CEQA TRANSMITTAL LETTER

Initial Study and Proposed Negative Declaration for a Regional Municipal Solid Waste Transfer Station

LEAD AGENCY:	Mono County Community Development Department (CDD)
LEAD AGENCY CONTACT:	Bentley Regehr, CDD Planning Analyst, 760.924.4604, bregehr@mono.ca.gov
PROJECT TITLE:	Proposed Regional Municipal Solid Waste Transfer Station (MSW)
PROJECT LOCATION:	Highway 167 in Lee Vining, approximately 8 miles east of US 395
PROJECT APPLICANT:	D & S Waste, Incorporated
INITIAL STUDY REVIEW:	Begins Sept. 2, 2022, and Ends Oct. 3, 2022, at 5:00 pm
SUBMIT COMMENTS TO:	**cddcomments@mono.ca.gov**, or 1290 Tavern Rd, PO Box 347, Mammoth Lakes, CA 93546.

Mono County is distributing the attached Initial Study for public and agency review and comment. The Initial Study examines the potential environmental effects of a proposed Regional Municipal Solid Waste (MSW) Transfer Station to be located on Highway 167, 8 miles east of U.S. 395, in the Mono Basin. The project requires an amendment to the Mono County General Plan to change the Land Use Designation from Resource Management (RM) to Industrial (I).

The Initial Study was prepared by the project applicant, D&S Waste, Inc. Mono County is the Lead Agency for the project under the California Environmental Quality Act (CEQA). The Initial Study provides information about why the project is proposed, how the project may impact environmental resources, and project elements intended to avoid and/or minimize environmental effects. The Initial Study proposes County approval of a Negative Declaration, based on the conclusion that the project would not have any significant adverse impacts on the environment.

Mono County is seeking public and agency comments on the adequacy of the analyses contained in the Draft Initial Study. Comments will be accepted for a 30-day period extending between the review and comment dates shown below. Please note that written comments must be received or postmarked by the closing date to be included in the Final Initial Study comments and responses.

Initial Study Review Period BEGINS: September 2, 2022

Initial Study Review Period ENDS: October 3, 2022, at 5:00 pm

Mono County CDD will complete its formal review of the Initial Study following close of the public and agency review period. The CDD tentatively anticipates that the Final Initial Study and Negative Declaration will be considered by the Mono County Board of Supervisors at a public hearing in December 2022. Please contact

Bentley Regehr, Mono County Planning Analyst, at bregehr@mono.ca.gov to verify the meeting date, location and time, or if you have questions concerning the Initial Study review.

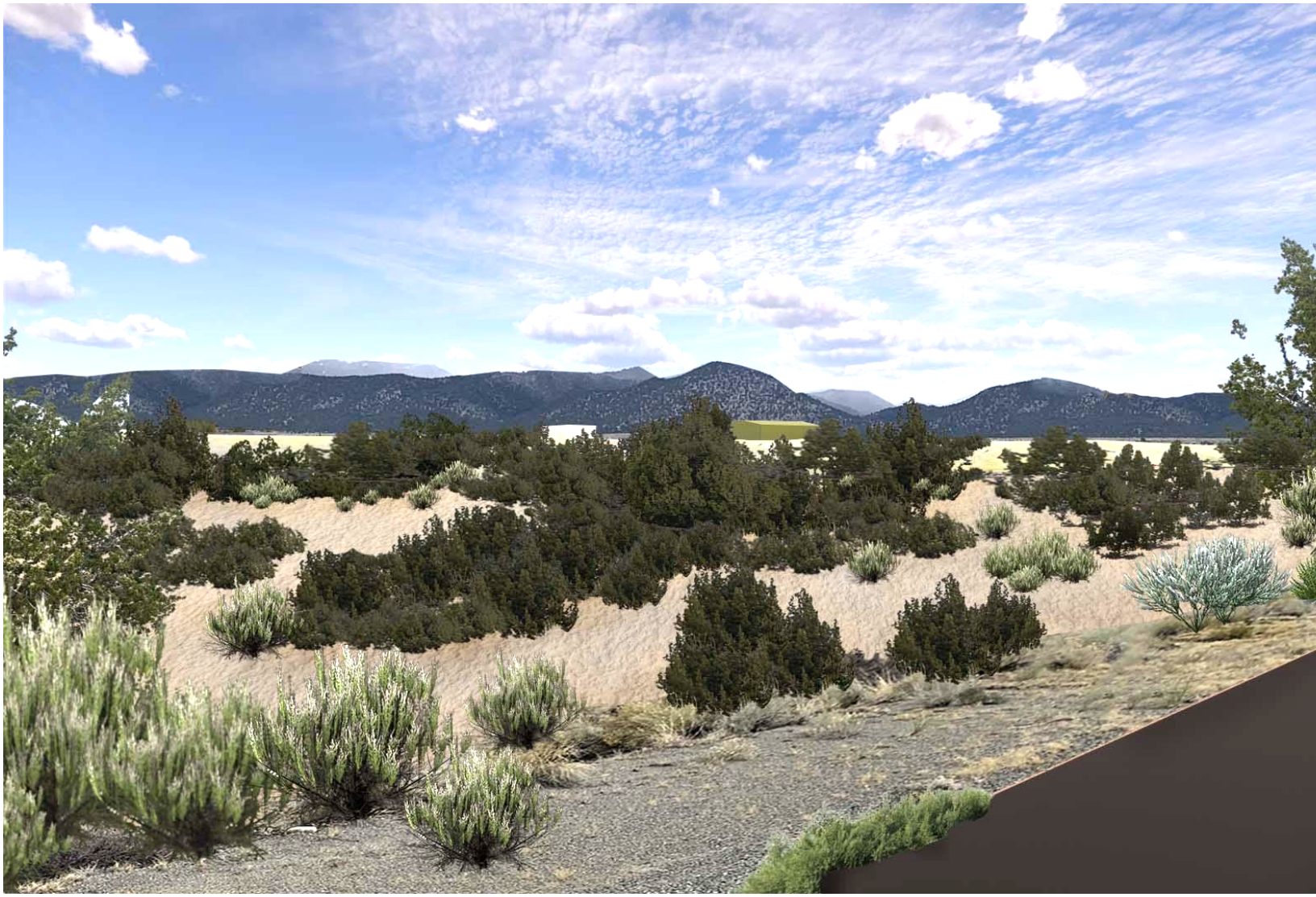
GEODE ENVIRONMENTAL

DBE | SBE | WBE CERTIFIED

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

PUBLIC REVIEW DRAFT | JUNE 2022

PREPARED FOR MONO COUNTY



JUNE 2022

PREPARED FOR:

MONO COUNTY COMMUNITY
DEVELOPMENT DEPARTMENT
MAMMOTH LAKES OFFICE
1290 TAVERN RD., STE 138
PO BOX 347
MAMMOTH LAKES, CA 93546
CONTACT: BENTLEY REGEHR
PHONE: 760.924.1800
EMAIL: BREGEHR@MONO.CA.GOV

PREPARED BY:

GEŌDE ENVIRONMENTAL INC.
684 AUTUMN LEAVES CIRCLE
BISHOP, CA 93514
CONTACT: ESSRA MOSTAFAVI
PHONE: 760.428.8068
EMAIL: INFO@GEODEENVIRONMENTAL.COM

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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 CO2	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
CO2	Carbon Dioxide
CO2e	Carbon Dioxide Equivalent
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CHL	California Historical Landmarks
CHPD	California State Historic Properties Directory
CH4	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^2	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_X	Nitrogen Oxides

N_2O	Nitrous Oxide
Non-Bio CO_2	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
PM2.5	Particulate Matter Less than 2.5 Microns in Diameter
PM10	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_x	Sulfur Oxides
SO_2	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^3	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

