFR. With  
 the exception of the project parcel, and the contiguous parcel north, all other parcels along North  
 Buckeye Drive are SFR. Properties to the south are designated MU, and the property to the  
 southeast is designated IP. Aurora Canyon Road separates the MU parcels from residential parcels,  
 and North Buckeye Drive separates the two MFR-M from SFR parcels. The redesignation of this  
 parcel interrupts the continuity of the area's land designation pattern and surrounding residential  
 land uses.

1 The existing duplex does not meet the required side yard setback and is existing nonconforming.  
 2 The alternation of use from long-term occupancy to transient rental will increase the intensity of  
 the use of the land and structure.

- 3 B. *The proposed change in land use designation is consistent with the goals and policies contained*  
 4 *within any applicable area plan because:*

5 “Issues/Opportunities/Constraints” for Bridgeport listed in the Mono County General Plan Land Use  
 6 Element (MCGP LUE), state the community has the desire to maintain agricultural uses to preserve  
 7 the scenic quality of the land. There is local interest in preserving the small-town character of  
 8 Bridgeport, and there is a critical need to create economic development opportunities in the town to  
 9 reverse the trend of a steady decline of population and economic activity. There is a strong interest  
 to preserve Bridgeport’s historic stature, as well as its historic infrastructure, for generations to  
 come. Allowing the land use designation change will allow new discretionary uses for economic  
 development opportunities at the property.

10 Policies identified for the Bridgeport Valley in the MCGP LUE, related to this project include:

11 *GOAL 7. Provide for orderly growth in the Bridgeport Valley in a manner that retains the*  
 12 *small town character, and protects the area's scenic, recreational, agricultural, and natural*  
 13 *resources.*

14 *Objective 7.A. Guide future development to occur on existing private lands in Bridgeport*  
 15 *Townsite, east of Bridgeport Reservoir, in the Evans Tract, and at Twin Lakes.*

16 *Objective 7.D. Preserve Bridgeport’s historic significance and economic base.*

17 *Policy 7.D.3. Streamline permitting activity where possible to facilitate economic*  
 18 *development in the town.*

19 Changing the land use designation of the property will allow the owner to pursue permits to conduct  
 20 a transient rental at the location. The change of designation will not impact agricultural land, or  
 21 impact the small town character of Bridgeport. There is a desire to maintain Bridgeport’s economy  
 and enhance the recreation opportunities to attract visitors

22 **Alternate Finding** (delete if project is approved):

23 Find that the proposed project does not meet this finding because it conflicts with the following  
 24 issues/opportunities/constraints and maps a part of the General Plan:

25 *The separation between jobs and housing may continue in the future due to the nature of the*  
 26 *county's economy and the limited potential for future economic expansion in many areas of the*  
 27 *county (Countywide Issues/Opportunities/Constraints, #2).*

28 The project will impact the duplex’s use for long-term occupancy. Bridgeport has been  
 29 identified as a community losing residences: “Bridgeport has faced a steady decline of  
 population and economic activity in recent years. Many local businesses and local services,  
 including health care and schools, have already closed or are on the brink of closure. There  
 is a critical need to create economic development opportunities in the town to reverse this  
 trend.” (Bridgeport Valley Issues/Opportunities/Constraints, #8). The project does not create  
 economic development opportunities and impacts long-term housing opportunities.

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1 *Land use patterns in the county are influenced by land ownership and topography. Residential and*  
 2 *commercial uses are generally concentrated in small communities located in the valleys*  
 3 *agricultural and recreational uses are dispersed throughout the county. ...Additional issues that*  
 4 *could affect land use patterns within and adjacent to community areas include ... the potential for*  
 5 *mixed use development, existing land division patterns, and the existing land use designation*  
 6 *(Countywide Issues/Opportunities/Constraints, #7).*

7 By changing the property to Mixed Use, the existing land division patter of this area, and the  
 8 existing land use designations may be impacted. The project site is located on the corner of  
 9 Aurora Canyon Road (running east-west) and North Buckeye Drive (running north-south).  
 10 Two of the four contagious properties are designated MFR-M, and are a part of a 11-parcel  
 11 MFR-M district. Properties along the east side of North Buckeye Drive are designated SFR.  
 12 With the exception of the project parcel, and the contiguous parcel north, all other parcels  
 13 along North Buckeye Drive are SFR. Properties to the south are designated MU, and the  
 14 property to the southeast is designated IP. Aurora Canyon Road separates the MU parcels  
 15 from residential parcels, and North Buckeye Drive separates the two MFR-M from SFR  
 16 parcels. The redesignation of this parcel interrupts the continuity of the area's land  
 17 designation pattern and surrounding residential land uses.

18 *The availability and cost of infrastructure influences development patterns throughout the County.*  
 19 *Most of the land available for residential development requires septic systems and individual wells.*  
 20 *Some areas of the county have small community water systems but still require individual septic*  
 21 *systems; other areas have community sewer systems but require individual wells. Only four*  
 22 *unincorporated communities, portions of Bridgeport, Lee Vining, June Lake and Crowley Lake,*  
 23 *have both community water and sewer systems serving individual parcels. These parcels are*  
 24 *typically ready for immediate development without additional infrastructure costs (Countywide*  
 25 *Issues/Opportunities/Constraints, #8).*

26 The project site is served by the Bridgeport Utility District for water. Therefore, the site and  
 27 area, is desirable for development. At this time, the County has a priority of developing  
 28 residential units for long-term occupancy. By allowing the property to change its land use  
 29 designation to Mixed Use for the purpose of conducting transient rental, the County would  
 30 be losing a property desirable to long-term occupants.

