SALINAS VALLEY
SOLID WASTE AUTHORITY
NORTH COUNTY RECYCLING AND TRANSFER STATION

DRAFT INITIAL STUDY

126 Sun Street
Salinas, California 93901
831-775-3000
www.svswa.org

INITIAL STUDY

North County Recycling and Transfer Station

A. GENERAL INFORMATION

1. Project Title

North County Recycling and Transfer Station

2. Lead Agency

Salinas Valley Solid Waste Authority
126 Sun Street,
Salinas, CA 93901
831-775-3000

3. Contact Person

Brian Kennedy
Engineering and Environmental Compliance Manger
126 Sun Street
Salinas, CA 93901
831-775-3000
briank@svswa.org

4. Project Location

The North County Recycling and Transfer Station will be located on the closed Crazy Horse landfill located approximately 9 miles north of the City of Salinas in unincorporated Monterey County, California. This location is owned and operated by the Salinas Valley Solid Waste Authority. The Assessor's Parcel Numbers of the transfer station property is 125-271-063. The entire site is comprised of approximately 160 acres with the transfer station occupying approximately 5 of those acres. The location of the project is as follows:

North County Recycling and Transfer Station
350 Crazy Horse Canyon Road
Salinas, California 93907
Telephone: (831) 775-3000
SWIS Number 27-AA-0120 (Notification), 27-AA-0007 (Solid Waste Facilities Permit for Closed Landfill)

5. Project Sponsor's Name and Address

Salinas Valley Solid Waste Authority
126 Sun Street,
Salinas, Ca. 93901

6. General Plan Land Description

As detailed in the Monterey County General Plan, the land use designation for the Project site is Public/Quasi Public. No change to the current General Plan land use designation is proposed.

7. Zoning

The Project site is zoned as Public/Quasi Public in the Monterey County Zoning Ordinance. No change to the existing zoning on the site is proposed.

8. Description of Project

Project Overview – North County Recycling and Transfer Station

The proposed project is located on the 160-acre Crazy Horse Landfill site, with 72 acres previously permitted for Class III municipal solid waste disposal. The remaining acreage served as a buffer zone and housed maintenance facilities. The landfill began operations in 1934 as a burn dump and transitioned to sanitary landfill operations in 1966. Ownership prior to 1950 is undocumented. However, the City of Salinas owned the landfill from 1950 until 1997, when ownership was transferred to the Salinas Valley Solid Waste Authority (SVSWA). The Landfill operations continued until May 2009,

when the site ceased accepting waste. Closure activities were completed in 2013, and final closure certification was obtained in 2017. There are no areas within the project that have not been previously disturbed.

During its operational years, the landfill handled municipal solid waste, recyclables, and organic materials (e.g., green and wood waste) for customers in Salinas and North Monterey County. After closure, these services were relocated to nearby facilities, including the Sun Street and Madison Lane Transfer Stations in Salinas. However, the closure of the Sun Street Transfer Station in September 2022, combined with high fees at the privately owned Madison Lane facility, has left residents of North Monterey County without a convenient waste disposal option.

This project aims to address that service gap by reintroducing local, accessible waste disposal services to deter illegal dumping and improve public service. Currently, the site has no active solid waste operations aside from post-closure maintenance and environmental monitoring. It holds a Limited Volume Transfer Station Notification (EA Notification Tier), restricting waste intake to 15 tons or 60 cubic yards per day. Although the notification is active, only minimal collection has occurred for research purposes related to waste recovery technologies.

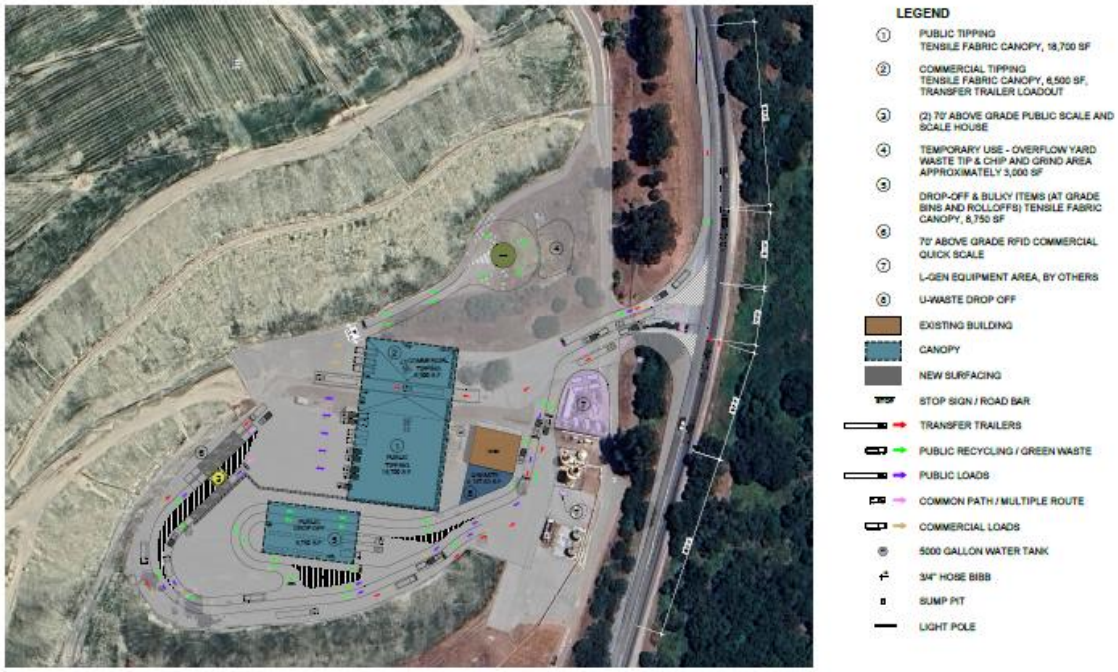
The proposed project seeks to amend the Solid Waste Facility Permit Tier from a Small Volume Transfer Station to a Large Volume Transfer/Processing Facility, allowing intake of more than 100 tons per day.