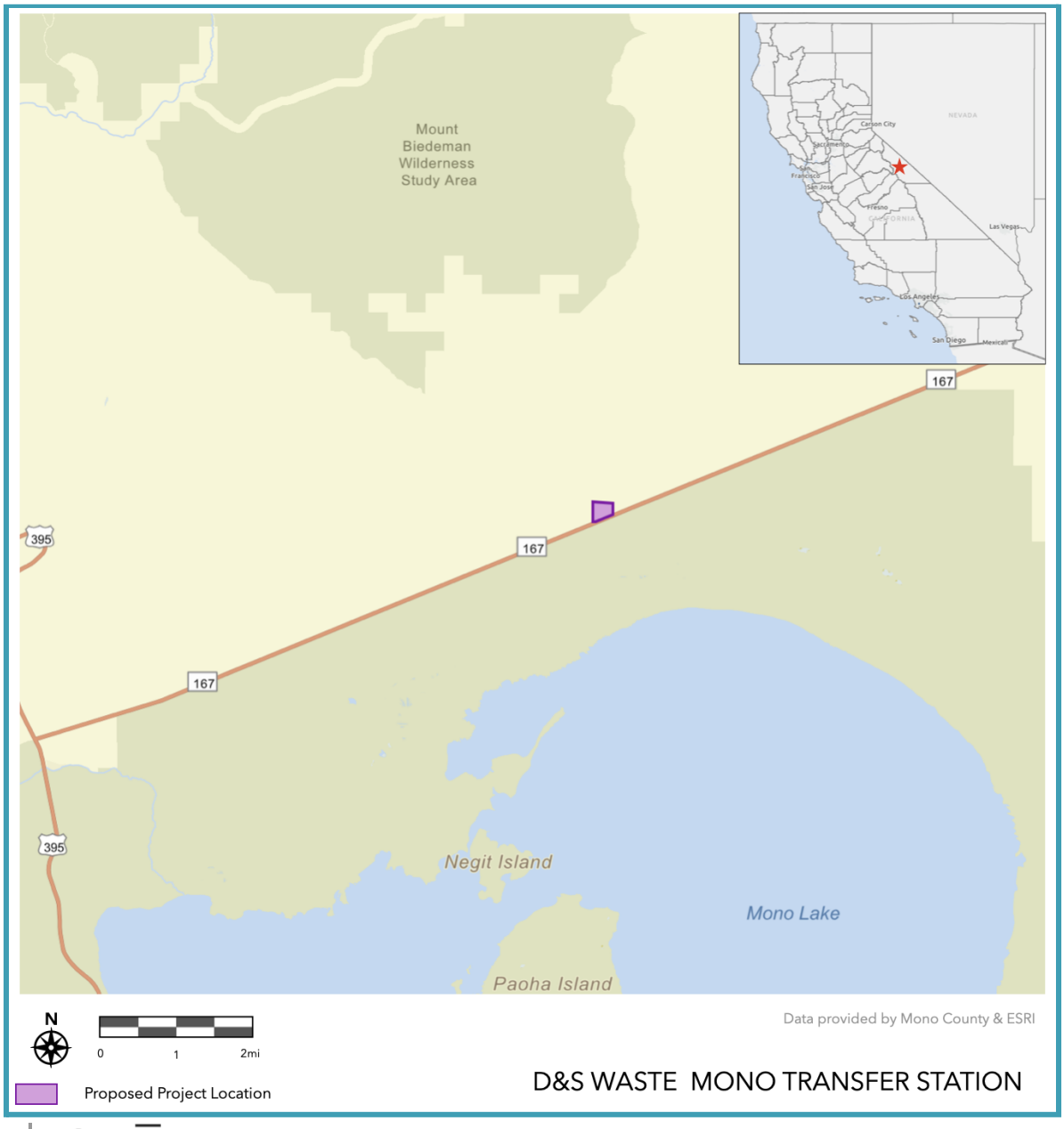


FIGURE 2 | SITE MAP | EXISTING CONDITIONS

FIGURE 3 | SITE MAP | EXISTING & PROPOSED DEVELOPMENT

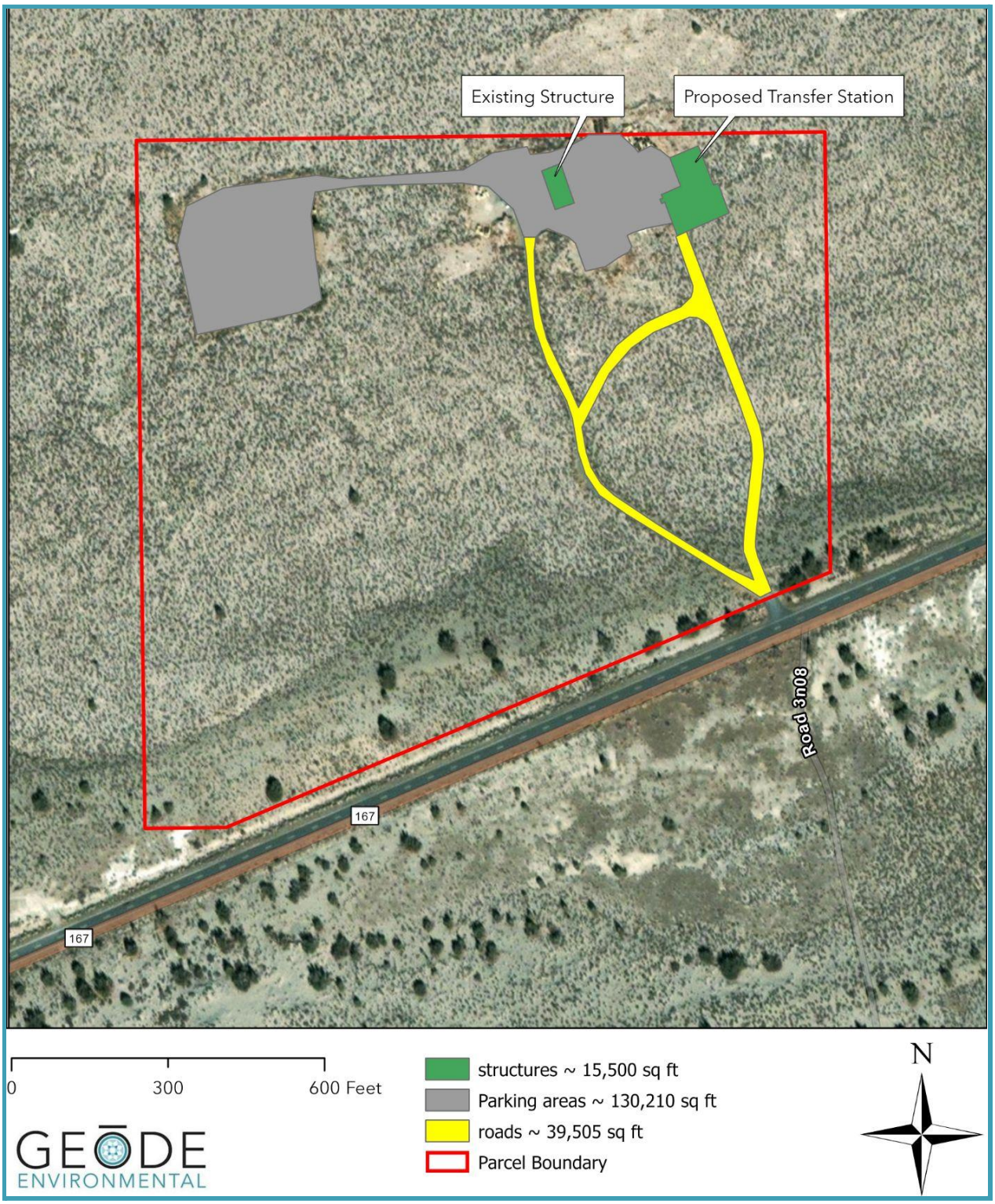


FIGURE 4 | SITE FEATURES

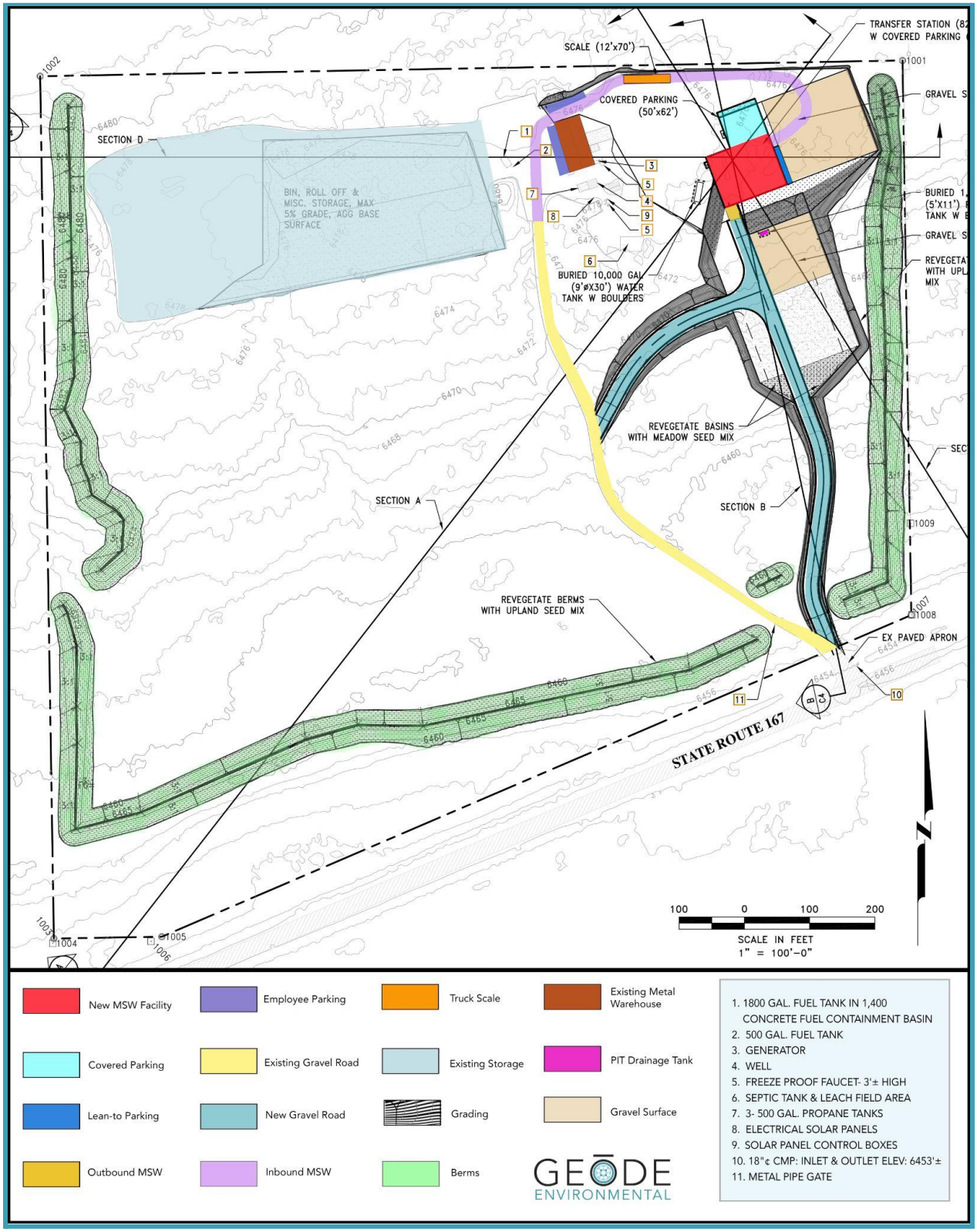


FIGURE 5 | SITE FEATURES DETAIL

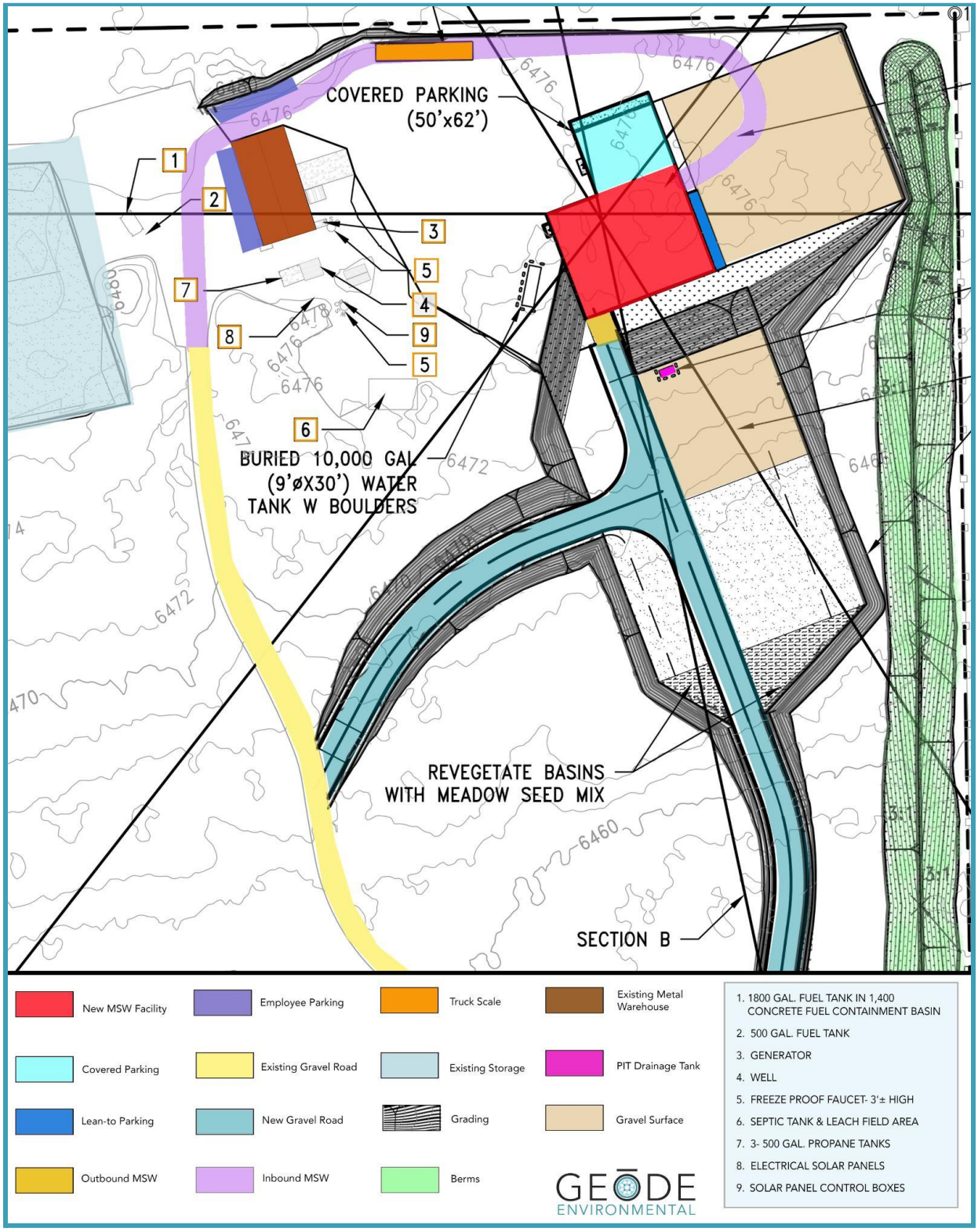
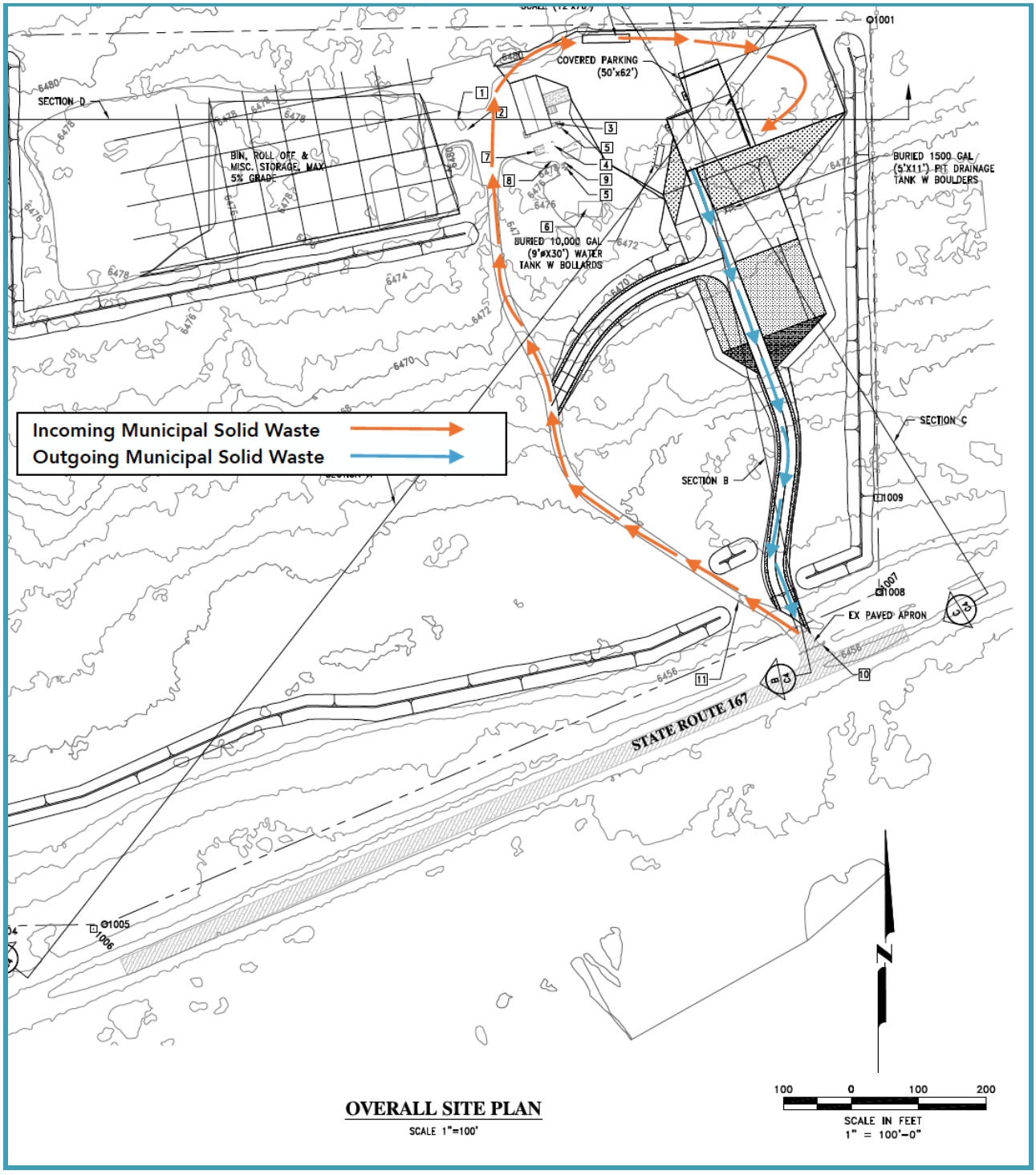


FIGURE 6 | CIRCULATION CONCEPT



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^2 (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.

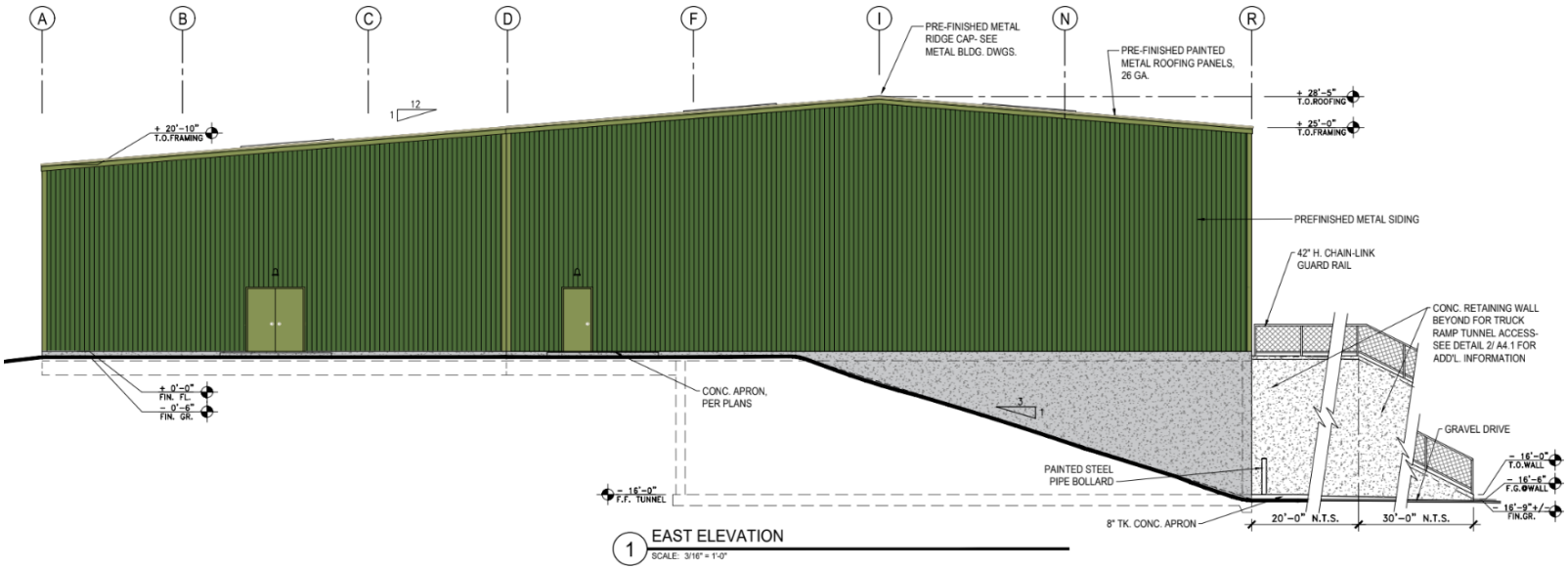
The proposed project would add structures and features to the current facility (see Figures 3, 4 and 5 above). The applicant will construct an 8,000 ft^2 metal building for temporary waste storage and management and to house equipment and vehicles (i.e. empty dump trucks and septic trucks). The project would also install an 840 ft^2 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.

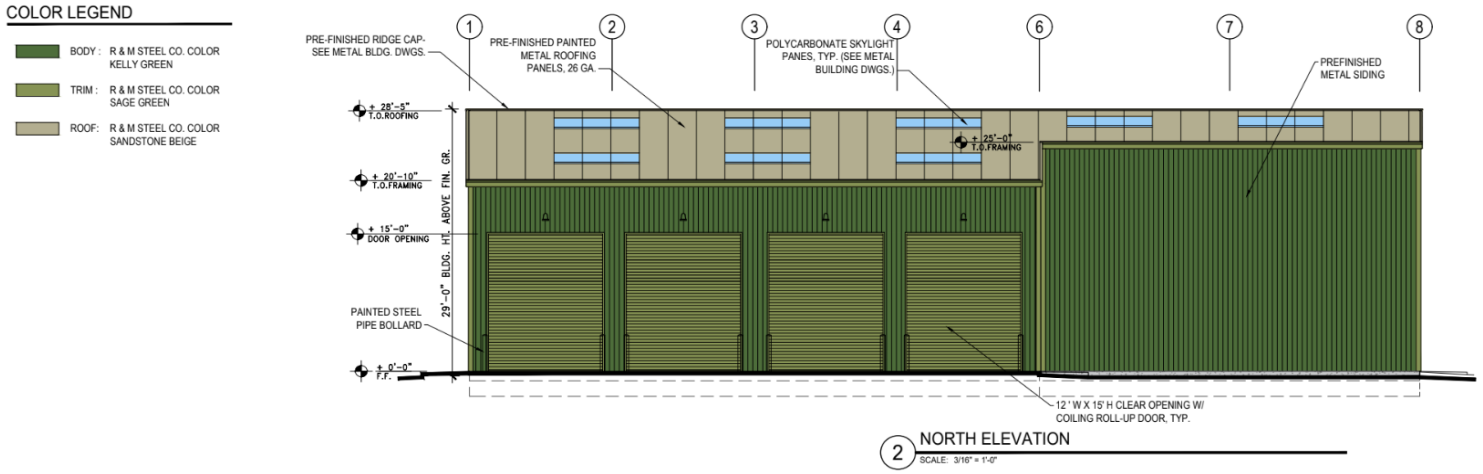
Permits & Approvals

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

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





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.

□ Aesthetics	□ Agriculture & Forestry Resources	□ Air Quality
□ Biological Resources	□ Cultural Resources	□ Energy
□ Geology & Soils	□ Greenhouse Gas Emissions	□ Hazards & Hazardous Materials
□ Hydrology & Water Quality	□ Land Use & Planning	□ Mineral Resources
□ Noise	□ Population & Housing	□ Public Services
□ Recreation	□ Transportation	□ Tribal Cultural Resources
□ Utilities & Service Systems	□ Wildfire	□ 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.[1] 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

[1] 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. (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.[2] 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;[3] 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	□	□	■	□

[2] California Department of Transportation. *California State Scenic Highway System Map* https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa
[3] 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 (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).[4]

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

[4] 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 (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%.[5] 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."[6]

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[7]: 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

[5] County of Mono. *General Plan-Land Use Element*. II-156-157.
[6] 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 (2020): V51-52.
[7] 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.[8]

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."[9] 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.

[8] ibid. 31.
[9] 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
Would the project:				
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?	☐	☐	☐	■

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).[10] Therefore, no impact would occur from conversion of Farmland to non-agricultural uses.

b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■

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.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)); timberland (as	☐	☐	☐	■

[10] 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
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_{10}) by the USEPA.[11] PM_{10} 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_{10} in the Mono Basin comes from wind disturbing the exposed Mono Lake bed.[12] 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_{10}, $PM_{2.5}$, and small amounts of carbon monoxide (CO), sulfur oxides (SO_x), nitrogen oxides (NO_x), and Volatile Organic Compounds (VOCs) to be of concern. Sources of fugitive dust would include disturbed soils at the construction site.

Exposure to PM_{10} irritates eyes and the respiratory tract. Prolonged exposure can decrease lung capacity and is associated with increased cancer and mortality. PM_{10} contributes to haze and reduced visibility. Many toxic and other aerosol and solid compounds are included in PM_{10}, 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_x to create ozone molecules. Exposure to ultraviolet (UV) radiation from the sun speeds

[11] 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. (April 2022).
[12] 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_x 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

CalEEMod CALCULATIONS	*VOCs & ROGs*	*Nitrogen Oxides (NOx)*	*Carbon Monoxide (CO)*	*Sulfur Oxides (SOx)*	*Total Particulate Matter < 10 Microns (PM10)*	*Total Particulate Matter <2.5 Microns (PM2.5)*
Net Annual Emissions (tons/year)	*0.03875*	*-0.5189*	*-0.0360*	*-0.00044*	*-0.03497*	*-0.00817*
Net Daily Maximum Emissions (lbs/day)	*0.2091*	*-0.6338*	*-0.2359*	*-0.00344*	*-0.2717*	*-0.0617*
Total Construction Emissions (tons)	*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_{10}, $PM_{2.5}$, and small amounts of CO, SO_2, NOx, 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_{10} per day of construction, totalling approximately 20.6 pounds for the entire span of construction.[13] PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} 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_{10} 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_{10} emissions, and

[13] 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_{10}, 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_{10} 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_{10} emissions per year.[14] Operation of the proposed project, including the modified mobile operations and stationary source, will generate approximately 364 pounds of PM_{10} emissions per year, a net reduction of approximately 69.94 pounds of PM_{10} emissions per year.[15] Similarly, CO, SO_x, $PM_{2.5}$, 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_{10} emissions, and therefore will not result in a cumulatively considerable net increase of PM_{10}, as a pollutant for which the project's region is in federal nonattainment. Therefore, no impacts to air quality from facility operations will occur.

[14] 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.
[15] 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_{10} 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."[16]
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^2 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.

[16] 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
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?	☐	☐	☐	■

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 (CNDDB), 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.[17] 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.[18]

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^2 metal warehouse,

[17] 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.
[18] 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^2 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.[19] 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.[20]

[19] U.S. Department of Fish & Wildlife. *National Wetlands Inventory-Surface Waters & Wetlands Map* https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. (2022).
[20] 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."[21] 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."[22] 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."[23]

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	☐	☐	☐	■

[21] County of Mono, Bauer Planning & Environmental Services, Inc., *County of Mono Regional Transportation Plan & General Plan Update EIR* (2015): Page 4.4-41.
[22] ibid. 4.4-26.
[23] 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.[24] 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.

[24] 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
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.[25]

On November 30th, 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.[26] 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.[27] Therefore, no impacts to listed or eligible historical resources are anticipated.

[25] Appendix F: Geode Environmental Inc., *D&S Waste Removal Inc. Mono Waste Transfer Station, Phase 1 Cultural Resource Assessment* (March 2022): 14.
[26] ibid. 16.
[27] 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^2 metal building for temporary waste storage, and equipment and vehicle storage (i.e., empty dump trucks and septic trucks); installation of an 840 ft^2 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.[28] 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.[29]

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

[28] County of Mono. *General Plan-Conservation/Open Space Element*. V-60.
[29] 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
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

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? ☐ ☐ ☐ ■

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.[30]

(ii). Strong seismic ground shaking? ☐ ☐ ☐ ■

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.[31] 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

[30] 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.
[31] 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.[32] 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.[33] 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-

[32] ibid. Appendix D of Geotechnical Report.
[33] 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.[34] 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.[35]

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.[36] 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

[34] ibid. 5-6.
[35] ibid. 6.
[36] 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.[37] 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.[38] 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.[39]

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

Less than significant impact.

Construction Activities

[37] ibid. 7.
[38] ibid. 7 for discussion on *Dynamic Settlement*; see Appendix D of the Geotech Report-*Earth Work & Grading Recommendations*.
[39] 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 rust 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^3 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.[40]

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:[41]

[40] ibid. 9.
[41] 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.[42] 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.

[42] ibid. 7.

8. Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	■

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_2, N_2O, and CH_4, 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^2 metal building for storage of equipment, an approximately 150 ft^2 office building, an 1800-gallon fuel tank in 1,400 ft^2 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.[43]

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^2 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^2 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_2, N_2O, CH_4, and carbon dioxide equivalent (CO_2e) 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.[44] The results are summarized in the table on the following page.

[43] Appendix G: Geode Environmental Inc. & GTS | General Technologies and Solutions. *D & S Waste Removal Inc. Mono Transfer Station Transportation Analysis Memorandum* (February 2022): 3.
[44] Appendix B: CalEEMod output data. *Baseline &* Appendix C: CalEEMod output data. *Proposed Operation*.

TABLE 3 | DATA USED TO CALCULATE PROJECT GREENHOUSE GAS EMISSIONS

PROJECTED EMISSIONS	*Biological Carbon Dioxide (Bio $CO_{2)}$*	*Non Biological Carbon Dioxide (Non-bio CO_2)*	*Total Carbon Dioxide (CO_2)*	*Methane ($CH_{4)}$*	*Nitrous Dioxide (N_2O)*	*Carbon Dioxide Equivalents (CO_2e)*
Net Annual Operational Emissions (metric tons/year)	*0.2864*	*-42.1713*	*-41.8849*	*0.02016*	*-0.0055*	*-43.0448*
Preexisting (Baseline) Mobile & Stationary Operational Emissions (metric tons/year)	*0*	*268.6550*	*268.655*	*0.00234*	*0.0373*	*279.8409*
Annual Operational Emissions of (metric tons/year)	*0.2864*	*226.4837*	*226.7701*	*0.0225*	*0.0318*	*236.7961*
Total Construction emissions (metric tons)	*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_2e per year. Annually the new facilities and modified operations would generate approximately 236.8 MT of CO_2e per year, as calculated by CalEEMod. Therefore, operations of the proposed project will result in a net reduction of approximately 43 MT of CO_2e 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_2e. 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_2e of greenhouse gasses produced from the unincorporated portions of the County in 2010, approximately 17% (23,853 MT CO_2e) were attributed to landfills, off-road equipment, water and wastewater, and solid waste disposal activities.[45] 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.).[46] 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.

[45] County of Mono & Bauer Planning. *RTP & General Plan Update, 2015 EIR*. 4.3-8.
[46] 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_2e emissions by 174 million MT, or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MT CO_2e. 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_4 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_4 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.[47] 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.

[47] 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
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^2 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.[48] 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?	☐	☐	☐	■

[48] 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.[49] 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

[49] 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
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.[50] 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

[50] 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.[51] 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.

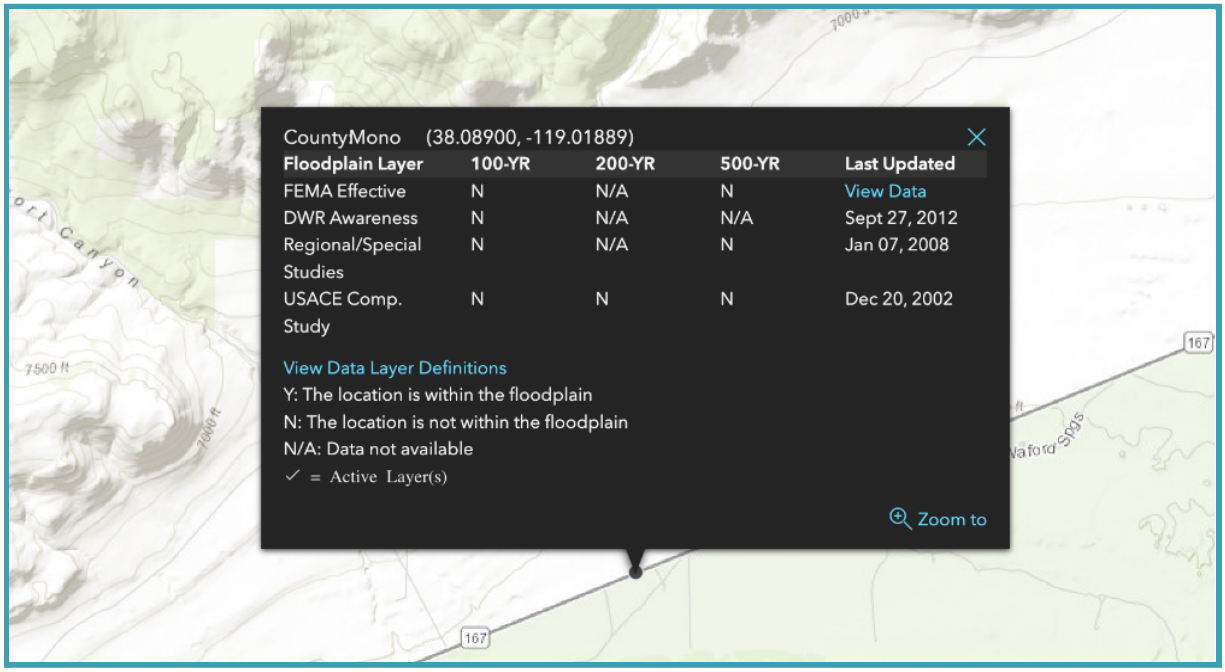
(iv) Impede or redirect flood flows?	☐	☐	☐	■

[51] 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.[52] 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.