*The short-term rental phenomenon in residential neighborhoods has some basis in the idea that*  
 excess assets can be rented to or shared with others, potentially for a fee that benefits the owner.  
 Given the growth in the short-term rental market, the market has evolved from a small-scale  
 supplemental sharing model to a full investment or business model. (Countywide  
 Issues/Opportunities/Constraints, #19); and

*The increase in short-term rentals in single-family residential areas has the potential to further*  
 reduce the already limited housing stock available for workforce housing (Countywide  
 Issues/Opportunities/Constraints, #22).

The County has identified a need for long-term residential units. Long-term residential units  
 are not in excess and therefore the existing housing stock needs to be preserved.

The adopted Mono County Housing Needs Assessment asserts that:

*Much of the County's recent housing growth has been driven by second homeownership and, more*  
 recently, vacation rentals. At 35 percent, Mono County has one of the lowest permanent resident  
 occupancy rates—and, conversely, highest seasonal occupancy rates—of peer counties. The  
 unincorporated County remains very much a single family detached home market, with typical rural

1 *development patterns. Overall in the County, fewer than 10 percent of units single family attached or*  
 2 *duplex/triplex/fourplex products...According to the resident surveys conducted for this study, low*  
 3 *income residents—and residents with larger household sizes, e.g., families with children—are more*  
 4 *likely to live outside of Mammoth Lakes. Crowley and Bridgeport, for example, have some of the*  
 5 *largest proportions of 4-person households in the County...(Section I, page 4).*

6 The project will reduce the number of residential units available for long-term occupancy.

- 7 C. *The site of proposed change in land use designation is suitable for any of the land uses permitted*  
 8 *within the proposed land use designation because:*

9 The analysis contained in the CEQA Addendum for this project found that the land uses permitted  
 10 within the proposed MU designation are suitable for the property. The proposed land use designation  
 11 will introduce no new outright permitted uses. For any project listed permissible by Director Review  
 12 Permit, the Director may determine the project to be controversial, environmentally sensitive, or is  
 13 not Categorically Exempt from CEQA. If so determined, a Use Permit shall be required, and an  
 14 appropriate environmental report shall be completed for the project (MCGP Land Use Element  
 15 31.010). Uses subject to a Use Permit will be analyzed for CEQA compliance, and the CEQA  
 16 document must be certified by the Mono County Planning Commission at a public hearing.

17 The site is suitable for the Mixed Use designation because it meets the development standards of the  
 18 MU designation, but does encroach into the side yard setback. The encroachment is not detrimental  
 19 to the public, or surrounding properties.

20 The existing duplex residential structure is suitable for the proposed transient rental use. Required  
 21 parking for the duplex is two spaces per unit plus two spaces for parking, or six spaces of 9' x 18'.  
 22 The site can accommodate the required parking on site.

23 **Alternate Finding** (delete if project is approved):

24 Find that the proposed project is not suitable for the land uses permitted within the proposed land  
 25 use designation because surrounding properties have residential designations, and existing  
 26 residential structures used for long-term occupancy. The MU designation is intended to provide for  
 27 a wide range of compatible resident- and visitor-oriented residential and commercial uses, and to be  
 28 applied to areas with existing mixed-use development. The project site is within an area  
 29 characterized by residential development and use. Existing MU properties are separated from this  
 30 site by Aurora Canyon Road. Furthermore, the MU properties contain residential uses. Allowing the  
 project site to be designated MU for the purpose of conducting a commercial use, transient rental,  
 does not align with the existing land uses of the area.

- D. *The proposed change in land use designation is reasonable and beneficial at this time because:*

The applicant desires to change the land use designation to conduct a transient rental (fewer than 30  
 consecutive days), permissible within the proposed designation to comply with a code enforcement  
 case. The property's current designation prohibits transient rental.

**Alternate Finding** (delete if project is approved):

Find the project is not reasonable and not beneficial at this time. The existing designation, MFR-M,  
 is intended to encourage long-term multifamily housing by allowing for high population densities  
 and by not allowing commercial lodging facilities. The site contains a residential duplex unit that  
 has been illegally used for transient rental. To correct the violation, the applicant is requesting the  
 designation change rather than using the property for long-term occupancy. The Mono County Board

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of Supervisors has identified long-term housing as a need throughout the county, and in allowing this designation change, the property will no longer encourage long-term housing.

E. *The proposed change in land use designation will not have a substantial adverse effect on surrounding properties because:*

The existing uses surrounding the project site can be described as low-density, long-term residential uses. The project site is developed with a residential use, similar to surrounding properties. The use of the property as a transient rental is similar to, and not more obnoxious than long term residential use. Outright permitted uses of the proposed designation are the same as the existing designation, and any new use would require a discretionary land use permit, and potential environmental impacts would be analyzed separately.