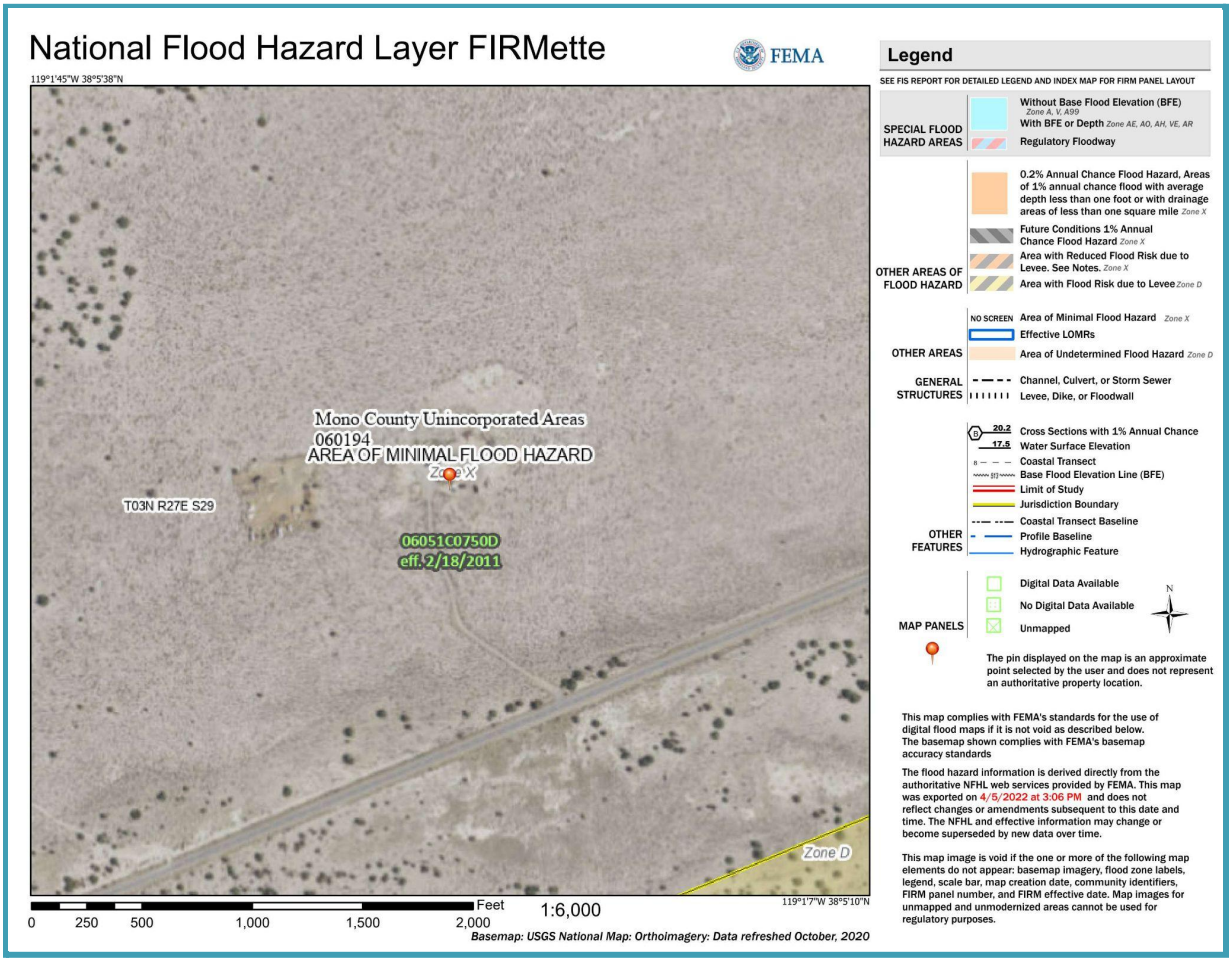
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	■

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

[52] 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.[53]

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

[53] 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.[54] 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.

[54] 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
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^2 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.[55] 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[56]			
Development Standard	*Industrial Zone Requirement*	*Proposed Project*	*Requirement Satisfied*
Min. lot area	*10,000 ft² / 0.23 acres*	*1,465,794 ft² / 33.6-acres*	*Yes*
Setbacks	*None for Industrial*	*0.15 miles / 792 ft*	*Yes*
Max. lot coverage	*80% (1,172,635 ft² / 26.8-acres)*	*13% (186,001 ft² / 4.27-acres)*	*Yes*
Max. height	*40 ft*	*30 ft*	*Yes*
Landscaping	*Screening & landscaping*	*Berms with native vegetation*	*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."[57]

[55] County of Mono. *General Plan, Land Use Element*. II-156.
[56] ibid. II-156-157.
[57] 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
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.[58] The majority of Mono County is not considered an urban/non-urban area of the state subject to mineral land classification.[59] 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.

[58] County of Mono & Bauer Planning. *RTP & General Plan Update, 2015 EIR*. 4.5-20.
[59] 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
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?	☐	☐	☐	■

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[60]	
Industrial Uses, Utilities, Mining, Ranching, Agriculture	*All Times — 65 dBA*

[60] 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_IIIOFAGHESA_CH10.16NORE_10.16.060NOLELI

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."[61] 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."[62]

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.

[61] County of Mono & Bauer Planning. *RTP & General Plan Update, 2015 EIR*. 4.14-1.
[62] ibid. 4.14-3

TABLE 6 | MAXIMUM NOISE LEVELS FROM MONO COUNTY GENERAL PLAN

MAXIMUM ALLOWABLE EXTERIOR NOISE LEVELS[63]			
Land Use	Acceptable	Conditionally Acceptable	Unacceptable
Industrial	*Up to 65 CNEL*	*66-75 CNEL*	*76 + CNEL*

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." [64] 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.

[63] County of Mono. *General Plan, Noise Element* (2015): 7.
[64] 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.[65]

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[66]		
Max Meter decibel (dB) 72 @ 30'	*Distance from edge of pavement*	
1 Day Leq Contour	*Current (2013 AADT 3730)*	*Projected (2033 AADT 4120)*
60 dB	*14'*	*14'*
55 dB	*24'*	*25'*
50 dB	*42'*	*44'*
45 dB	*74'*	*78'*

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),[67] 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.

[65] ibid. 11.
[66] ibid. 8.
[67] 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

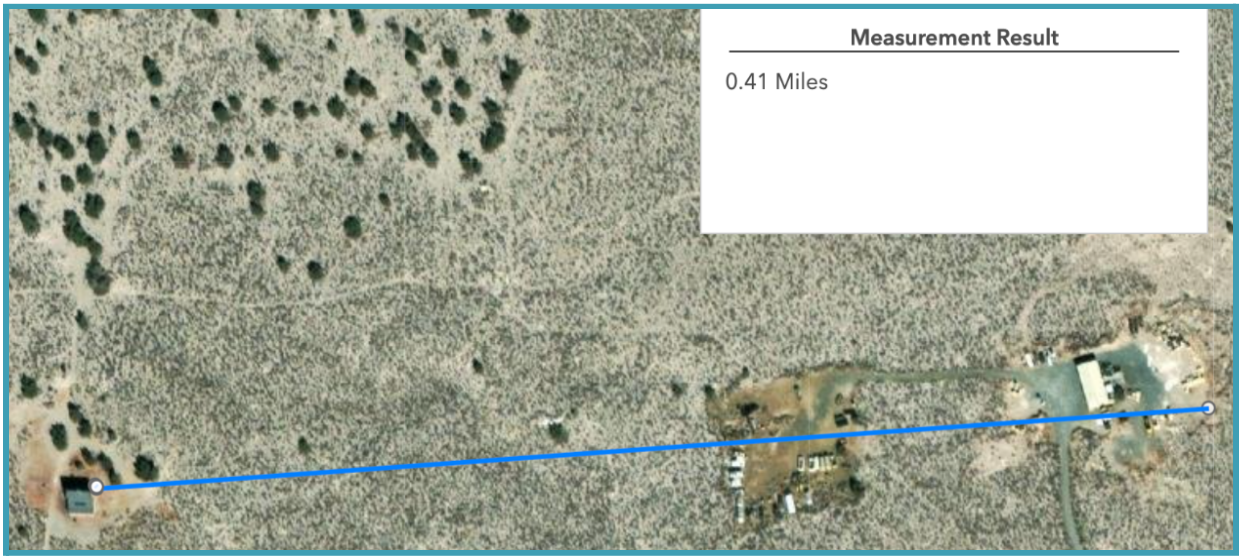


Figure 11 shows the distance from the project's proposed 8,000 ft^2- metal building to the nearest sensitive receptor, a residential/commercial area, located west of the project site.

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.[68] 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 vegatative berms (See Figure 4 above). Therefore, noise from the facility's operations,

[68] Federal Highway Administration. *Construction Noise Handbook-9.4.1 RCNM Inventory*. 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),[69] 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

[69] County of Mono Municipal Code. *Section 10.16.060(c)(2).* https://library.municode.com/ca/mono_county/codes/code_of_ordinances?nodeId=TIT10PUPESAMO_IIIOFAGHESA_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[70]				
Equipment	*Maximum Sound Level at 50 feet (dBA)*	*Maximum Sound Level at 100 feet (dBA)*	*Maximum Sound Level at 200 feet (dBA)*	*Maximum Sound Level at 800 feet (dBA)*
Backhoe	*80*	*74*	*68*	*56*
Excavator	*81*	*75*	*69*	*57*
Transfer Truck	*80*	*74*	*68*	*56*
Cement Truck	*79*	*73*	*67*	*55*
Grader	*85*	*79*	*73*	*61*
Skid-Steer Loader (e.g., bobcat)	*80*	*74*	*68*	*56*
Total (worst case scenario if all equipment operates simultaneously)	*89.14*	*83.14*	*77.14*	*65.14*

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

[70] FHWA. *Construction Noise Handbook-9.0 Construction Equipment Noise Levels and Ranges* 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.[71] 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

[71] County of Mono Municipal Code *(10.16.060)-Noise Level Limitations.* https://library.municode.com/ca/mono_county/codes/code_of_ordinances?nodeId=TIT10PUPESAMO_IIIOFAGHESA_CH10.16NORE_10.16.060NOLELI

distance, and 0.026 inches per second PPV at 100 feet distance.[72] 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.[73] 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.[74] No impacts would occur.

[72] 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. (2006).
[73] County of Mono. *General Plan, Land Use Element.* II-21.
[74] 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).[75] 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,[76] 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.

[75] ibid. II-21.
[76] ibid. II-23.

14. Population & Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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
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.[77] 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.

[77] 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
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
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	■

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.[78] 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.[79] 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

[78] 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 (2015): III-3.
[79] County of Mono & Bauer Planning. *RTP & General Plan Update, 2015 EIR*. 4.2-8.

bicycle facilities in the unincorporated area of Mono County.[80] 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.[81] 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

[80] ibid. 4.2-15.
[81] 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.).[82]

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.[83] 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

[82] ibid. 5-6.
[83] 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.[84]

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:

[84] 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[85]

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 (Total1)	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[86]

	Number	Trips to/from Yard[1]	Estimated Daily Trips	Total PCE Trips[2]
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
Total Trips			13	24

[1] Conservative number of one-way trips on a daily basis
[2] 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.

[85] ibid. 3.
[86] 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[87]

	Number	Trips to/from Yard[1]	Estimated Daily Trips	Total PCE Trips[2]
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
Total Trips			15	38

[1] Conservative number of one-way trips on a daily basis
[2] 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[88]

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

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

[87] ibid. 4.
[88] 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.[89]

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

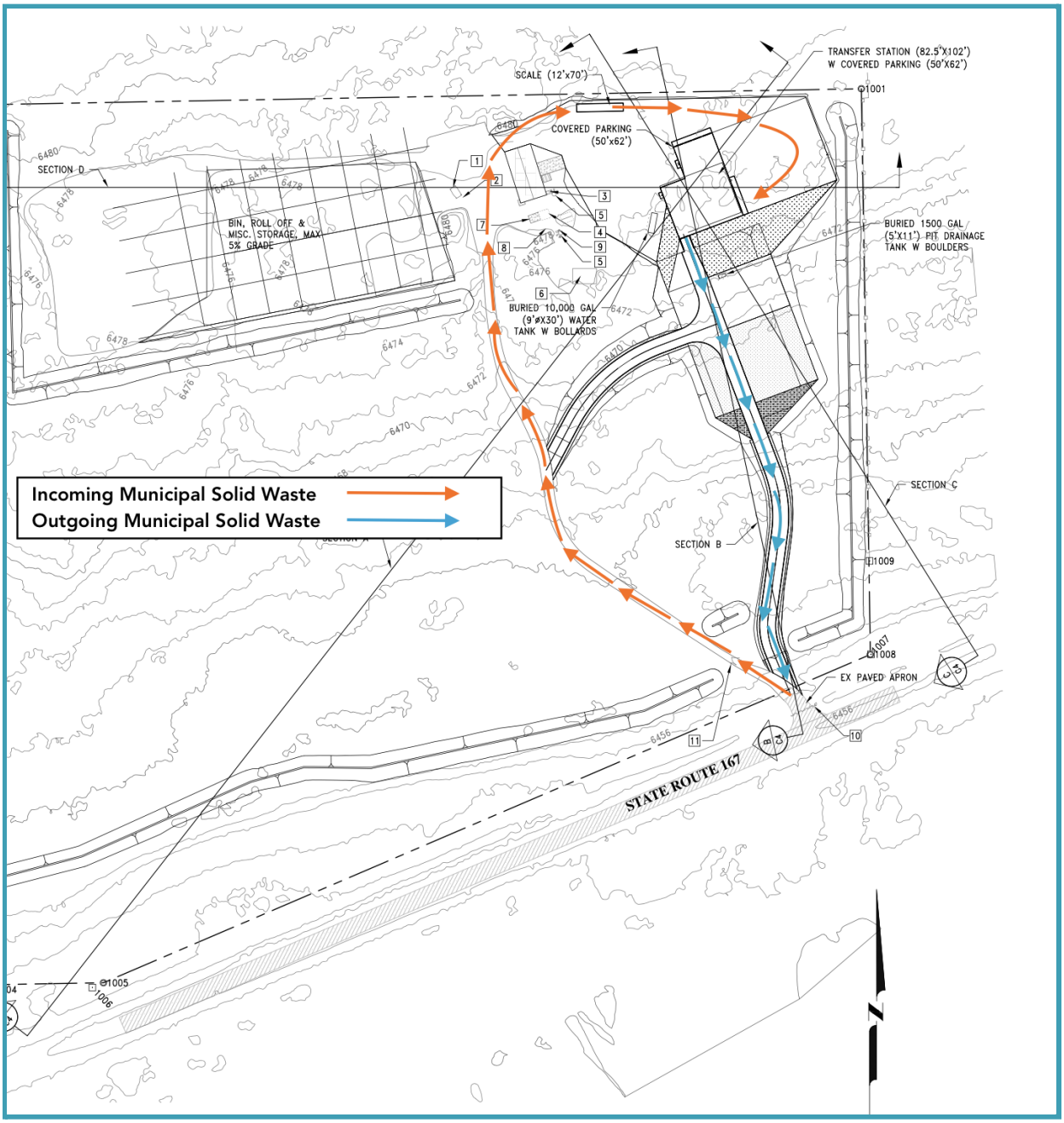
No impact. The proposed project would not result in increased hazards due to a geometric design feature or incompatible uses. The existing driveways for the 7937 SR-167 site would be modified to accommodate truck ingress/egress. The project proposes appropriate internal circulation as well as appropriate 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.

[89] 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
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.[90] 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

[90] 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
Would the project:				
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?	☐	☐	☐	■

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 activites.

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.[91] In addition, the facility cannot hold waste materials in excess of 48 hours.[92] 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.

[91] Email from Jill Kearney, Mono County Environmental Health Department on November 30, 2021. She noted the project's eligibility for CalReycle's Registration Permit Tier.
[92] 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
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,[93] 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.

[93] 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
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 CNDDB, 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.

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.

_____ _____

Signature Date

_____ _____

Printed Name Title

4 | LIST OF PREPARERS

Name	*Expertise*	*Contribution*
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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6 | APPENDICES

APPENDIX A | Visual Impact Assessment

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APPENDIX C | CalEEMod Output Data-Proposed Operation

APPENDIX D | Biological Resources Report & Focused Botanical Survey

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APPENDIX G | Transportation Analysis Memorandum

6 | APPENDICES

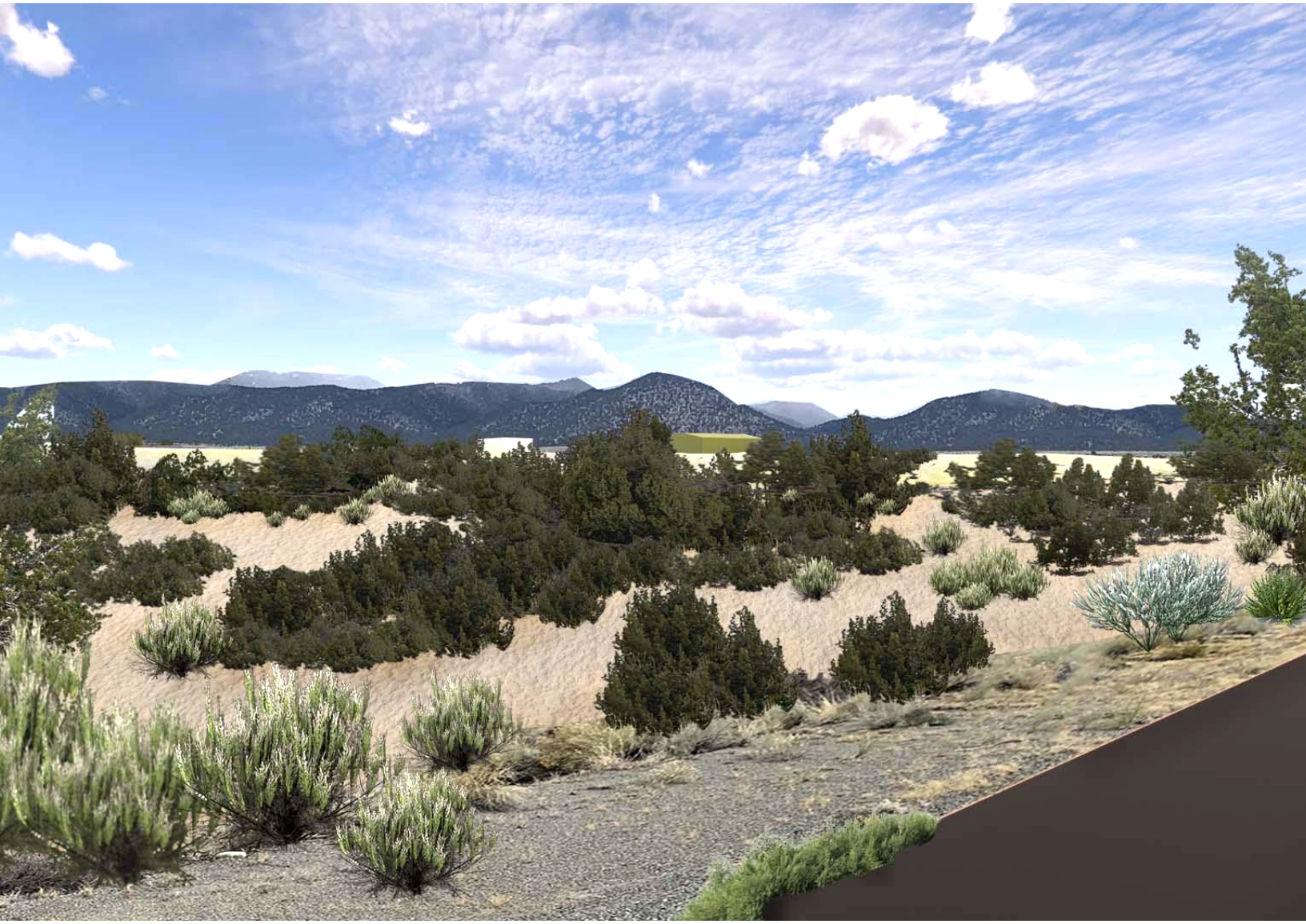
APPENDIX A | Visual Impact Assessment

GEODE ENVIRONMENTAL

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



JUNE 2022

PREPARED FOR:

MONO COUNTY COMMUNITY
DEVELOPMENT DEPARTMENT
MAMMOTH LAKES OFFICE
1290 TAVERN RD., STE 138
PO BOX 347
MAMMOTH LAKES, CA 93546
CONTACT: BENTLEY REGEHR
PHONE: 760.924.1800
EMAIL: BREGEHR@MONO.CA.GOV

PREPARED BY:

GEŌDE ENVIRONMENTAL INC.
684 AUTUMN LEAVES CIRCLE
BISHOP, CA 93514
CONTACT: ESSRA MOSTAFAVI
PHONE: 760.428.8068
EMAIL: INFO@GEODEENVIRONMENTAL.COM

WITH TECHNICAL SUPPORT BY
ARCHITECTS PLUS
EMAIL: GERNY@ARCHITECTSPLUSRENO.COM

VISUALIZATIONS BY
HELEO ARCHITECTURE + DESIGN
EMAIL: CARLOS@HELEO.CO

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.

TABLE OF CONTENTS

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^2- metal building to the nearest residential/commercial area located west of the project site.

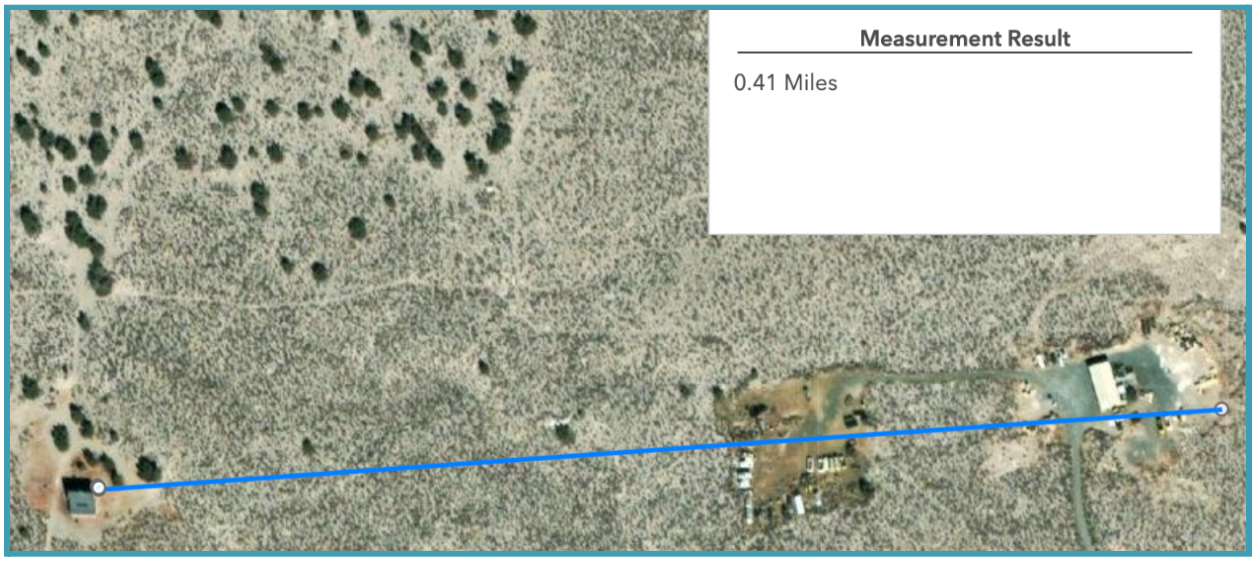


FIGURE 6 | STATE SCENIC HIGHWAY MAP

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).

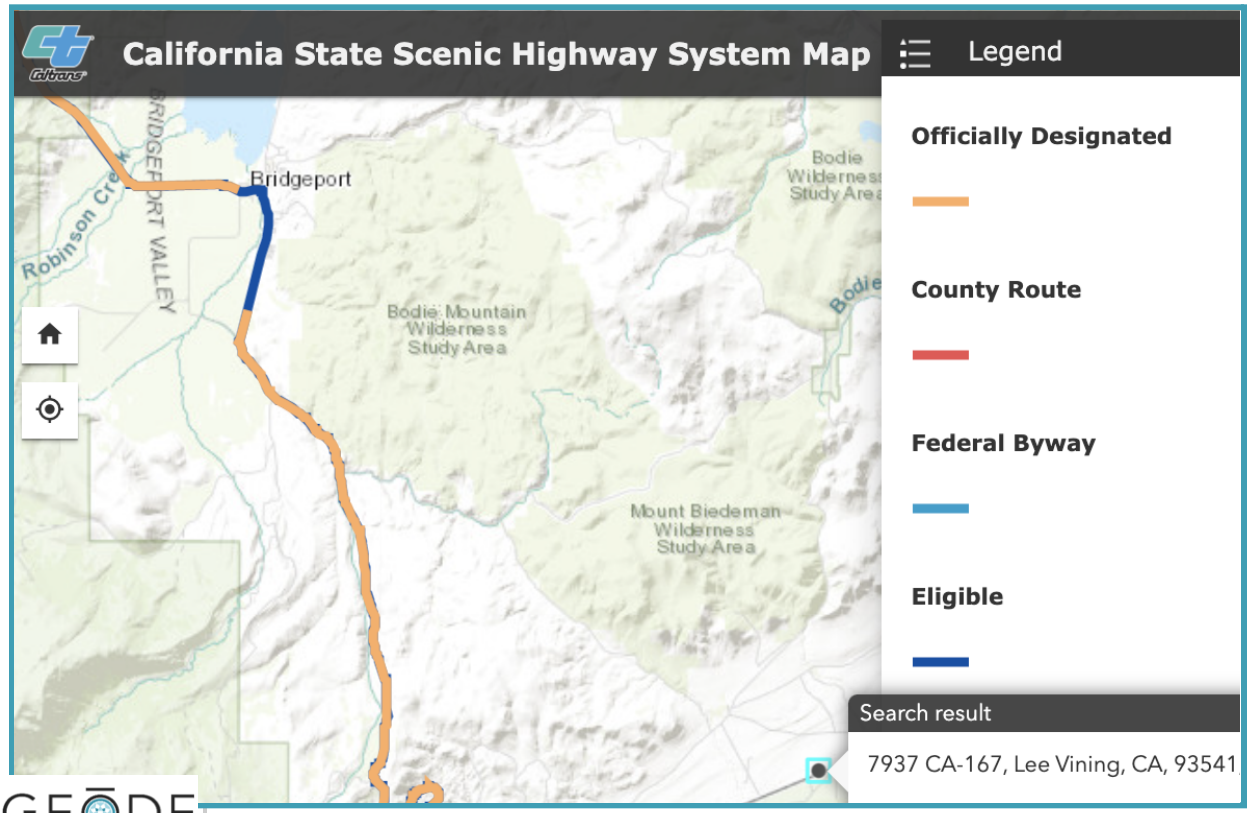


FIGURE 7 | OVERVIEW OF EXISTING KEY VIEWS ON SR-167

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.

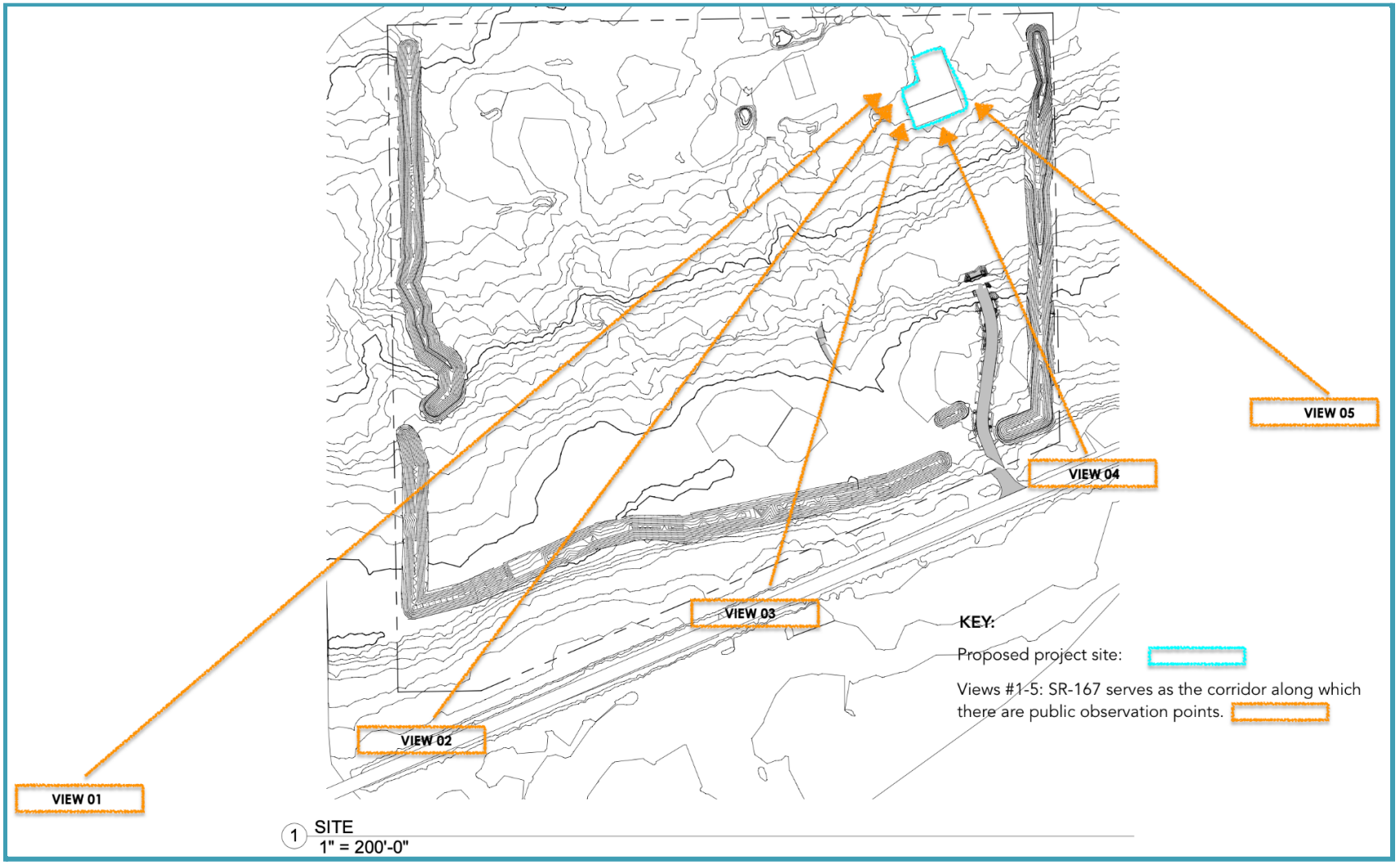


FIGURE 8 | VIEW #1 | FACING NORTHEAST FROM ⅛ MILE WEST OF PROJECT PARCEL ON SR-167.

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 ⅛ 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.

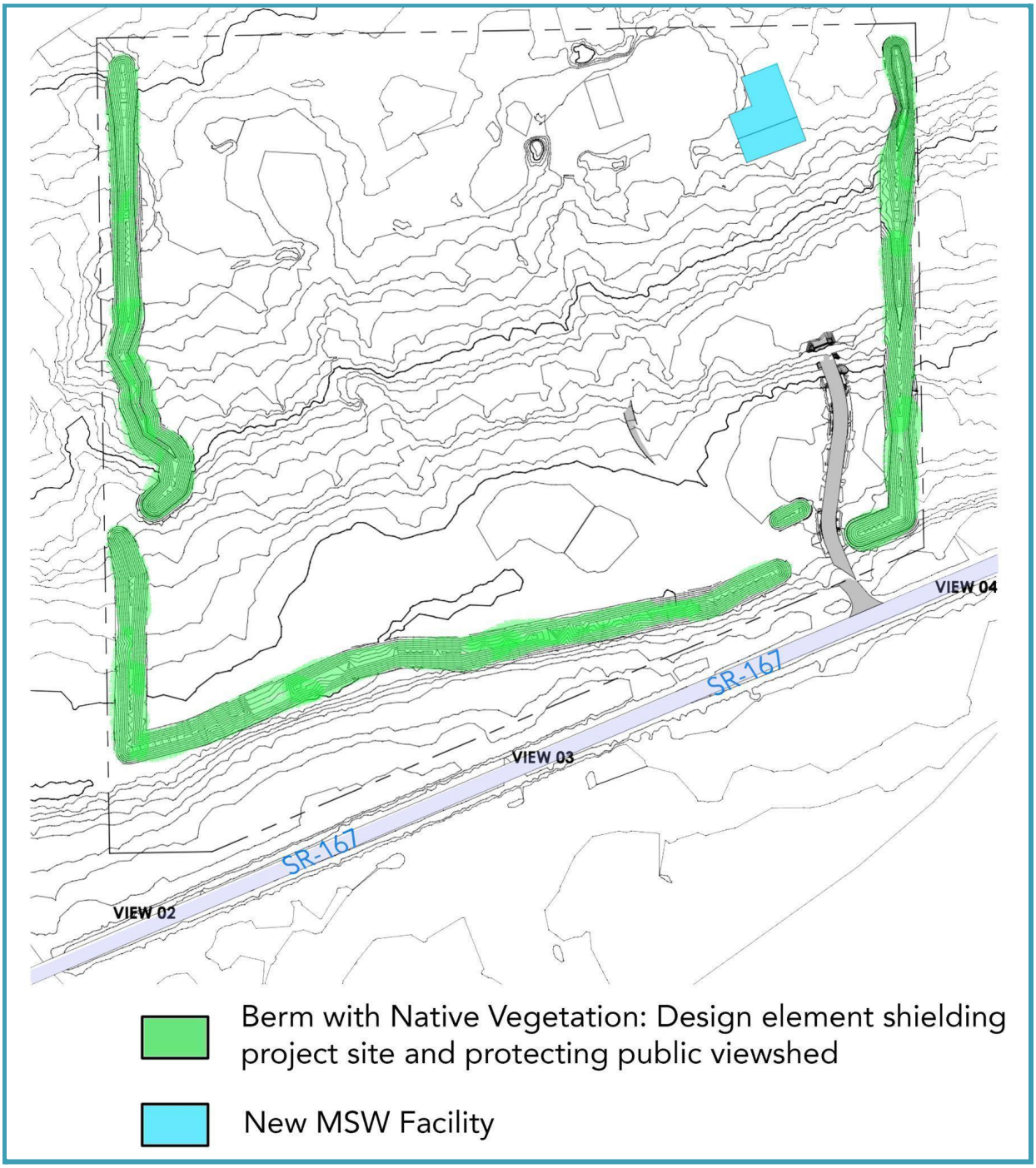
PROJECT DESCRIPTION

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),[1] 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).

[1] Mono County Design Guidelines. 2007.
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 ⅛ 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 ⅛ mile east of the project parcel on SR-167.

FIGURE 15 | OVERVIEW OF SIMULATED KEY VIEWS ON SR-167

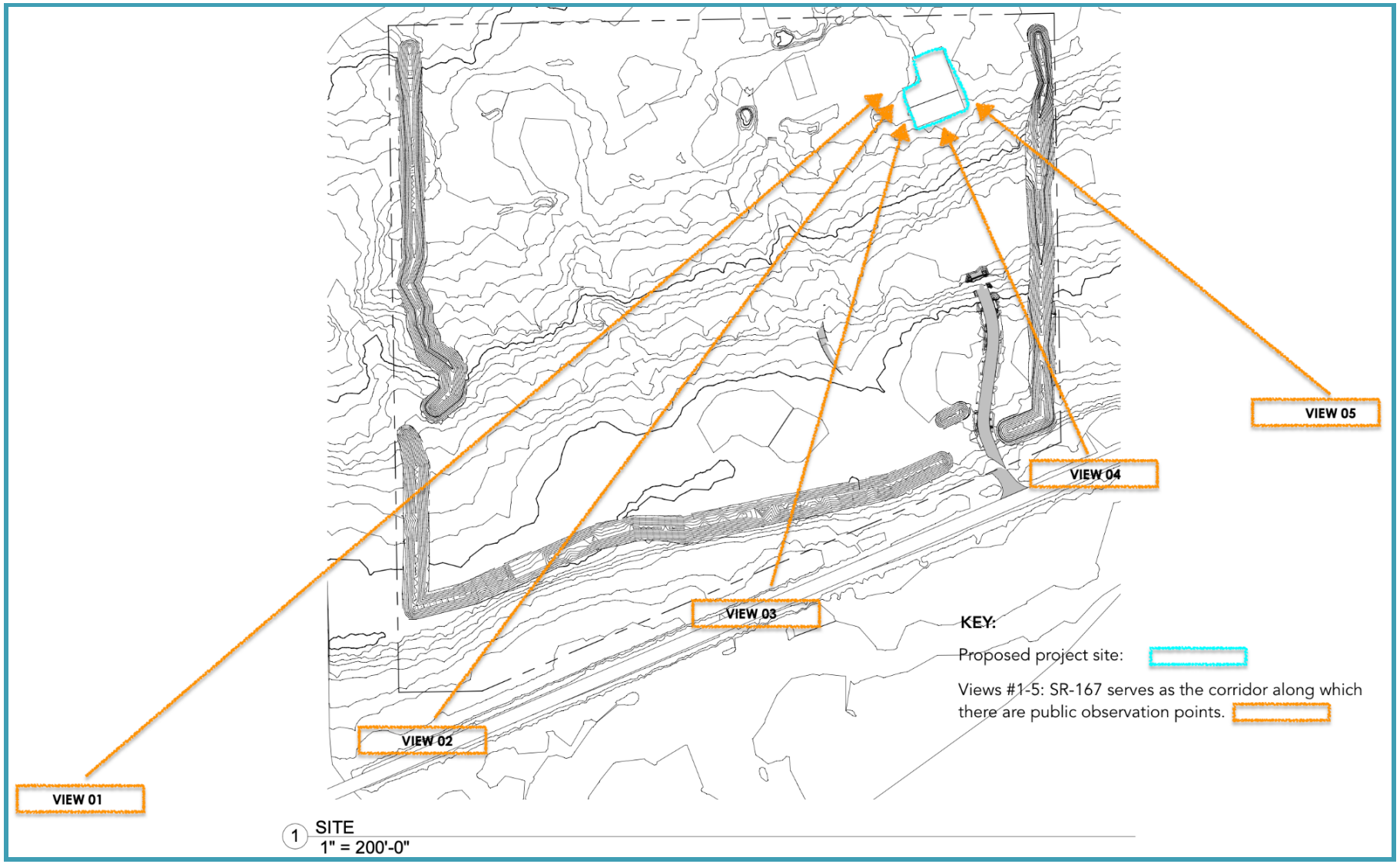


FIGURE 16 | SIMULATED VIEW #1 | FACING NORTHEAST FROM ⅛ MILE WEST OF PROJECT PARCEL ON SR-167.