**Alternate Finding** (delete if project is approved):

Find the designation change will have a substantial adverse effect on surrounding properties. MU uses permitted by a Director Review and Use Permit are potentially significantly more intense, and while environmental impacts will be analyzed separately under CEQA, potentially allowing those uses on this parcel when the block is MFR-M, is not appropriate. Surrounding properties are contain residential uses and are used for long-term occupancy.

**SECTION FOUR:** The Planning Commission recommends that the Board of Supervisors adopt GPA 22-03 and certify the Addendum.

**PASSED AND ADOPTED** this 17<sup>th</sup> day of November, 2022, by the following vote of the Planning Commission:

AYES :

NOES :

ABSENT :

ABSTAIN :

\_\_\_\_\_  
Patricia Robertson, Chair

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Heidi Willson  
Secretary of the Planning Commission

\_\_\_\_\_  
Emily Fox  
Assistant County Counsel

## ADDENDUM TO THE MONO COUNTY GENERAL PLAN EIR



### FOR GENERAL PLAN AMENDMENT, LAND USE DESIGNATION CHANGE PROJECT & USE PERMIT/ NICHOLS

#### LEAD AGENCY:

Mono County Planning Department  
Post Office Box 347  
Mammoth Lakes, CA 93546

**November 17, 2022**

#### INTRODUCTION AND BACKGROUND

This document is an Addendum to the Environmental Impact Report (EIR) prepared for the 2015 Mono County Regional Transportation Plan, General Plan, Countywide Integrated Waste Management Plan, and Noise Ordinance Updates; and Repeal of the Conway Ranch Specific Plan (2015 Updates and Repeal of the Conway Ranch Specific Plan) (State Clearinghouse No. 2014061029), which was certified by the Mono County Board of Supervisors in December 2015 (Certified EIR). In accordance with the California Environmental Quality Act (CEQA), this Addendum analyzes the proposed modification to the land use designation on 171 Aurora Canyon Road, Bridgeport, Mono County (APN 008-210-003-000) (the Project) and demonstrates that all potential environmental impacts associated with the proposed modifications would be within the envelope of impacts already evaluated in the Certified EIR.

#### CEQA PROVISIONS FOR PREPARING AN ADDENDUM TO A FINAL EIR

The California Environmental Quality Act (CEQA §15164[a]) states:

*"(a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."*

In turn, §15162 states that preparation of a subsequent EIR is required where one or more of the following occurs:

*"(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:*
  - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."*

Provided in the sections that follow is an assessment of whether any of the above CEQA requirements would necessitate preparation of a subsequent EIR to address changes proposed with Nichols land use designation change.

## **OVERVIEW OF APPROVED PROJECT & SIGNIFICANT UNAVOIDABLE IMPACTS IDENTIFIED IN MONO COUNTY GENERAL PLAN 2015 EIR**

The 2015 Mono County Regional Transportation Plan, General Plan, Countywide Integrated Waste Management Plan, and Noise Ordinance Updates; and Repeal of the Conway Ranch Specific Plan (2015 Updates and Repeal of the Conway Ranch Specific Plan) included a comprehensive update to the Land Use, Circulation, Conservation/Open Space, Safety, and Noise elements, and appendices of the General Plan; as well as the Regional Transportation Plan (RTP), including the Regional Blueprint, Bicycle Transportation Plan, and Trails Plan; three elements of the Countywide Integrated Waste Management Plan (CIWMP); Noise Ordinance; and the repeal of the Conway Ranch Specific Plan. The project is a comprehensive and overarching policy document that will guide policy decisions throughout the 3,132-square mile planning area over the coming years, and includes goals, objectives, policies, actions, programs, maps and figures. The General Plan and RTP update continue to focus growth in and adjacent to existing communities to avoid growth in environmentally sensitive areas and agricultural lands, and support sustainable, healthy, and livable communities. The 2015 Updates will replace the current General Plan elements, RTP, CIWMP and Noise Ordinance.

Results of the analyses contained in the Final EIR for the 2015 Mono County General Plan indicated that project implementation would have potentially significant and unavoidable adverse direct and cumulative environmental impacts on the following resources:

### Biological Resources

- Impact Candidate, Sensitive or Special Status Species
- Impact Riparian Habitat
- Impact Federally Protected §404 Wetlands
- Interfere with Fish or Wildlife Movement or Migration
- Conflict with Local Biological Protection Ordinances

### Geology

- Exposure of people & structures to seismic effects
- Cause substantial soil erosion
- Exposure of people & structures to unstable geology

### Health & Safety Hazards

- Potential for Release of Hazardous Materials
- Inadequate emergency response
- Exposure to wildland fire risks

### Cultural Resources

- Impacts to prehistoric or historic resources
- Impacts to Paleontological Resources
- Impacts to Sacred Lands

### Hydrology

- Violation of Water Quality Objectives
- Violation of Waste Discharge Requirements
- Availability of adequate Water Supplies
- Erosion and Siltation from altered Drainage

### Recreation

- Impacts upon Recreational Facilities

### Aesthetics, Light & Glare

- Impact Scenic Resources in a State Scenic Highway
- Degrade Visual Character or Quality
- Create New Sources of Light and Glare

### Utilities & Public Services

- Impacts on police, fire, schools, other services

## **PROPOSED MODIFICATION**

### **Land Use Designation Modification**

The applicant has proposed to change the land use designation of a parcel from Multi-Family Residential - Moderate to Mixed Use, and a Conditional Use Permit to conduct transient rental (rental less than 30-days). Transient rental is prohibited in the Multi-Family Residential - Moderate land use designation. Transient rental is permissible within the Mixed Use land use designation.