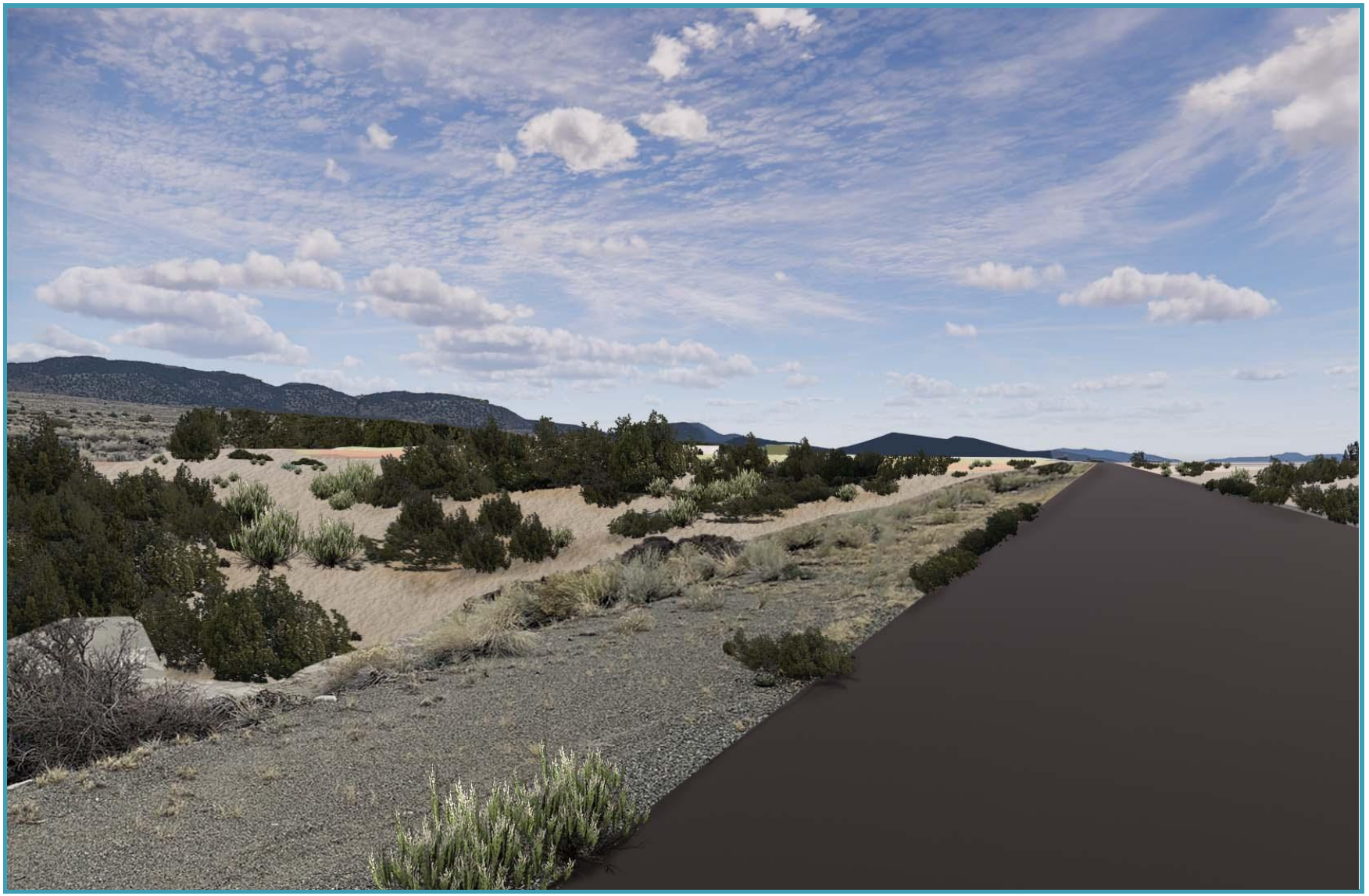
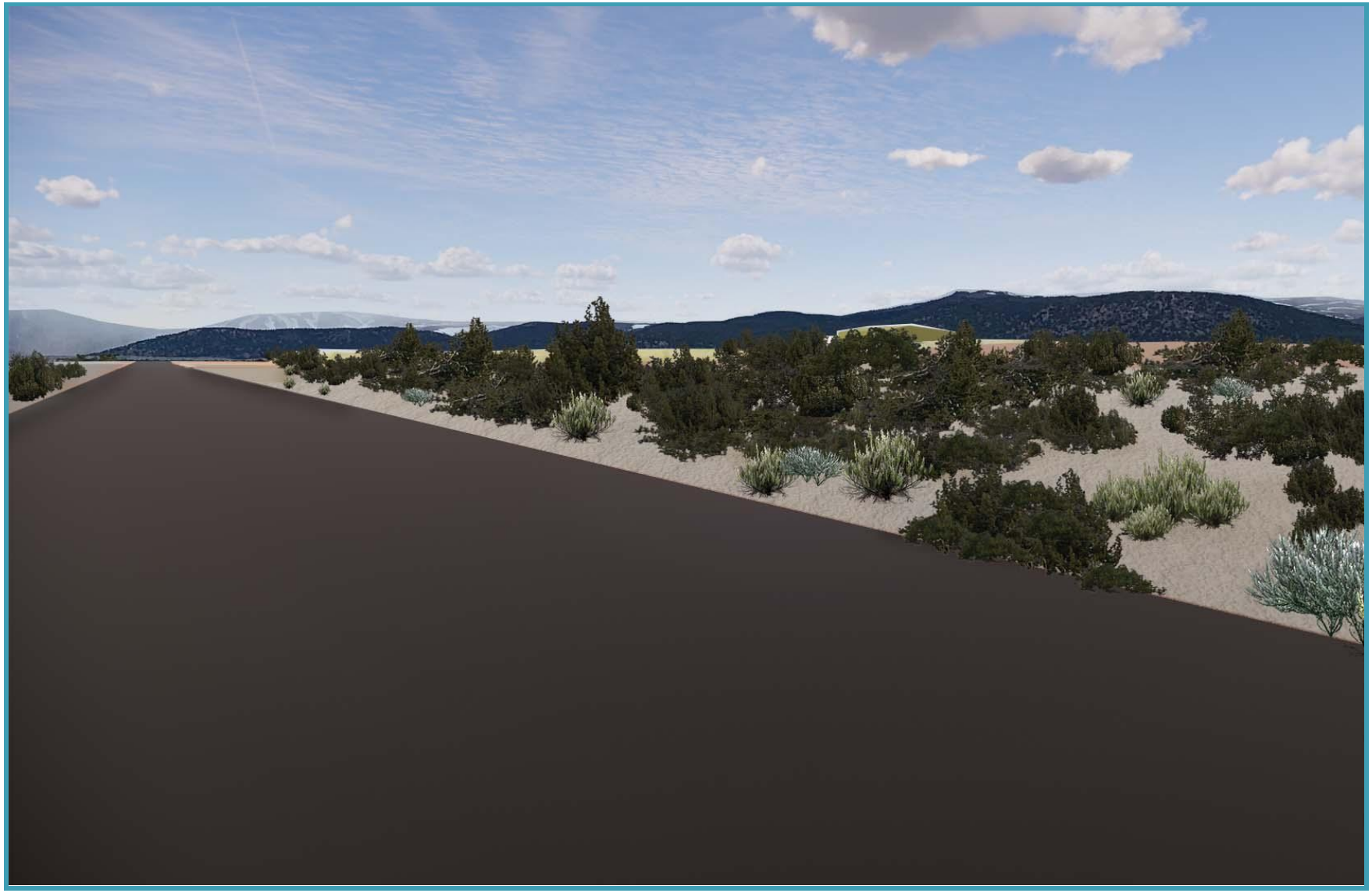


FIGURE 17 | SIMULATED VIEW #2 | VIEW FACING EAST FROM WESTERN CORNER OF PROJECT PARCEL ON SR-167.

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 ⅛ 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. Recrecreational 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
Recrecreational 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
Recrecreational 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#fedlaw.

Mono County Design Guidelines. 2007, 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

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2023
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	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

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
Maximum	**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**

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
Maximum	**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**

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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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
Total	**0.4069**	**4.1896**	**1.8331**	**0.0216**	**1.6265**	**0.0611**	**1.6876**	**0.3137**	**0.0591**	**0.3728**	**0.0000**	**2,274.7613**	**2,274.7613**	**0.0183**	**0.3161**	**2,369.4124**

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
Total	**0.4069**	**4.1896**	**1.8331**	**0.0216**	**1.6265**	**0.0611**	**1.6876**	**0.3137**	**0.0591**	**0.3728**	**0.0000**	**2,274.7613**	**2,274.7613**	**0.0183**	**0.3161**	**2,369.4124**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	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	

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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
Building Construction	4	30.00	30.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.3671**	**3.4526**	**5.4931**	**8.2800e-003**	**0.0000**	**0.1760**	**0.1760**	**0.0000**	**0.1620**	**0.1620**		**801.2542**	**801.2542**	**0.2591**		**807.7328**

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
Total	**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**

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
Total	**0.3671**	**3.4526**	**5.4931**	**8.2800e-003**	**0.0000**	**0.1760**	**0.1760**	**0.0000**	**0.1620**	**0.1620**	**0.0000**	**801.2542**	**801.2542**	**0.2591**		**807.7328**

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
Total	**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**

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
Total	**0.8517**	**9.6388**	**8.6020**	**0.0170**	**1.0614**	**0.3778**	**1.4392**	**0.1147**	**0.3475**	**0.4622**		**1,642.9244**	**1,642.9244**	**0.5314**		**1,656.2083**

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
Total	**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**

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
Total	**0.8517**	**9.6388**	**8.6020**	**0.0170**	**1.0614**	**0.3778**	**1.4392**	**0.1147**	**0.3475**	**0.4622**	**0.0000**	**1,642.9244**	**1,642.9244**	**0.5314**		**1,656.2083**

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
Total	**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**

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
Total	**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**

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
Total	**0.2392**	**1.6116**	**1.8311**	**9.3700e-003**	**0.5672**	**0.0159**	**0.5831**	**0.1546**	**0.0151**	**0.1698**		**971.2451**	**971.2451**	**0.0140**	**0.0952**	**999.9619**

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
Total	**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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 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	0.0847	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
Total	**0.2392**	**1.6116**	**1.8311**	**9.3700e-003**	**0.5672**	**0.0159**	**0.5831**	**0.1546**	**0.0151**	**0.1698**		**971.2451**	**971.2451**	**0.0140**	**0.0952**	**999.9619**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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		
Total	14.59	0.00	0.00	265,322	265,322

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

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

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

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	**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**

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
Total	**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**

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

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

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

User Defined Equipment

Equipment Type	Number

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					
						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
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
Total	**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**

11.0 Vegetation

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

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2023
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	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

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
Maximum	**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**

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
Maximum	**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**

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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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
Total	**0.4068**	**4.2706**	**1.8534**	**0.0216**	**1.6265**	**0.0611**	**1.6876**	**0.3137**	**0.0592**	**0.3729**	**0.0000**	**2,275.7712**	**2,275.7712**	**0.0183**	**0.3164**	**2,370.5244**

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
Total	**0.4068**	**4.2706**	**1.8534**	**0.0216**	**1.6265**	**0.0611**	**1.6876**	**0.3137**	**0.0592**	**0.3729**	**0.0000**	**2,275.7712**	**2,275.7712**	**0.0183**	**0.3164**	**2,370.5244**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	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	

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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
Building Construction	4	30.00	30.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.3671**	**3.4526**	**5.4931**	**8.2800e-003**	**0.0000**	**0.1760**	**0.1760**	**0.0000**	**0.1620**	**0.1620**		**801.2542**	**801.2542**	**0.2591**		**807.7328**

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
Total	**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**

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
Total	**0.3671**	**3.4526**	**5.4931**	**8.2800e-003**	**0.0000**	**0.1760**	**0.1760**	**0.0000**	**0.1620**	**0.1620**	**0.0000**	**801.2542**	**801.2542**	**0.2591**		**807.7328**

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
Total	**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**

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
Total	**0.8517**	**9.6388**	**8.6020**	**0.0170**	**1.0614**	**0.3778**	**1.4392**	**0.1147**	**0.3475**	**0.4622**		**1,642.9244**	**1,642.9244**	**0.5314**		**1,656.2083**

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
Total	**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**

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
Total	**0.8517**	**9.6388**	**8.6020**	**0.0170**	**1.0614**	**0.3778**	**1.4392**	**0.1147**	**0.3475**	**0.4622**	**0.0000**	**1,642.9244**	**1,642.9244**	**0.5314**		**1,656.2083**

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
Total	**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**

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
Total	**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**

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
Total	**0.2722**	**1.6596**	**1.8657**	**9.3800e-003**	**0.5672**	**0.0160**	**0.5832**	**0.1546**	**0.0152**	**0.1698**		**972.1564**	**972.1564**	**0.0140**	**0.0956**	**1,000.9971**

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
Total	**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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 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	0.0865	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
Total	**0.2722**	**1.6596**	**1.8657**	**9.3800e-003**	**0.5672**	**0.0160**	**0.5832**	**0.1546**	**0.0152**	**0.1698**		**972.1564**	**972.1564**	**0.0140**	**0.0956**	**1,000.9971**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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		2,261.0228	2,261.0228	0.0161	0.3164	2,355.7226
Unmitigated	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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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		
Total	14.59	0.00	0.00	265,322	265,322

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

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 - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	**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**

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
Total	**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**

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

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

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

User Defined Equipment

Equipment Type	Number

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					
						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
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
Total	**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**

11.0 Vegetation

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

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2023
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	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

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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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
Total	**0.0675**	**0.5673**	**0.2648**	**2.8200e-003**	**0.2082**	**8.8100e-003**	**0.2170**	**0.0400**	**8.5500e-003**	**0.0485**	**0.2864**	**268.6573**	**268.9437**	**0.0229**	**0.0375**	**280.7041**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0427	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
Total	**0.0675**	**0.5673**	**0.2648**	**2.8200e-003**	**0.2082**	**8.8100e-003**	**0.2170**	**0.0400**	**8.5500e-003**	**0.0485**	**0.2864**	**268.6573**	**268.9437**	**0.0229**	**0.0375**	**280.7041**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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
Total	**0.0000**

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	4	30.00	30.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**7.3000e-004**	**6.9100e-003**	**0.0110**	**2.0000e-005**	**0.0000**	**3.5000e-004**	**3.5000e-004**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**1.4538**	**1.4538**	**4.7000e-004**	**0.0000**	**1.4655**

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
Total	**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**

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
Total	**7.3000e-004**	**6.9100e-003**	**0.0110**	**2.0000e-005**	**0.0000**	**3.5000e-004**	**3.5000e-004**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**1.4538**	**1.4538**	**4.7000e-004**	**0.0000**	**1.4655**

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
Total	**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**

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
Total	**2.1300e-003**	**0.0241**	**0.0215**	**4.0000e-005**	**2.6500e-003**	**9.4000e-004**	**3.5900e-003**	**2.9000e-004**	**8.7000e-004**	**1.1600e-003**	**0.0000**	**3.7261**	**3.7261**	**1.2100e-003**	**0.0000**	**3.7562**

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
Total	**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**

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
Total	**2.1300e-003**	**0.0241**	**0.0215**	**4.0000e-005**	**2.6500e-003**	**9.4000e-004**	**3.5900e-003**	**2.9000e-004**	**8.7000e-004**	**1.1600e-003**	**0.0000**	**3.7261**	**3.7261**	**1.2100e-003**	**0.0000**	**3.7562**

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
Total	**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**

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
Total	**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**

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

3.5 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
Total	**1.5000e-003**	**0.0101**	**0.0117**	**6.0000e-005**	**3.3100e-003**	**9.0000e-005**	**3.4000e-003**	**9.0000e-004**	**9.0000e-005**	**9.9000e-004**	**0.0000**	**5.2832**	**5.2832**	**8.0000e-005**	**5.3000e-004**	**5.4420**

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
Total	**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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 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	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
Total	**1.5000e-003**	**0.0101**	**0.0117**	**6.0000e-005**	**3.3100e-003**	**9.0000e-005**	**3.4000e-003**	**9.0000e-004**	**9.0000e-005**	**9.9000e-004**	**0.0000**	**5.2832**	**5.2832**	**8.0000e-005**	**5.3000e-004**	**5.4420**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

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	0.0196	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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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		
Total	14.59	0.00	0.00	265,322	265,322

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

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

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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	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	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	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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	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	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	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	**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**

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
Total	**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**

7.0 Water Detail

7.1 Mitigation Measures Water

Turf Reduction

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
Total		**0.0834**	**8.5600e-003**	**2.0000e-004**	**0.3577**

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
Total		**0.0834**	**8.5600e-003**	**2.0000e-004**	**0.3577**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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
Total		**0.2030**	**0.0120**	**0.0000**	**0.5029**

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
Total		**0.2030**	**0.0120**	**0.0000**	**0.5029**

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

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

User Defined Equipment

Equipment Type	Number

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
Total	**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**

11.0 Vegetation

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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2023
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	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

2.1 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
Maximum	**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**

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
Maximum	**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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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
Total	**0.3816**	**3.5558**	**1.5847**	**0.0182**	**1.3668**	**0.0491**	**1.4159**	**0.2636**	**0.0475**	**0.3111**	**0.0000**	**1,918.4597**	**1,918.4597**	**0.0155**	**0.2671**	**1,998.4315**

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
Total	**0.3816**	**3.5558**	**1.5847**	**0.0182**	**1.3668**	**0.0491**	**1.4159**	**0.2636**	**0.0475**	**0.3111**	**0.0000**	**1,918.4597**	**1,918.4597**	**0.0155**	**0.2671**	**1,998.4315**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	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	

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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
Building Construction	4	30.00	30.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**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

3.2 Demolition - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**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

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.3671**	**3.4526**	**5.4931**	**8.2800e-003**	**0.0000**	**0.1760**	**0.1760**	**0.0000**	**0.1620**	**0.1620**		**801.2542**	**801.2542**	**0.2591**		**807.7328**

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
Total	**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**

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
Total	**0.3671**	**3.4526**	**5.4931**	**8.2800e-003**	**0.0000**	**0.1760**	**0.1760**	**0.0000**	**0.1620**	**0.1620**	**0.0000**	**801.2542**	**801.2542**	**0.2591**		**807.7328**

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
Total	**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**

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
Total	**0.8517**	**9.6388**	**8.6020**	**0.0170**	**1.0614**	**0.3778**	**1.4392**	**0.1147**	**0.3475**	**0.4622**		**1,642.9244**	**1,642.9244**	**0.5314**		**1,656.2083**

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
Total	**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**

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
Total	**0.8517**	**9.6388**	**8.6020**	**0.0170**	**1.0614**	**0.3778**	**1.4392**	**0.1147**	**0.3475**	**0.4622**	**0.0000**	**1,642.9244**	**1,642.9244**	**0.5314**		**1,656.2083**

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
Total	**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**

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
Total	**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**

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
Total	**0.2392**	**1.6116**	**1.8311**	**9.3700e-003**	**0.5672**	**0.0159**	**0.5831**	**0.1546**	**0.0151**	**0.1698**		**971.2451**	**971.2451**	**0.0140**	**0.0952**	**999.9619**

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
Total	**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**

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

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	0.0847	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
Total	**0.2392**	**1.6116**	**1.8311**	**9.3700e-003**	**0.5672**	**0.0159**	**0.5831**	**0.1546**	**0.0151**	**0.1698**		**971.2451**	**971.2451**	**0.0140**	**0.0952**	**999.9619**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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		
Total	15.99	0.00	0.00	222,960	222,960

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

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 - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	**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**

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
Total	**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**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

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, 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
Total	**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**

11.0 Vegetation

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

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2023
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	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

2.1 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
Maximum	**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**

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
Maximum	**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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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
Total	**0.3813**	**3.6287**	**1.6041**	**0.0183**	**1.3668**	**0.0491**	**1.4159**	**0.2636**	**0.0475**	**0.3111**	**0.0000**	**1,919.5493**	**1,919.5493**	**0.0154**	**0.2674**	**1,999.6178**

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
Total	**0.3813**	**3.6287**	**1.6041**	**0.0183**	**1.3668**	**0.0491**	**1.4159**	**0.2636**	**0.0475**	**0.3111**	**0.0000**	**1,919.5493**	**1,919.5493**	**0.0154**	**0.2674**	**1,999.6178**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	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)

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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
Building Construction	4	30.00	30.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**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

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.3671**	**3.4526**	**5.4931**	**8.2800e-003**	**0.0000**	**0.1760**	**0.1760**	**0.0000**	**0.1620**	**0.1620**		**801.2542**	**801.2542**	**0.2591**		**807.7328**

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
Total	**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**

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
Total	**0.3671**	**3.4526**	**5.4931**	**8.2800e-003**	**0.0000**	**0.1760**	**0.1760**	**0.0000**	**0.1620**	**0.1620**	**0.0000**	**801.2542**	**801.2542**	**0.2591**		**807.7328**

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
Total	**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**

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
Total	**0.8517**	**9.6388**	**8.6020**	**0.0170**	**1.0614**	**0.3778**	**1.4392**	**0.1147**	**0.3475**	**0.4622**		**1,642.9244**	**1,642.9244**	**0.5314**		**1,656.2083**

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
Total	**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**

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
Total	**0.8517**	**9.6388**	**8.6020**	**0.0170**	**1.0614**	**0.3778**	**1.4392**	**0.1147**	**0.3475**	**0.4622**	**0.0000**	**1,642.9244**	**1,642.9244**	**0.5314**		**1,656.2083**

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
Total	**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**

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
Total	**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**

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
Total	**0.2722**	**1.6596**	**1.8657**	**9.3800e-003**	**0.5672**	**0.0160**	**0.5832**	**0.1546**	**0.0152**	**0.1698**		**972.1564**	**972.1564**	**0.0140**	**0.0956**	**1,000.9971**

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
Total	**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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 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	0.0865	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
Total	**0.2722**	**1.6596**	**1.8657**	**9.3800e-003**	**0.5672**	**0.0160**	**0.5832**	**0.1546**	**0.0152**	**0.1698**		**972.1564**	**972.1564**	**0.0140**	**0.0956**	**1,000.9971**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**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

3.6 Paving - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 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	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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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		1,909.1127	1,909.1127	0.0139	0.2674	1,989.1430
Unmitigated	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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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		
Total	15.99	0.00	0.00	222,960	222,960

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

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

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

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	**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

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
Total	**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**

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

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

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

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
Total	**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**

11.0 Vegetation

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

Urbanization	Rural	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	54
Climate Zone	1			**Operational Year**	2023
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	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

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, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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

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
Total	**0.0636**	**0.4804**	**0.2276**	**2.3800e-003**	**0.1750**	**6.9900e-003**	**0.1820**	**0.0336**	**6.7700e-003**	**0.0404**	**0.2864**	**226.4837**	**226.7701**	**0.0225**	**0.0318**	**236.7961**

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0427	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
Total	**0.0636**	**0.4804**	**0.2276**	**2.3800e-003**	**0.1750**	**6.9900e-003**	**0.1820**	**0.0336**	**6.7700e-003**	**0.0404**	**0.2864**	**226.4837**	**226.7701**	**0.0225**	**0.0318**	**236.7961**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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
Total	**0.0000**

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Building Construction	4	30.00	30.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total	**7.3000e-004**	**6.9100e-003**	**0.0110**	**2.0000e-005**	**0.0000**	**3.5000e-004**	**3.5000e-004**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**1.4538**	**1.4538**	**4.7000e-004**	**0.0000**	**1.4655**

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
Total	**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**

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
Total	**7.3000e-004**	**6.9100e-003**	**0.0110**	**2.0000e-005**	**0.0000**	**3.5000e-004**	**3.5000e-004**	**0.0000**	**3.2000e-004**	**3.2000e-004**	**0.0000**	**1.4538**	**1.4538**	**4.7000e-004**	**0.0000**	**1.4655**

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
Total	**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**

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
Total	**2.1300e-003**	**0.0241**	**0.0215**	**4.0000e-005**	**2.6500e-003**	**9.4000e-004**	**3.5900e-003**	**2.9000e-004**	**8.7000e-004**	**1.1600e-003**	**0.0000**	**3.7261**	**3.7261**	**1.2100e-003**	**0.0000**	**3.7562**

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
Total	**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**

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
Total	**2.1300e-003**	**0.0241**	**0.0215**	**4.0000e-005**	**2.6500e-003**	**9.4000e-004**	**3.5900e-003**	**2.9000e-004**	**8.7000e-004**	**1.1600e-003**	**0.0000**	**3.7261**	**3.7261**	**1.2100e-003**	**0.0000**	**3.7562**

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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
Total	**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**

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
Total	**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**

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

3.5 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
Total	**1.5000e-003**	**0.0101**	**0.0117**	**6.0000e-005**	**3.3100e-003**	**9.0000e-005**	**3.4000e-003**	**9.0000e-004**	**9.0000e-005**	**9.9000e-004**	**0.0000**	**5.2832**	**5.2832**	**8.0000e-005**	**5.3000e-004**	**5.4420**

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
Total	**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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 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	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
Total	**1.5000e-003**	**0.0101**	**0.0117**	**6.0000e-005**	**3.3100e-003**	**9.0000e-005**	**3.4000e-003**	**9.0000e-004**	**9.0000e-005**	**9.9000e-004**	**0.0000**	**5.2832**	**5.2832**	**8.0000e-005**	**5.3000e-004**	**5.4420**

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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		
Total	15.99	0.00	0.00	222,960	222,960

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
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

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

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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

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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	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	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	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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	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	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	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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
Total	**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**

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
Total	**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**

7.0 Water Detail

7.1 Mitigation Measures Water

Turf Reduction

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
Total		**0.0834**	**8.5600e-003**	**2.0000e-004**	**0.3577**

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
Total		**0.0834**	**8.5600e-003**	**2.0000e-004**	**0.3577**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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
Total		**0.2030**	**0.0120**	**0.0000**	**0.5029**

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
Total		**0.2030**	**0.0120**	**0.0000**	**0.5029**

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

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
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

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
Total	**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**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	0.0000	0.0000	0.0000	0.0000

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
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

APPENDIX D | Biological Resources Report & Focused Botanical Survey

GEODE ENVIRONMENTAL

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

APRIL 2022

PREPARED FOR:

MONO COUNTY COMMUNITY DEVELOPMENT DEPARTMENT
MAMMOTH LAKES OFFICE
1290 TAVERN RD., STE 138
PO BOX 347
MAMMOTH LAKES, CA 93546
CONTACT: BENTLEY REGEHR
PHONE: 760.924.1800
EMAIL: BREGEHR@MONO.CA.GOV

PREPARED BY:

GEŌDE ENVIRONMENTAL INC.
684 AUTUMN LEAVES CIRCLE
BISHOP, CA 93514
CONTACT: ESSRA MOSTAFAVI
PHONE: 760.428.8068
EMAIL: INFO@GEODEENVIRONMENTAL.COM

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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

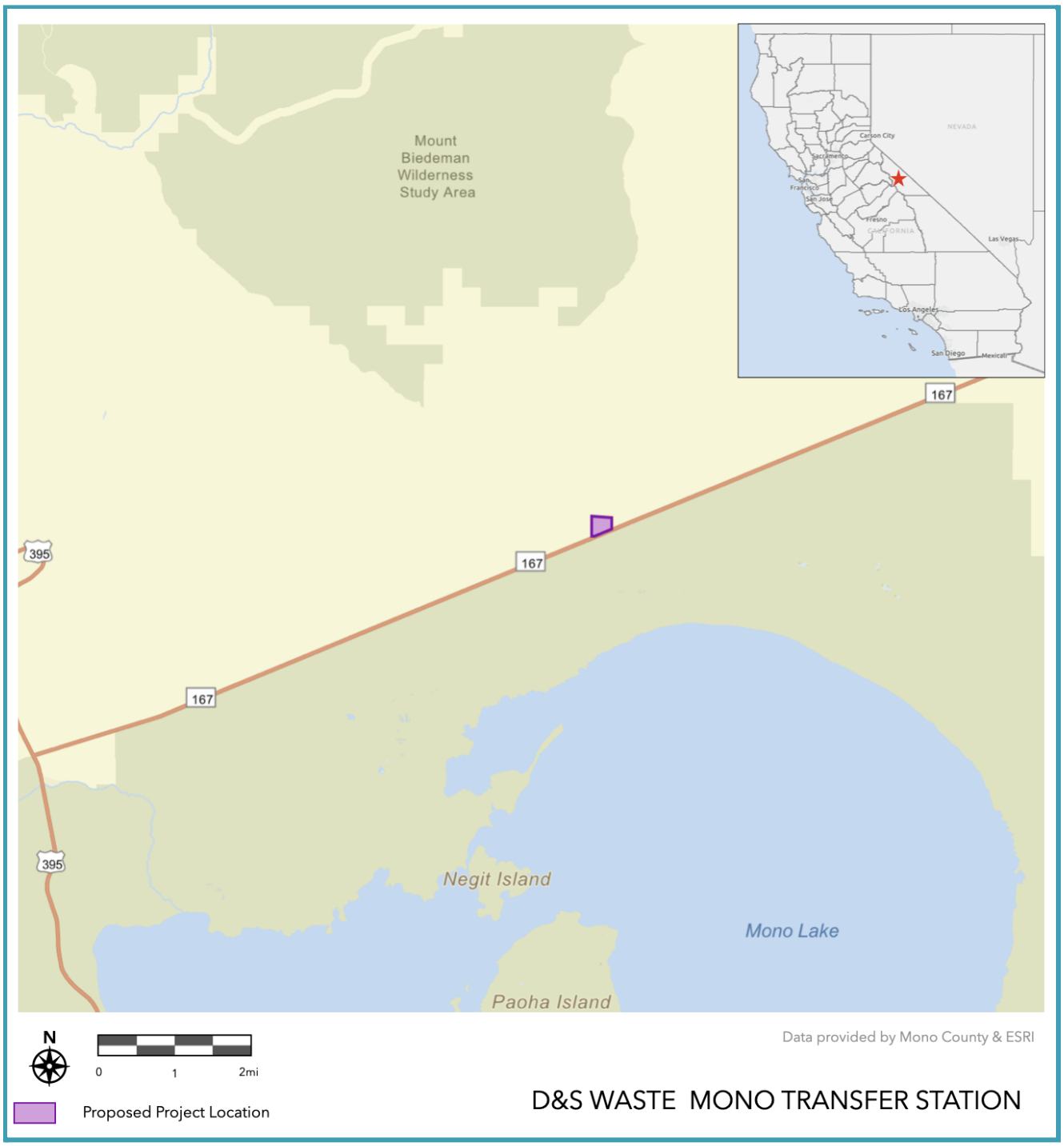
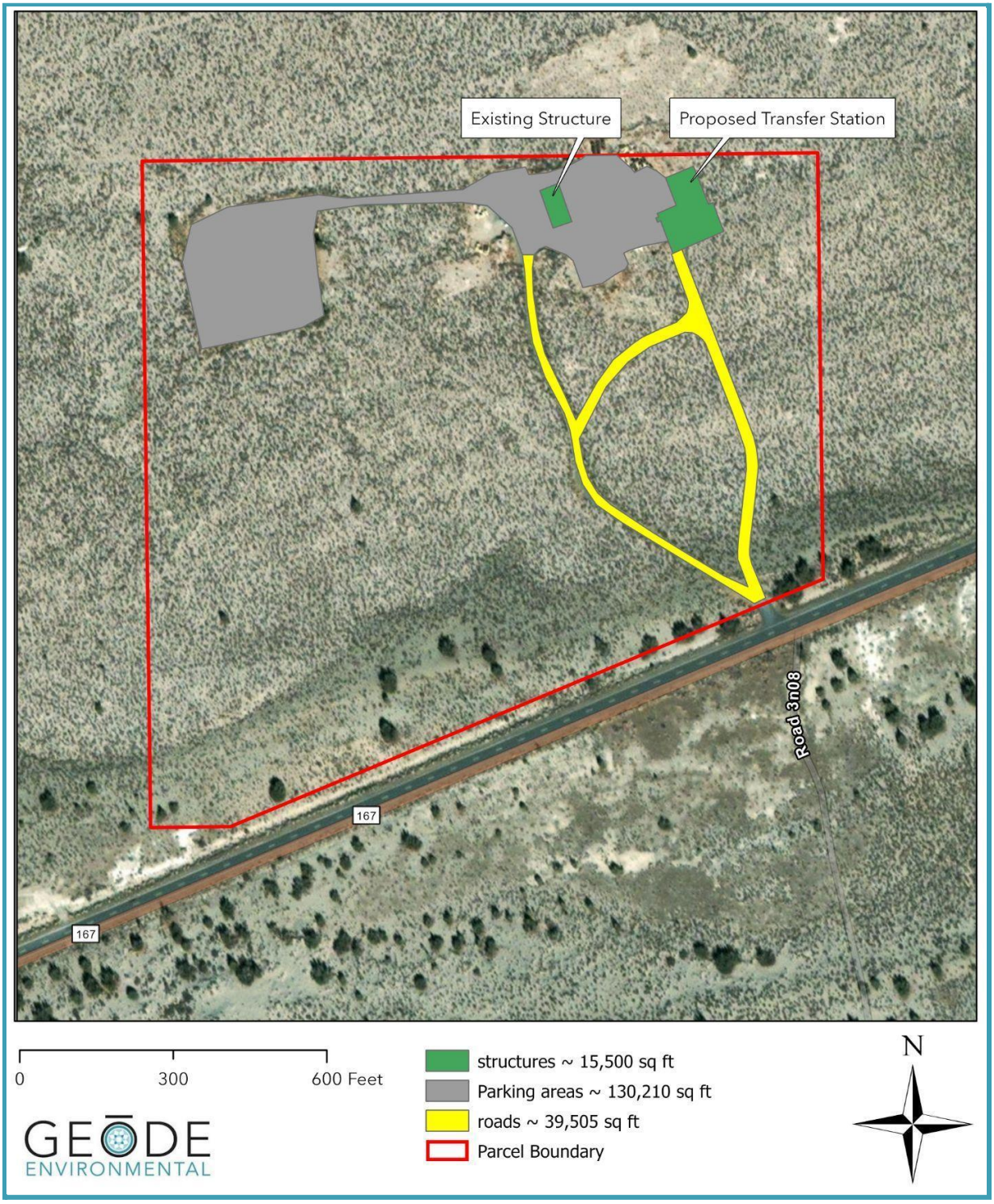


FIGURE 2 | SITE MAP & IMPACT AREA



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 USAÒ 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.

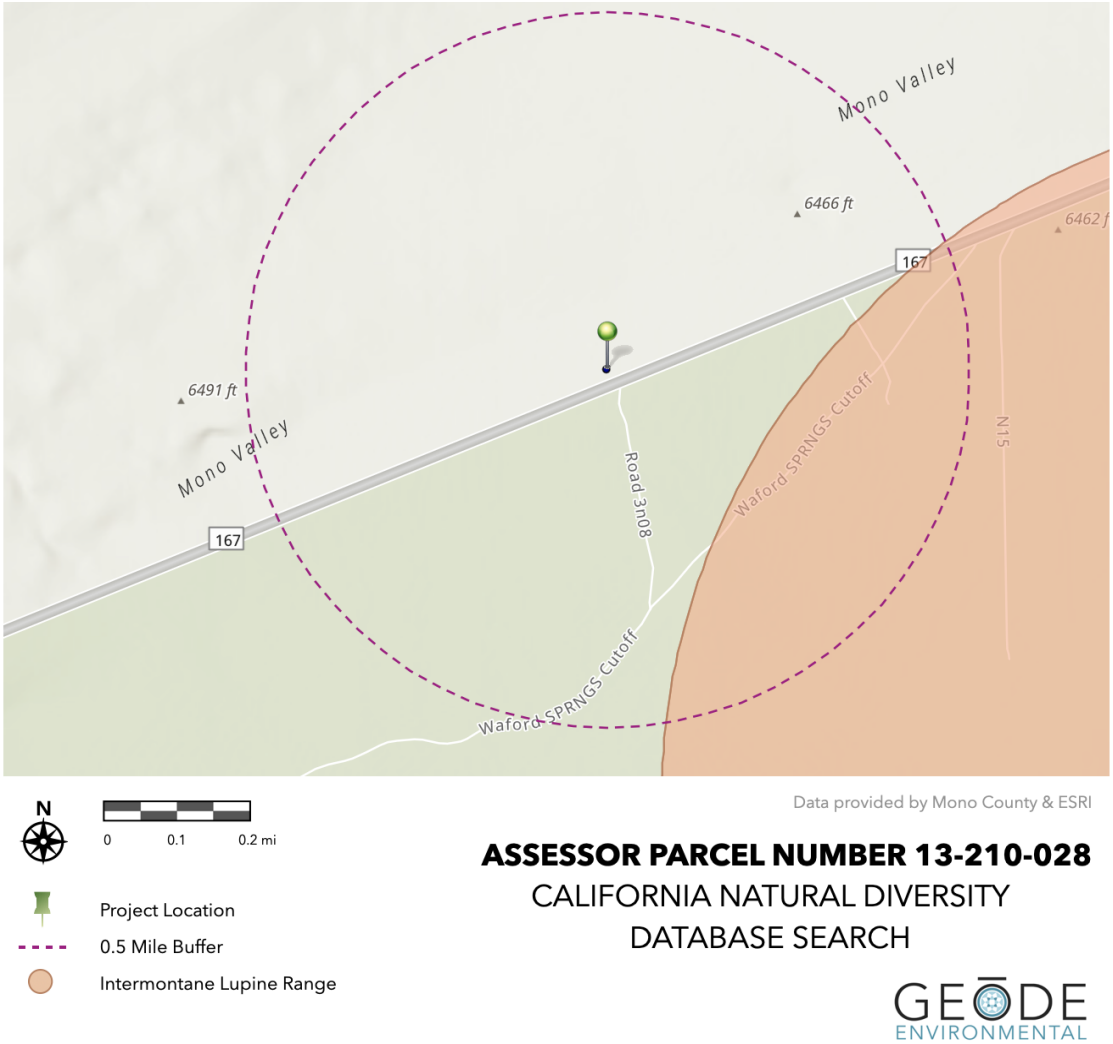
View of project site facing north from Highway 167

3 | METHODOLOGY

Literature Review

Biological data repositories like CDFW's California Natural Diversity Database (CNDDB), 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 CNDDB 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 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.

BIOLOGICAL SURVEY TRANSECTS

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 CNDDB 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
Asteraceae *Ericameria nauseosa* *Ambrosia dumosa* *Chondrilla juncea* *Artemisia tridentata* *Ambrosia acanthicarpa* *Gutierrezia sarothrae*	Sunflower family *Rubber rabbitbrush (native)* *White bursage (native)* *Skeleton weed (non-native, invasive)* *Common sagebrush (native)* *Annual bursage (native)* *Broom snakeweed (native)*
Boraginaceae *Tiquilia nuttalli*	Borage family *Nuttall's crinklemat (native)*
Chenopodiaceae *Salsola tragus* *Atriplex canescens*	Goosefoot family *Russian thistle (non-native, invasive)* *Fourwing saltbush (native)*
Onagraceae *Epilobium canum* *Eremothera refracta*	Evening Primrose family *California fuchsia (native)* *Narrow leaved primrose (native)*
Polemoniaceae *Phlox diffusa* *Eriastrum eremicum*	Phlox family *Spreading phlox (native)* *Desert woollystar (native)*
Polygonaceae *Eriogonum luteolum*	Buckwheat family *Wicker buckwheat (native)*
Sarcobataceae *Sarcobatus vermiculatus*	Greasewood family *Black greasewood (native)*
Angiospermae: Monocotyledones	Monocot Flowering Plants
Poaceae *Distichlis spicata* *Stipa hymenoides* *Sporobolus airoides*	Grass Family *Salt grass (native)* *Indian rice grass (native)* *Alkali sacaton (native)*
Acrogymnospermae	Gymnosperm
Cupressaceae *Juniperus grandis*	Cypress family *Sierra juniper (native)*

TABLE 2 | Animal Species Observed

Reptilia	*Reptiles*
Lizard sp.	Lizard sp.
Aves	*Birds*
Corvidae *Corvus corax* *Gymnorhinus cyanocephalus*	Corvid family *Common raven* *Pinyon jay*
Passerellidae *Spizella breweri*	Sparrow family *Brewer's sparrow*
Tyrannidae *Tyrannus sp.*	Flycatcher family K*ingbird sp.*
Insectorum	*Insects*
Lytta magister	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, nolinas, 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 (Psorothamnus) 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

CNDDB 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

SIERRA GEOTECHNICAL SERVICES, INC.

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.