The project is located in an area of residential and mixed uses within the unincorporated community of Bridgeport, Mono County. Properties to the south and southwest are designated Mixed Use, developed with residential uses, and form the district that would absorb this parcel. The parcels to the west and northwest are designated Multi-Family Residential - Moderate (MFR-M) and developed with residential uses. The parcel to the north is also designated Multi-Family Residential - Moderate but is undeveloped. Parcels to the northeast and east are designated Single-Family Residential (SFR) and developed with single-family residences. To the southeast is a parcel designated Industrial Park (IP) that contains telecommunication dishes. Parcels to the south are designated Mixed Use (MU).

The change in land use designation will introduce no new outright permitted uses. For any project listed as subject to a Director Review Permit, the Director may determine the project to be controversial, environmentally sensitive, or is not Categorically Exempt from CEQA. If so determined, a Use Permit shall be required, and an appropriate environmental report shall be completed for the project (MCGP Land Use Element 31.010). Uses subject to a Use Permit will be analyzed for CEQA compliance, and the CEQA document must be certified by the Mono County Planning Commission at a public hearing.



Figure 1. Surrounding land use designations



Permitted Use	
Multi-Family Residential, Moderate	Mixed Use
<p><b>PERMITTED USES</b></p> <ul style="list-style-type: none"> <li>• Single-family dwelling</li> <li>• Manufactured home used as a single-family dwelling – MFR-L only</li> <li>• Duplexes and triplexes</li> <li>• Accessory buildings and uses</li> <li>• Animals and pets (see Animal Standards Section 04.270)</li> <li>• Home occupations (see Home Occupation regulations, Section 04.290)</li> <li>• Small-scale agriculture</li> <li>• Transitional and Supportive Housing</li> <li>• Outdoor cultivation of a maximum of six mature and 12 immature cannabis plants under the Compassionate Use Act.</li> </ul>	<p><b>PERMITTED USES</b></p> <ul style="list-style-type: none"> <li>• Single-family dwelling</li> <li>• Manufactured home used as a single-family dwelling. Mobile homes are excluded from June Lake</li> <li>• Duplexes and triplexes</li> <li>• Accessory buildings and uses</li> <li>• Animals and pets (see Animal Standards Section 04.270)</li> <li>• Home occupations (see Home Occupation regulations, Section 04.290)</li> <li>• Small-scale agriculture</li> <li>• Transitional and Supportive Housing</li> <li>• Outdoor cultivation of a maximum of six mature and 12 immature cannabis plants under the Compassionate Use Act.</li> </ul>
USES PERMITTED SUBJECT TO DIRECTOR REVIEW (Director Review Processing, Ch. 31)	
<ul style="list-style-type: none"> <li>• MFR-L Model units</li> <li>• None stated for MFR-M and MFR-H</li> </ul>	<ul style="list-style-type: none"> <li>• Residential uses – e.g., condominiums, townhomes, commercial lodging, cluster developments, and apartments</li> <li>• Retail trade – e.g., food, drug, hardware, apparel, arts and crafts, sporting goods, bookstores, bakery, florist</li> <li>• Social care facilities – e.g., medical and dental offices, welfare and charitable services</li> <li>• Professional offices – e.g., real estate, financial, insurance, rental and reservation services, legal services</li> </ul>

	<ul style="list-style-type: none"> <li>• Business services – e.g., business centers, general advertising, business and management consulting</li> <li>• Recreational activities – e.g., health clubs, dance studios</li> <li>• Food service establishments – e.g., restaurants, cafes, delicatessens</li> <li>• Conversion or expansion of existing operations</li> <li>• Transient rentals (fewer than 30 consecutive days)</li> </ul>
<b>USES PERMITTED SUBJECT TO USE PERMIT (Use Permit Processing, Ch. 32)</b>	
<ul style="list-style-type: none"> <li>• Art galleries</li> <li>• Quasi-public buildings and uses</li> <li>• Public utility buildings and structures, not including service yards</li> <li>• Country clubs and golf courses</li> <li>• Condominiums, cooperatives, townhomes, cluster developments, apartments containing four or more units</li> <li>• Parking lots and parking structures</li> </ul>	<ul style="list-style-type: none"> <li>• All of the above uses subject to Director Review, if determined to be necessary by the Community Development director</li> <li>• Parking lots and parking structures other than required off-street parking when abutting a commercial district</li> <li>• Religious and cultural activities – e.g., museums, art galleries, churches</li> <li>• Small-scale malls, plazas, parks and related pedestrian open space</li> <li>• Conversion or expansion of existing operations</li> <li>• Mobile-home parks (see Development Standards – Mobile-home Parks and RV Parks, Ch. 17) c</li> <li>• Recreational-vehicle parks (see Ch. 17) c</li> <li>• Manufactured housing subdivision (see Ch. 18)</li> <li>• Commercial cannabis activity: Manufacturing Type N, Manufacturing Type P, Distribution, Testing, Retail, and Microbusiness (only individual cannabis activities permitted in this designation shall be permitted in a Microbusiness), conducted in compliance with requirements of Chapter 13 of the Land Development Regulations and with the permit and operation requirements of Chapter 5.60 of the Mono County Code.</li> </ul>