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

PROFESSIONAL GEOLOGIST
JOSEPH AARON ADLER
NO 2198
CERTIFIED ENGINEERING GEOLOGIST
3-31-11
STATE OF CALIFORNIA

Thomas A. Platz
Principal Engineer
PE 41039

REGISTERED PROFESSIONAL ENGINEER
THOMAS A. PLATZ
No. C 41039
Exp. 3/31/11
CIVIL
STATE OF CALIFORNIA

SIERRA GEOTECHNICAL SERVICES INC. SGSI

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

www.sierrageotechnicalinc.com

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1. PURPOSE AND SCOPE

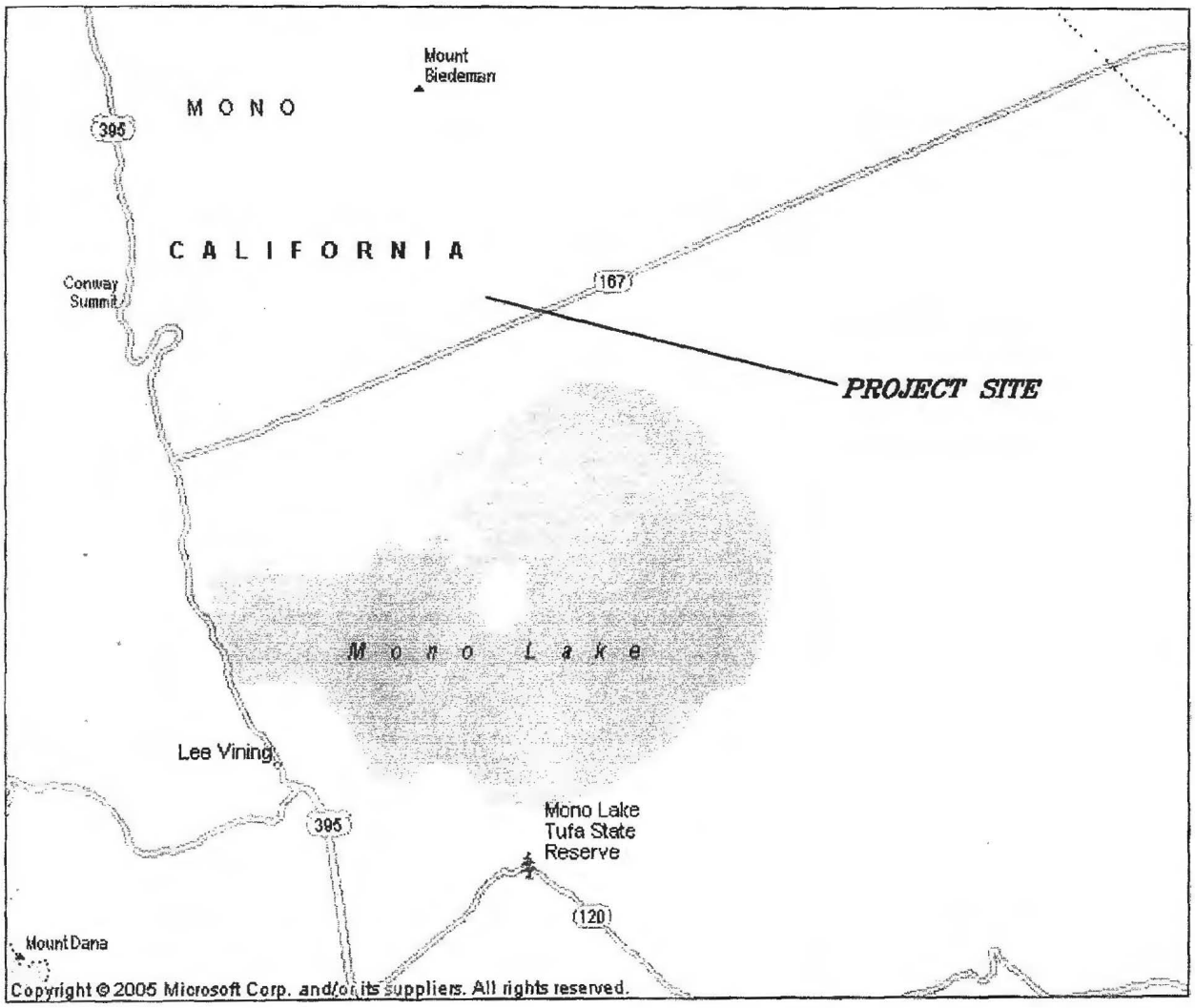
This report presents the results of a geotechnical investigation for the proposed 80 x100' warehouse building to be located off Highway 167 (Pole Line Road) in Mono County California (38.0901° N/-119.0238° W) (Figure 1). More specifically the building site will be located toward the E/NE portion of APN 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 22nd, 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

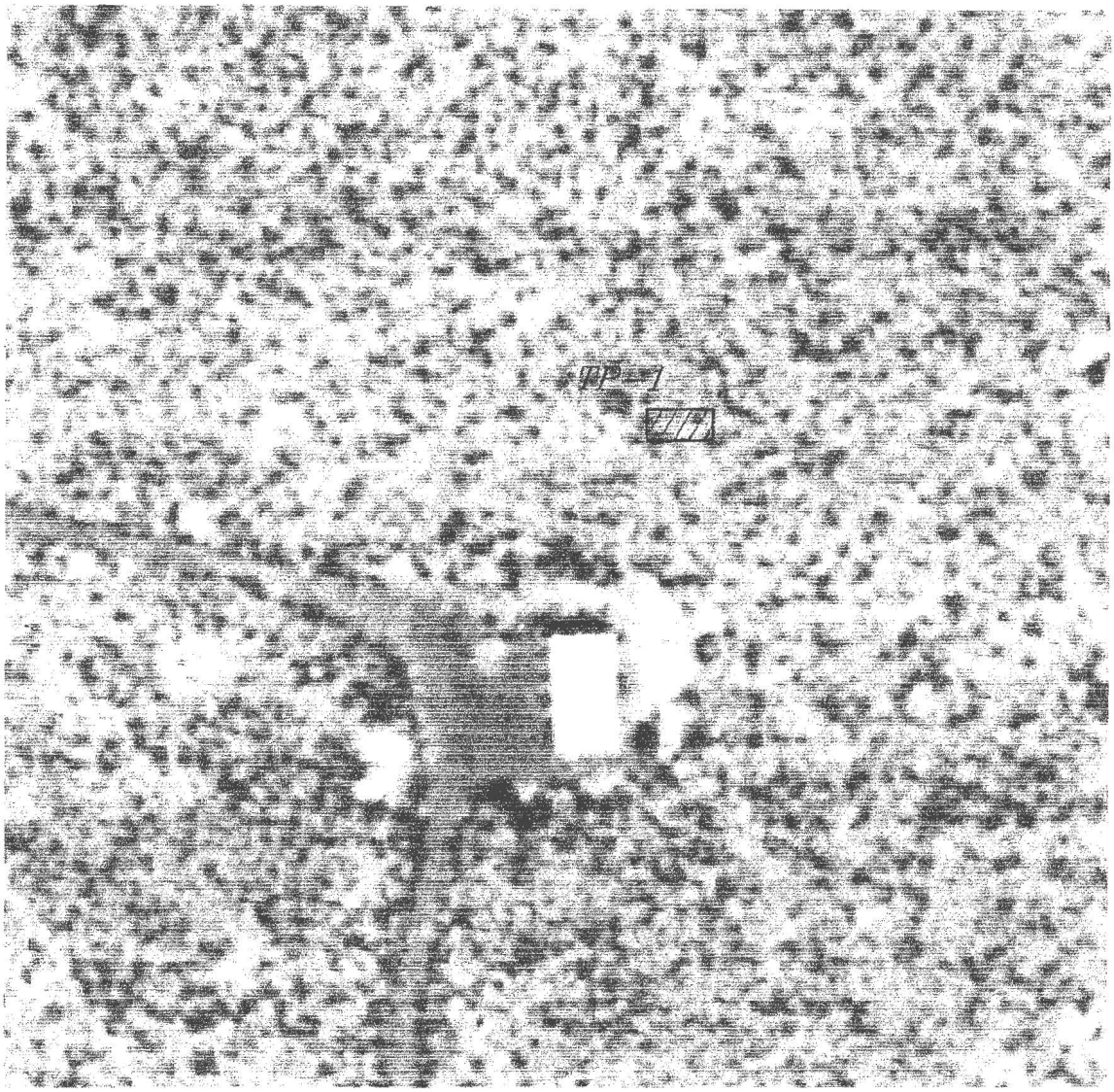
Based upon information provided to our office, the project is planned to consist of a single-level, approximate 80' x 100' warehouse structure with an approximate 16' deep trailer well. The proposed foundation will include a concrete perimeter footing, isolated spread footings, slab-on-grade floor and a reinforced concrete walled well area.



PROJECT: ***VICINITY MAP*** *13-210-28*	
SCALE: *NTS*	DATE: *3/2010*
DRAWING:	DRAWN BY: *JAA*
JOB NO: *3.30832.1*	FIGURE: ***FIGURE 1***

Sierra Geotechnical Services

A30TEMPLATE.DWG



Googlearth Image, March 2005

LEGEND

TP-1

APPROXIMATE LOCATION OF EXPLORATORY TEST PIT

PROJECT: SUBURFACE GEOTECHNICAL MAP 13-210-28	
SCALE: NTS	DATE: 3/2010
DRAWING:	DRAWN BY: JAA
JOB NO: 3.30832.1	FIGURE: FIGURE 2

Sierra Geotechnical Services

4.30TEN1X.DWG

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 Wisconsonian (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 913.9 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 22nd, 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: 3.30832.1 **PROJECT:** D and S, HWY 167
DATE: 2/22/2010 **LOGGED BY:** J. Adler

TEST PIT	DEPTH (FT)	U.S.C.S. GROUP SYMBOL	SAMPLE DEPTH	PERCENT MOISTURE	DRY DENSITY (pcf)	DESCRIPTION
1	0 - 2	SM				**Lake Bed Deposits** 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 ½ to 3". Minor turbidity features observed.
						Total Depth 16-feet. No ground water observed.

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:

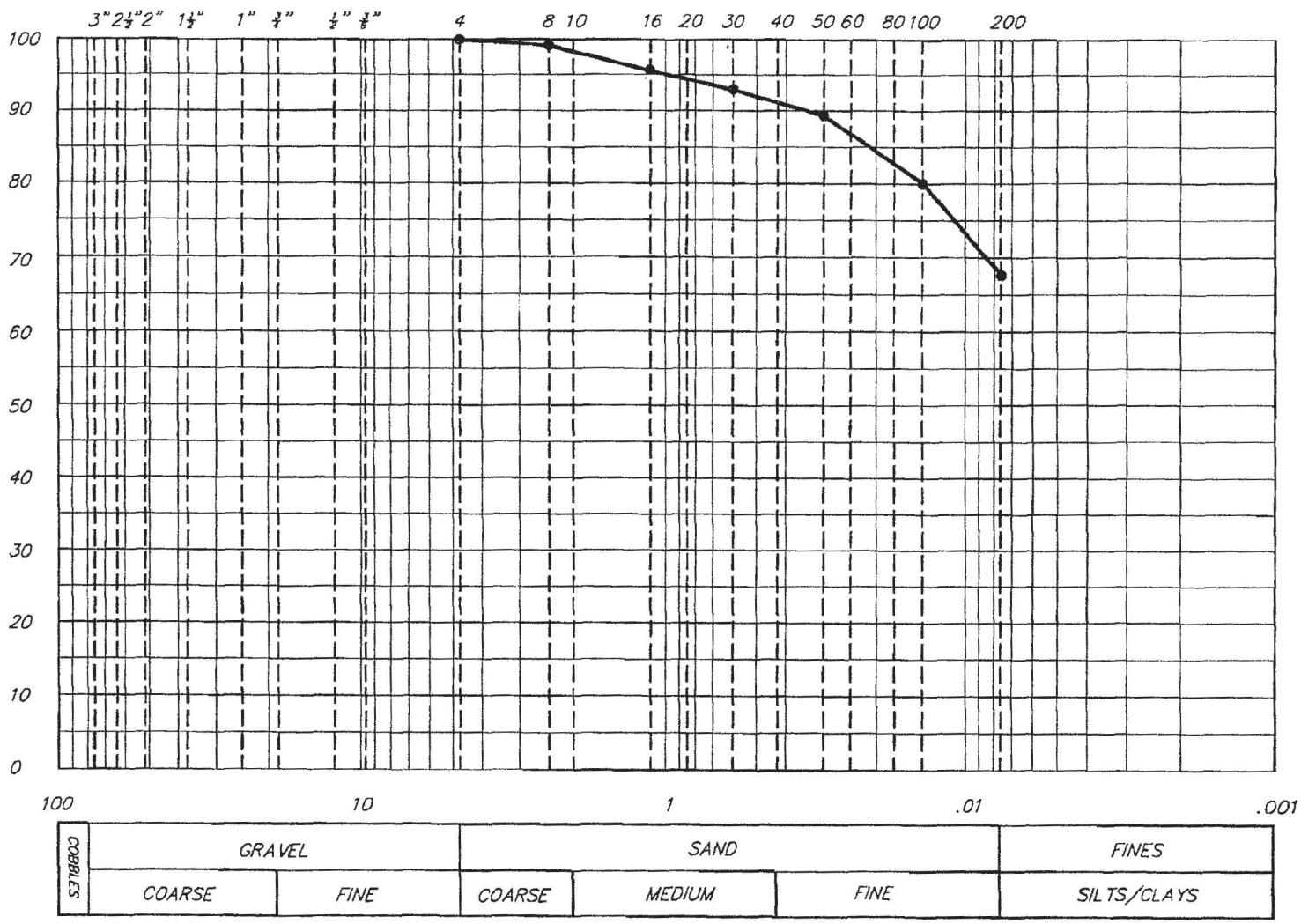
Sample Location	Sample Description	Maximum Dry Density (pcf)	Optimum Moisture Content (%)
TP-1 @ 6 -16'	Dark olive brown to greenish-gray, silty to clayey fine SAND	102.5	19.0

Sierra Geotechnical Services

PROJECT

D AND S

GRAIN SIZE DISTRIBUTION



USCS SYMBOL	TEST PIT	DEPTH	CLASSIFICATION
SC–CL	TP–1	6–13'	SILTY TO CLAYEY, FINE SAND AND SANDY CLAY

DATE	PLOTTED BY	JOB NO.	PLATE NO.
3/2010	JAA	3.30832.1	

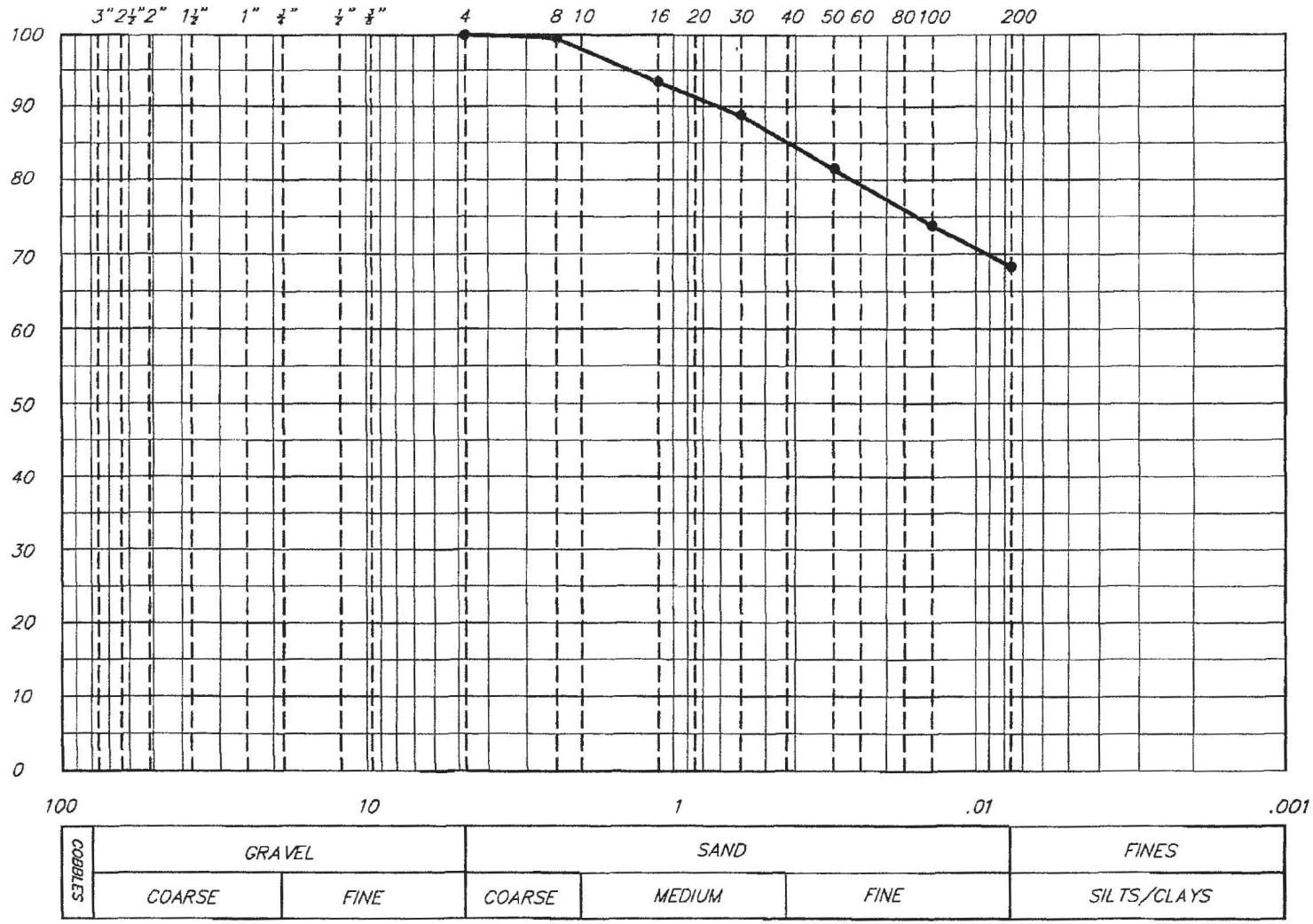
GRNSIZE.DWG

Sierra Geotechnical Services

PROJECT

D AND S

GRAIN SIZE DISTRIBUTION

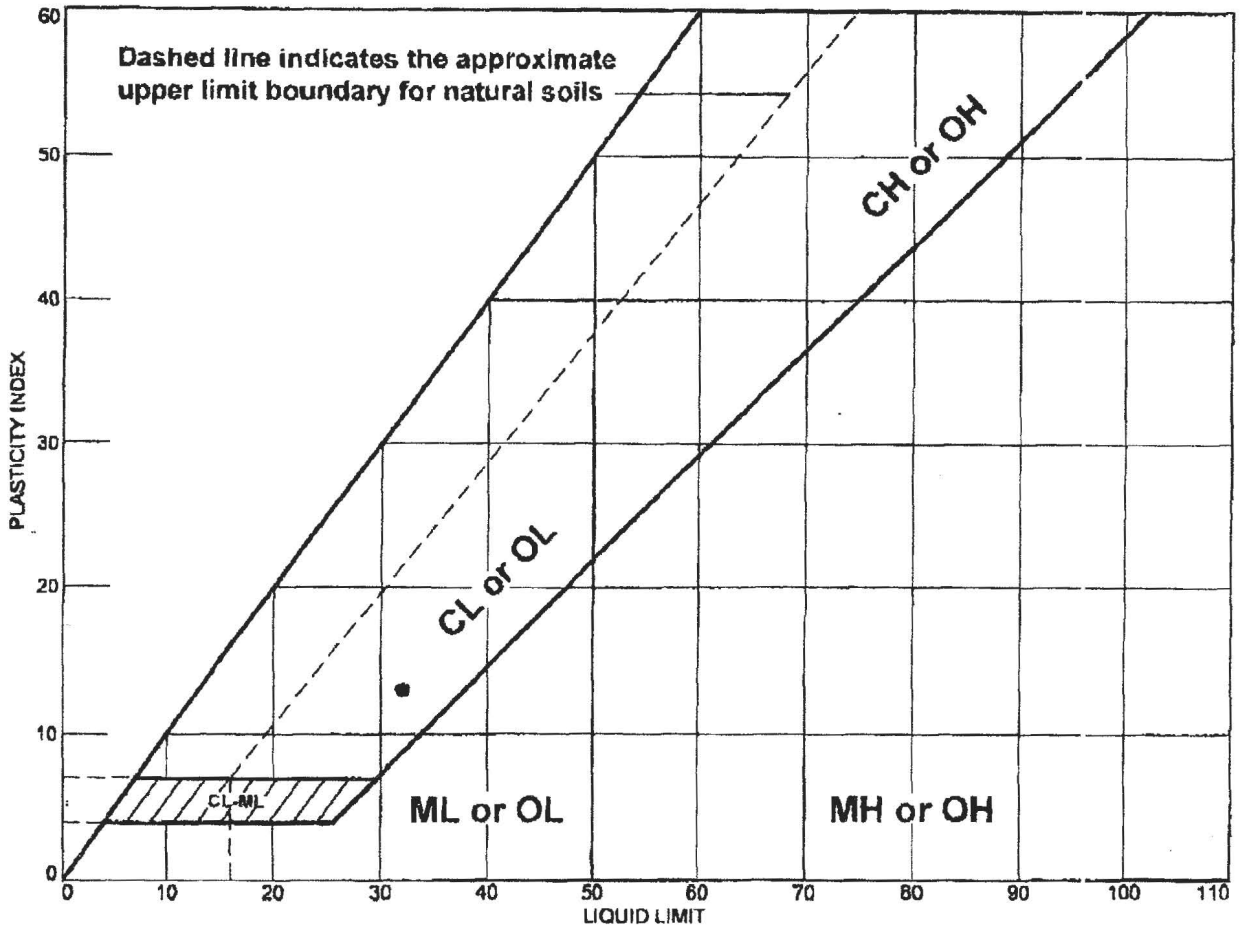


USCS SYMBOL	TEST PIT	DEPTH	CLASSIFICATION
SC–CL	TP–1	16'	SILTY TO CLAYEY, FINE SAND AND SANDY CLAY

DATE	PLOTTED BY	JOB NO.	PLATE NO.
3/2010	JAA	3.30832.1	

GRNSIZE.DWG

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:

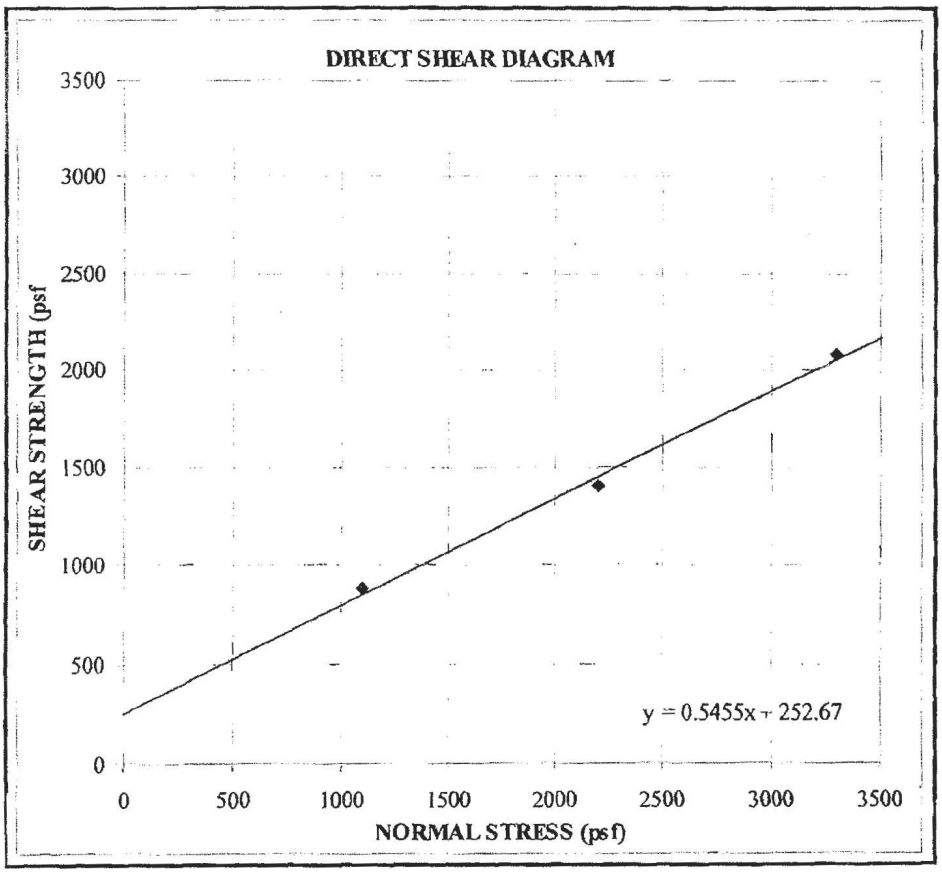
● Expansion Index = 30 (Low)
Mono Lake - Job #3.30990

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

Sierra Geotechnical Services

MAXIMUM DENSITY CURVE

PER ASTM TEST METHOD 1557-00 AND CTM 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: 1/30 cuft

SIEVE USED: #4

MAX. DENSITY (LBS./FT³): 102.5

OPT. MOISTURE (% DRY WT.): 19.0

DRY WEIGHT - POUNDS PER CUBIC FOOT

145 140 135 130 125 120 115 110 105 100 95 90 85 80

0 5 10 15 20 25 30 35 40 45

2.20 2.30 2.40 2.50 2.60 2.70 2.80

MOISTURE - % OF DRY WEIGHT

CALCULATIONS

1: _____

2: _____

3: _____

4: _____

5: _____

Maxdense.dwg - 7/2003

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.