The change in land use designation will introduce new development standards. The minimum setback requirement will decrease in the front and rear of the property. The maximum building height will remain 35', and the maximum lot coverage allowed will remain 60%, however within the MU designation a 10% bonus in lot coverage can be allowed when a structure contains a commercial and residential use.

<b>Development Standards</b>	
<b>Multi-Family Residential, Moderate</b>	<b>Mixed Use</b>
<p>Minimum Lot Area:</p> <ul style="list-style-type: none"> <li>• Minimum Lot Dimensions: Width – 60' Depth – 100'</li> <li>• Maximum Lot Coverage: 60%</li> </ul> <ul style="list-style-type: none"> <li>• Minimum Setbacks: Front: 20' Rear: 10' Side: 10'</li> <li>• Maximum Building Height: 35'</li> <li>• Building Density: Condominiums, multifamily residences and similar uses – 15 du/acre. In no case shall projects containing density bonuses exceed 26 units/acre. Units designated as manager/employee housing unit shall not be counted in density calculations.</li> <li>• MFR-M Minimum lot size – 7,500 sf                             <ul style="list-style-type: none"> <li>○ Developments of three or more units – (number of units) x 2,904 sf</li> </ul> </li> </ul>	<p>Minimum Lot Area:</p> <ul style="list-style-type: none"> <li>• Minimum Lot Dimensions: Width – 60' Depth – 100'</li> <li>• Maximum Lot Coverage: 60%                             <ul style="list-style-type: none"> <li>○ An additional coverage bonus of 10% (total coverage of 70%) shall be granted to structures that contain mixed commercial and residential (employee or long-term rentals) uses; commercial uses with public accommodations; or commercial uses that front a public pedestrian mall or plaza.</li> </ul> </li> <li>• Minimum Setbacks: Front: 10' Rear: 5' Side: 10'</li> <li>• Maximum Building Height: 35'</li> <li>• Building Density: Hotels, resort hotels, motels – 40 du/acre</li> <li>• Apartments, multifamily units, condominiums and similar uses – 15 du/acre</li> </ul> <ul style="list-style-type: none"> <li>• Minimum lot size: Areas lacking community water and sewer – one-acre minimum all uses; all uses – 10,000 sf                             <ul style="list-style-type: none"> <li>○ Land uses on lots measuring less than 10,000 sq. ft. shall be limited to single-family residences, duplexes and triplexes.</li> </ul> </li> </ul>

### **Evaluation of the Changes between MFR-M and MU**

There will be no changes to the outright permitted uses, therefore no new impacts would occur compared to the Certified EIR. Uses subject to a Director Review and Use Permit are subject to a separate CEQA evaluation as part of the permitting for the project. The changes in development standards are as follows:

1. Allowable dwelling units will increase from 5 units to 13 units.  
The change is not significant. The property contains a duplex, and a triplex may be permitted outright. To add greater units requires a discretionary land use permit and will trigger further environmental evaluation.
2. The minimum lot size will increase by 2,500 sq ft.  
The change is not significant because the property may not be further subdivided in the designation. The parcel is approximately 14,810 sq ft.
3. MU requires land uses on lots measuring less than 10,000 sq. ft. to be limited to single-family residences, duplexes and triplexes.  
The change is not significant because the property is greater than 10,000 sq. ft. The property is developed with a duplex unit.
4. In the MU designation allows an additional lot coverage bonus of 10% (total coverage of 70%) to be granted to structures that contain mixed commercial and residential (employee or long-term rentals) uses; commercial uses with public accommodations; or commercial uses that front a public pedestrian mall or plaza.  
The change is not significant. An additional 10% lot coverage equates to 1,481 sq ft for this property. Setbacks are required to be met and parking for additional units must be provided. For the bonus to be applicable, a commercial use would need to receive a discretionary land use permit, and additional CEQA analysis would be performed.

### **Conditional Use Permit for Transient Rental**

Transient rental standards were established by the passing of Resolution 12-90 by the Mono County Board of Supervisors for General Plan EIR Addendum #12-01 (State Clearinghouse #98122016). The EIR Addendum found:

1. The Transient Overlay Project will not have a significant effect on the environment nor increase the severity of previously identified significant effects. The creation of a process through which property owners could in the future obtain a transient overlay designation and transient rental permit (thereby enabling them rent their existing homes on a short-term basis) does not in itself cause that designation to be applied to any specific properties. Rather, it simply establishes a process for allowing property owners to seek that designation in the future. Accordingly, no properties are directly affected by this action and there is no actual change in the physical environment as a result of the Project. Prior to any specific properties being designated and permitted for transient rental use, additional compliance with the California Environmental Quality Act would be required.
2. Additionally, even following designation and permitting for transient rental use, there is no change to the underlying property use. Single-family homes that are now used seasonally or periodically by the owner, or are rented on a long term basis, will still be used as single-family homes and in a manner that is not substantially different from how they would be used if they were occupied by full time residents or long-term renters. The General Plan EIR analyzed land use designations at buildout assuming full time occupancy. Since there is virtually no difference in the use of a home being occupied by household A. who is a full time resident and its use by household B. who rents in the home on a short-term basis, the environmental impacts to the neighborhood and surrounding areas are no different. Transient rentals, due to the intermittent and temporary nature of their use, will not create any additional impacts on traffic or air and water quality. Furthermore, since the occupancy and parking will be much more narrowly regulated by a required property manager, the impacts on noise and street congestion will also be reduced . Accordingly, the impacts of the proposed project would not be increased beyond those analyzed in the General Plan EIR.
3. The Transient Overlay Project creates the possibility of a reduction in environmental impacts than exist at present, since transient uses (if ultimately permitted following subsequent discretionary review) would be subject to more stringent restrictions than applicable to full time owner-occupied residences or residences subject to long term lease. Specifically, these include restrictions on occupancy, parking and the requirement for oversight through local property management. Currently there are not any restrictions on how many occupants can use a single-family home, but the occupancy in homes used as transient rentals will be restricted by the number of bedrooms and/or any septic system limitations. Parking requirements will be site specific and will not only have to meet the general plan residential parking standards, but will be limited to onsite parking only. These measures in conjunction with local property management being available 24hrs to regulate non compliant activities of tenants will minimize visual and noise impacts far beyond residences having full time occupancy. Moreover, it provides enhanced enforcement mechanisms to prevent non-permitted or unauthorized transient rentals within residential zones. Because transient rentals are not permitted currently, the County expends

much of its code enforcement resources trying to catch and prosecute the many illegal rentals that are ongoing. The enhanced enforcement mechanisms in conjunction with a way to legalize transient rentals will greatly assist in deterring illegal renting.

4. The change to the regulations affecting the size and permitting requirements of accessory dwelling units will not cause an environmental impact. The change reduces the potential intensity of allowed development and environmental impacts on parcels less than one acre in size.

**Mono County General Plan Land Use Element (MCGP LUE)**

Chapter 26, Transient Rental Standards & Enforcement in Nonresidential and MFR-H Land Use Designations and TRODS, established the regulations for permitting transient rental within the MU designation (the proposed designation). Projects are required to meet several standards to maintain the health, safety, and welfare of occupants and surrounding properties. Once a project receives the land use entitlement, per this chapter, the property owner(s) must obtain a Mono County Business license.

**POTENTIALLY SIGNIFICANT IMPACTS IDENTIFIED IN CERTIFIED EIR**

This Certified EIR focuses on the significant environmental effects of the proposed RTP/General Plan Update, in accordance with the CEQA Guidelines. The CEQA Guidelines defines a significant effect as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project. A less than significant effect is one in which there is no long or short-term significant adverse change in environmental conditions and are summarized in Attachment 1.

The following table identifies mitigation measures that will pertain to the proposed project.

	Land use Designation change from Multi-family Residential, Moderate to Mixed Use	Use Permit to conduct transient rental (less than 30-day rental)
<b>Biological Resources</b>		
Impact Candidate, Sensitive or Special Status Species	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	
Impact Riparian Habitat		
Impact Federally Protected §404 Wetlands		
Interfere with Fish or Wildlife Movement or Migration		
Conflict with Local Biological Protection Ordinances		
<b>Geology</b>		
Exposure of people & structures to seismic effects	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	
Cause substantial soil erosion		
Exposure of people & structures to unstable geology		
<b>Health &amp; Safety Hazards</b>		
Potential for Release of Hazardous Materials	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	
Inadequate emergency response		
Exposure to wildland fire risks		
<b>Cultural Resources</b>		
Impacts to prehistoric or historic resources	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	
Impacts to Paleontological Resources		
Impacts to Sacred Lands		
<b>Hydrology</b>		
Violation of Water Quality Objectives	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	
Violation of Waste Discharge Requirements		
Availability of adequate Water Supplies		
Erosion and Siltation from altered Drainage		
<b>Recreation</b>		
Impacts upon Recreational Facilities	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	
<b>Aesthetics, Light &amp; Glare</b>		
Impact Scenic Resources in a State Scenic Highway	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	
Degrade Visual Character or Quality		
Create New Sources of Light and Glare		
<b>Utilities &amp; Public Service</b>		
Impacts on police, fire, schools, other services	Mitigated to extent feasible through proposed Policies and Actions. No supplemental mitigations recommended.	

## **CONCLUSION**

Based on the considerations and analyses presented above and based on the provisions contained in CEQA §15164[a]), it is concluded that none of the conditions calling for preparation of a subsequent EIR have occurred. The County of Mono, acting as Lead Agency, has therefore determined an Addendum to the certified Final EIR for the Nichols General Plan Amendment and Use Permit is the appropriate CEQA document.

CEQA §15164(c-e) states that "an Addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration. The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project. A brief explanation of the decision not to prepare a subsequent EIR pursuant to §15162 shall be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence."