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*                    *
*    E Q F A U L T   *
*                    *
*    Version 3.00    *
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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

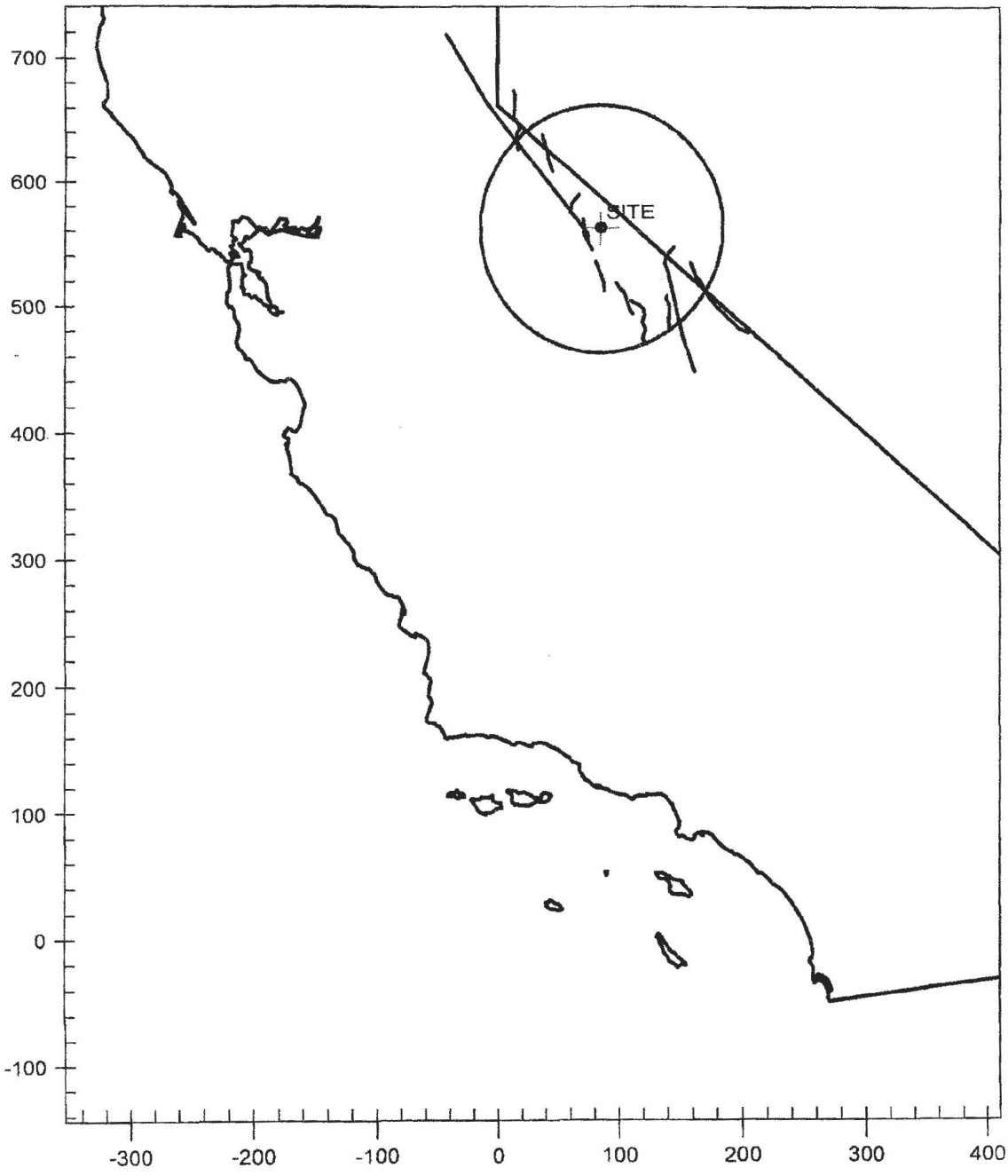
DETERMINISTIC SITE PARAMETERS

ABBREVIATED FAULT NAME	APPROXIMATE DISTANCE mi (km)	ESTIMATED MAX. EARTHQUAKE EVENT: MAXIMUM EARTHQUAKE MAG. (Mw)	ESTIMATED MAX. EARTHQUAKE EVENT: PEAK SITE ACCEL. g	ESTIMATED MAX. EARTHQUAKE EVENT: 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 D1557as 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.

SIERRA GEOTECHNICAL SERVICES INC.

873 N. MAIN ST. SUITE 150
BISHOP, CA 93514
(760) 873-4273
FAX (760) 873-8024

4/27/10
Ck# 12397 cd
$2193.00

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

	Bill Hours	Bill Rate	Charge
General			
Project Coordination Staff	1.00	$68.00	$68.00
Travel Time	2.00	$65.00	$130.00
General Total:	3.00		$198.00
Field Testing			
Senior Field Technician	8.00	$75.00	$600.00
Field Testing Total:	8.00		$600.00
Soil Reporting			
Technical Report	16.00	$70.00	$1,120.00
Soil Reporting Total:	16.00		$1,120.00

Reimbursables

Project Expenses	Bill Units	Bill Rate	Charge
Outside Services	1	$275.00	$275.00
Reimbursables Totals:			**$275.00**

***** Total Project Invoice Amount** **$2,193.00**

APPENDIX G | Transportation Analysis Memorandum

t +1 213 267 2332 | **f** +1 213 318 0744
info@gentecsol.com | www.gentecsol.com
1055 W 7th St #3300, Los Angeles, CA 90017
GTS | General Technologies and Solutions

MEMORANDUM

Date:	February 18, 2022	**GTS:** 220201.01
To:	Bentley Regehr, Mono County Community Development	
From:	Rawad Hani, GTS	
CC:	Essra Mostafavi, Geode Environmental Kevin Brown, D & S Waste Removal Inc	
Subject:	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[1]**	**Estimated Daily Trips**	**Total PCE Trips[2]**
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
Total Trips			**13**	**24**

[1] Conservative number of one-way trips on a daily basis
[2] 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[1]	Estimated Daily Trips	Total PCE Trips[2]
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
Total Trips			**15**	**38**

[1] Conservative number of one-way trips on a daily basis
[2] 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
Net Trip Generation	**14**

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:*

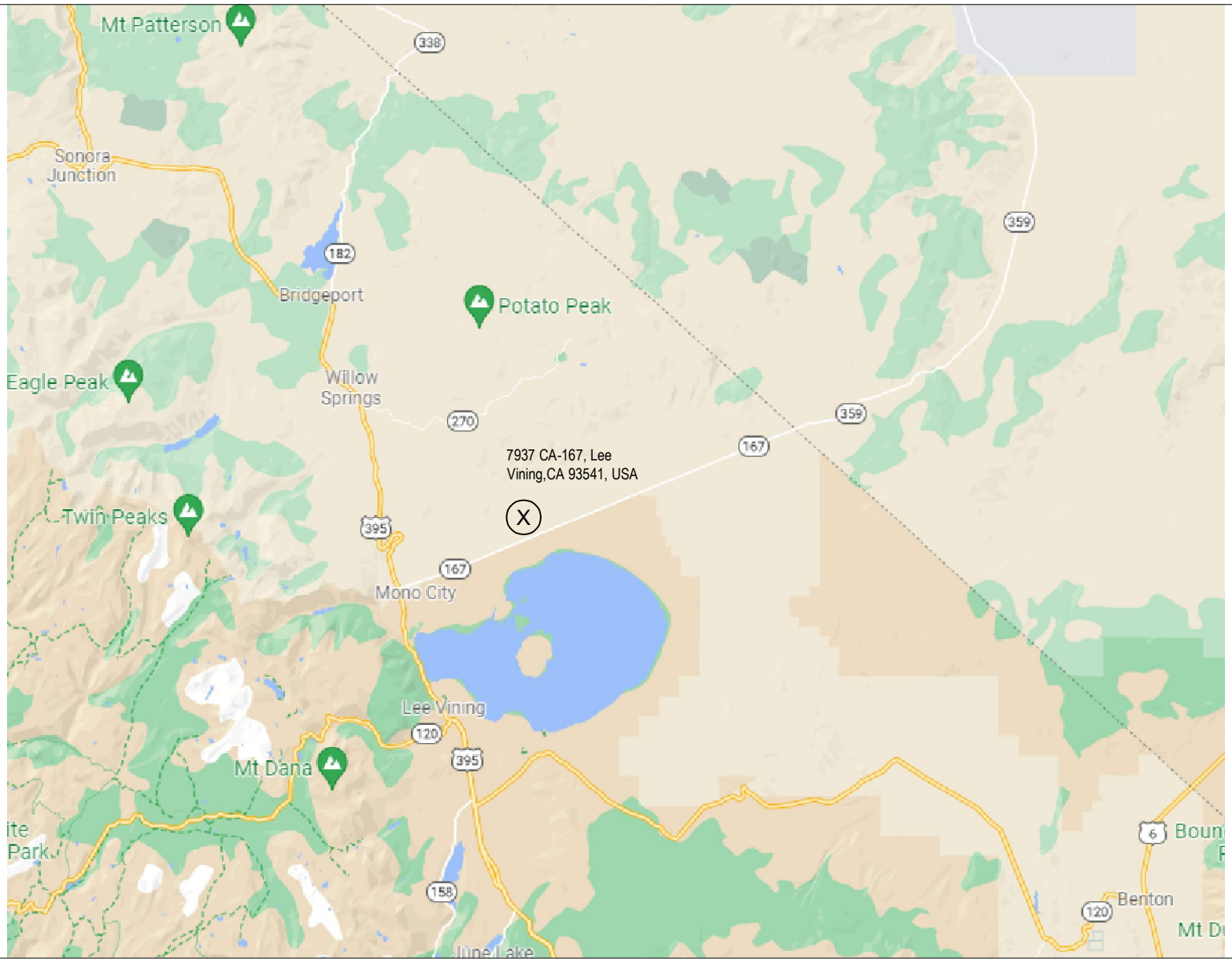
https://dot.ca.gov/programs/traffic-operations/census). Furthermore, the potential risk for a traffic incidents is not significantly increased as no proposed changes to the road geometry are considered and no circulation changes are proposed.

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

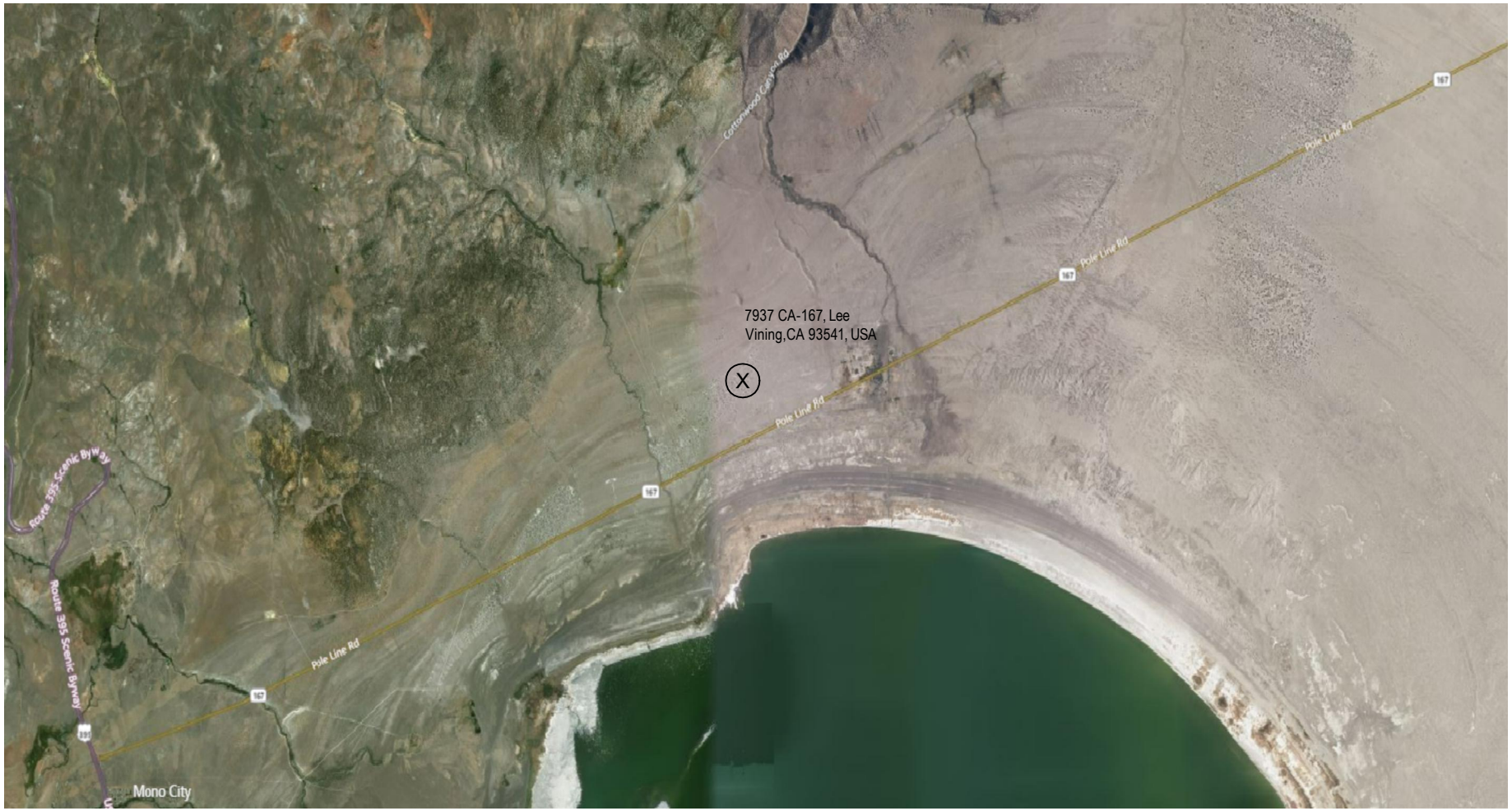
Location Map

D & S Waste- Mono Transfer Station

FIGURE

1

GENERAL TECHNOLOGIES & SOLUTIONS



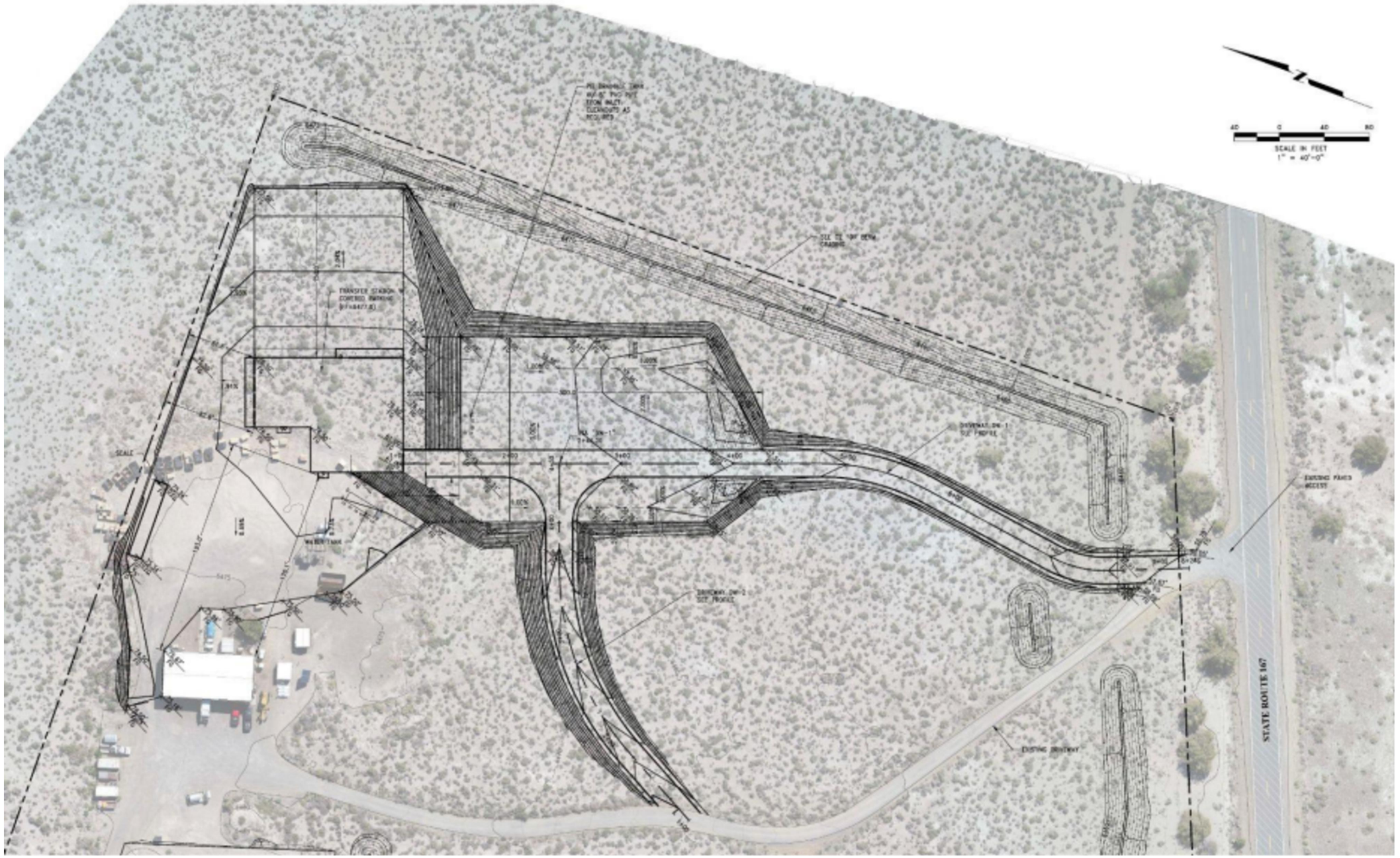
Source: Google

Vicinity Map

D & S Waste- Mono Transfer Station

FIGURE **2**

GENERAL TECHNOLOGIES & SOLUTIONS



Source: Eastern Sierra Engineering

Project Site Grading Plan

D & S Waste- Mono Transfer Station

FIGURE
3

GENERAL
TECHNOLOGIES &
SOLUTIONS