## Attachment 3.

# Mono County Community Development Department

P.O. Box 347  
Mammoth Lakes, CA 93546  
(760) 924-1800, fax 924-1801  
commdev@mono.ca.gov

## Planning Division

P.O. Box 8  
Bridgeport, CA 93517  
(760) 932-5420, fax 932-5431  
[www.monocounty.ca.gov](http://www.monocounty.ca.gov)

### NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Mono County Planning Commission will conduct a public hearing on **November 17, 2022**. As authorized by AB 361, Mono County has declared a state of emergency, local officials have recommended or imposed measures to promote social distancing, and the legislative body has made such findings; therefore the meeting will be accessible remotely by livecast at: <https://monocounty.zoom.us/j/88293941545> and by telephone at: 669-900-6833 (Meeting ID# is 882 9394 1545) where members of the public shall have the right to observe and offer public comment, to consider the following: **9:20 a.m. General Plan Amendment 22-01 & Use Permit 22-007/Nichols**. The proposal is to change the land use designation of 171 Aurora Canyon Road (APN 008-210-003) from Multi-Family Residential, Moderate to Mixed Use, and obtain a Use Permit to conduct transient rental (rental less than 30-days) of the existing duplex. The existing duplex consists of a one-bedroom unit and a two-bedroom unit. Maximum occupancy is limited to six people and four vehicles. Approval of the General Plan Amendment by the Board of Supervisors is required before the use permit is valid. The California Environmental Quality Act (CEQA) report prepared for the project is an Addendum to the 2015 Mono County General Plan EIR. Project materials are available for public review online at <https://monocounty.ca.gov/planning-commission> and hard copies are available for the cost of reproduction by calling 760-924-1800. INTERESTED PERSONS are strongly encouraged to attend the livecast meeting by phone or online, and to **submit comments to the Secretary of the Planning Commission, PO Box 347, Mammoth Lakes, CA, 93546, by 8 am on Wednesday, November 17**, to ensure timely receipt, by email at [cddcomments@mono.ca.gov](mailto:cddcomments@mono.ca.gov) or via the livecast meeting (technology permitting). If you challenge the proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to Secretary to the Planning Commission at, or prior to, the public hearing.

For additional information or questions, please contact the Mono County Planning Division:

Michael Draper, Planning Analyst  
P.O. Box 347  
Mammoth Lakes, CA 93546  
(760) 924-1805, [mdraper@mono.ca.gov](mailto:mdraper@mono.ca.gov)



Project site: 171 Aurora Canyon Road

Mono County Community Development Dept.  
PO Box 347  
Mammoth Lakes, CA 93546



# MONO COUNTY PLANNING COMMISSION

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PO Box 347  
Mammoth Lakes, CA 93546  
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Bridgeport, CA 93517  
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November 2, 2022

## NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Mono County Planning Commission will conduct a public hearing on **November 17, 2022**. As authorized by AB 361, Mono County has declared a state of emergency, local officials have recommended or imposed measures to promote social distancing, and the legislative body has made such findings; therefore the meeting will be accessible remotely by livecast at: <https://monocounty.zoom.us/j/85665729654> and by telephone at: 669-900-6833 (Meeting ID# is 856 657 296 54) where members of the public shall have the right to observe and offer public comment, to consider the following: **9:20 a.m. General Plan Amendment 22-01 & Use Permit 22-011/Nichols**. The proposal is to change the land use designation of 171 Aurora Canyon Road (APN 008-210-003) from Multi-Family Residential, Moderate to Mixed Use, and obtain a Use Permit to conduct transient rental (rental less than 30-days) of the existing duplex. The existing duplex consists of a one-bedroom unit and a two-bedroom unit. Maximum occupancy is limited to six people and four vehicles. Approval of the General Plan Amendment by the Board of Supervisors is required before the use permit is valid. The California Environmental Quality Act (CEQA) report prepared for the project is an Addendum to the 2015 Mono County General Plan EIR. Project materials are available for public review online at <https://monocounty.ca.gov/planning-commission> and hard copies are available for the cost of reproduction by calling 760-924-1800. INTERESTED PERSONS are strongly encouraged to attend the livecast meeting by phone or online, and to submit comments to the Secretary of the Planning Commission, PO Box 347, Mammoth Lakes, CA, 93546, by **8 am on Wednesday, November 17**, to ensure timely receipt, by email at [cddcomments@mono.ca.gov](mailto:cddcomments@mono.ca.gov) or via the livecast meeting (technology permitting). If you challenge the proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to Secretary to the Planning Commission at, or prior to, the public hearing.

###



# Mono County Community Development Department

PO Box 347  
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March 15, 2022

Xxx  
Xxx  
Xxx  
xxx

**RE: NATIVE AMERICAN TRIBAL CONSULTATION FOR GENERAL PLAN AMENDMENT,  
NICHOLS**

Dear Chairperson xxx,

As lead agency, the Mono County Community Development Department (the County) is currently anticipating a General Plan Amendment to change the land use designation of one property in the community of Bridgeport, CA, from Multi-Family Residential to Mixed Use. The property is located at 171 Aurora Canyon Road, APN 008-210-003.

State planning law and Senate Bill 18 (SB 18) requires cities and counties to contact and consult with California Native American tribes prior to amending or adopting any general plan or specific plan or designating land as open space.

Tribal participation is very important in the local planning process. Therefore, the purpose of this letter is to invite your participation and ensure the opportunity to conduct consultations in order to preserve, or mitigate impacts to, cultural places located on land within Mono County's jurisdiction that may be affected by these proposed General Plan amendments.

By law, **tribes have 90 days from the date of receipt of this letter to request consultation.** Recognizing that this letter is being sent on or before June 13, 2020, and allowing time for mailing, **your response must be received no later than June 14, 2022.**

### **Meeting Dates & CEQA**

A public hearing before the Planning Commission on this general plan amendment has not yet been scheduled. Following the Planning Commission meeting the project may then proceed to a public hearing by the Mono County Board of Supervisors in June 2022.

As authorized by AB 361, the meetings will be accessible remotely by livecast with Commissioners/Supervisors attending from separate remote locations. At this time, there is no physical meeting location. This altered format is in observance of recent recommendations by local officials that certain precautions be taken, including social distancing, to address the threat of COVID-19. Digital meeting information, including the telephone number and website where members of the public shall have the right to observe and offer comment, will be provided with the agendas of each meeting.

Planning Commission meetings are anticipated to begin at 10:00 am, and Board of Supervisors meetings are anticipated to begin at 9:00 am on the first three Tuesdays of each month. Meeting agendas are posted online on the Planning Commission and Board of Supervisors webpages and can be received via e-mail by subscribing to the Planning Commission and Board of Supervisors e-mail lists at the following links: <https://monocounty.ca.gov/planning-commission> and <https://monocounty.ca.gov/bos>.

We look forward to receiving your reply and any information you are able to share, and would welcome the opportunity to meet with you and other members of the xxx. Thank you for taking the time to consider this invitation.

Sincerely,

Michael Draper  
Planning Analyst  
760.924.1805, [mdraper@mono.ca.gov](mailto:mdraper@mono.ca.gov)

## Mono County Planning Division\*: Current Projects

Nov. 11, 2022

\*Does not include transportation, LAFCO, building, code compliance, etc. projects

Active Planning Permit Applications		
Permit Type	Community	Description
GPA/SP/Cnnbs UP	Tri-Valley	cannabis cultivation, convert RR to SP
GPA	Bridgeport	STR compliance case, convert MFR-M to MU
GPA/UP	Mono Basin	waste transfer station
CEQA	Mono Basin	Mono County waste management transition
GPA/SP	Mono Basin	STRs & campground
UP/Cannabis	Antelope Valley	cultivation, distribution, non-storefront retail
UP	Long Valley	limited-scale lodging/resort
UP	Walker	overhead line installation
UP	June Lake	installation of spa
UPM	Coleville	Cell tower extension
UP	Chalfant	new 80' cell tower
UP	Antelope Valley	OH line approval
UP	June Lake	Remove duplex motel unit, add 4-plex
DR	Lee Vining	OH lines over Lee Vining Creek
DR	June Lake	Parking Management Plan
LM	Bridgeport	merge three parcels
Map Modification	Tri-Valley	Eliminate road and drainage improvements, County vacate road, rescind Subdivision Improvement Agreement
Active Policy/Planning Projects		
Name	Community	Description
Study Impacts of Short-Term Rentals on workforce housing	Countywide	Report to Board by December 2022
Housing project negotiations	June Lake	Directed by CAO with Board guidance, respond to developer's request to negotiate for County participation to construct 12 housing units
Prescriptive designs for detached garages	Countywide	Update prescriptive designs for garages
North County Water Transfer	North County	Policies applicable to programs to sell/lease water for the benefit of Walker Lake
Housing Policy	Countywide	Housing Element tracking and policy development per Board's direction
Special District Study	Countywide	Work initiating
US 395 Wildlife Crossings	Long Valley	Project committee to construct wildlife crossings on US 395; Caltrans lead
Active Policy/Planning Projects		
June Lake Active Transportation Plan	June Lake	Next workshop in-person at June Lake: 12/7 at 6 pm
West Walker River Parkway	Antelope Valley	Grant application not awarded, focusing on finalizing plan
Revision to Chapter 11	Countywide; Antelope Valley	Review and revise utility undergrounding policies and requirements
Cannabis Odor Standards	Countywide	Low priority, readings to be taken with Nasal Ranger this spring and fall
Annual General Plan Update	Countywide	RPACs reviewing, Commission to consider in December.

Update General Plan Map Layers	Countywide	Update online
CEC Renewable Energy Policy	Countywide	CEC policy identifying areas in Mono County for wind and solar energy development

**Acronyms:**

AG	Agriculture
CEQA	California Environmental Quality Act
DR	Director Review
GHG	Greenhouse Gas
GPA	General Plan Amendment
LLA	Lot Line Adjustment
LUD	Land Use Designation
MFR-M	Multi-Family Residential - Medium
MU	Mixed Use
RR	Rural Residential
SP	Specific Plan
STR	Short-Term Rental
UP	Use Permit
VHR	Vacation Home Rental
VMT	Vehicle Miles Traveled