Transfer Station Operations

Approximately 5 acres will be designated for Transfer Station operations, which will include the receiving, separation, processing, and transfer of municipal solid waste (MSW), organics, and recyclable materials. The station will primarily serve North Monterey County and the City of Salinas - consistent with the historical service area of the landfill.

It is estimated the facility will receive 400 tons of material per day, split between self-haul and franchise/commercial collections. All traffic will enter and exit via the access road off Crazy Horse Canyon Road. Public access hours will be 7:00 a.m. to 4:00 p.m. on weekdays and 8:00 a.m. to 4:00 p.m. on weekends. Staff may access the site for maintenance activities daily from 6:00 a.m. to 6:00 p.m. Operations are expected to run seven days a week.

Site maintenance will be ongoing, including daily cleaning and/or wetting of surfaces, litter control, and upkeep of roads, equipment, and stockpiles. All material drop-off points will be under cover to comply with stormwater best practices. Covered areas will include a tension fabric recycling drop-off building (~8,700 sq. ft.) and a main waste drop-off building (~25,200 sq. ft.). An existing 3,000 sq. ft. service shop will be renovated, painted, and converted for a Household Hazardous Waste (HHW) collection facility.



Site Operations and Facility Services

Self-Haul Vehicle Flow

Incoming self-haul vehicles enter the site and are offered several services. The first available stop is the Household Hazardous Waste (HHW) drop-off facility. Beyond the HHW area, visitors may proceed to the recyclable materials drop-off center, which accepts metal, cardboard/fiberboard, glass and plastic containers, paper, e-waste, white goods, and mattresses, all free of charge.

Following the recycling area is the scale house, where an attendant identifies the type of refuse and collects vehicle data including waste origin, vehicle type, weight, payment details, and the time and date of arrival. The attendant then directs the driver to the appropriate unloading zone—self-haul or commercial—based on the type of material.

At the tipping pad, customers are guided by staff to designated unloading areas. All materials are inspected in accordance with the site's load checking plan. Once unloading is complete, vehicles either exit the site or, if required, return to the scale for empty weight verification to finalize payment. All vehicles exit via Crazy Horse Canyon Road.

Commercial and Franchise Vehicle Flow

Commercial and franchise haulers also enter via Crazy Horse Canyon Road and proceed over a dedicated self-serve speed-scale. Waste type and weight are recorded. Vehicles then offload municipal solid waste or green waste at the covered commercial tipping area before exiting via the same route.

Material Handling and Transport
As waste accumulates throughout the day, it is consolidated by loaders. Roll-off boxes and transfer trailers are loaded as needed for off-site transport. Solid waste, green waste, and wood waste are transferred to the Johnson Canyon Landfill in Gonzales. Recyclable materials are sent to different destinations based on type: currently metal and plastic to Castroville, tires to Hollister, mattresses and carpet to San Jose, and HHW to Fremont.

Site equipment includes loaders, skip loaders, roll-off trucks, sweepers, forklifts, and a water truck. Light preventative maintenance for this equipment occurs on-site, while major transfer vehicle and heavy service is conducted at Johnson Canyon Landfill.

Household Hazardous Waste (HHW) Facility
The on-site HHW Facility accepts common household hazardous materials such as paint, flammable liquids, garden and pool chemicals, and other items typically found in residences. The primary receiving and processing area is located on the east side of the warehouse, protected by an awning for inclement weather. Materials are properly packaged and stored until picked up by a licensed hauler. The facility operates under a California Department of Toxic Substances Control (DTSC) permit and serves residential customers and exempt small quantity generators.

Utilities and Site Services
Due to its remote location, the site lacks domestic water and sewer connections. Groundwater is unavailable due to past remediation activities, and a septic system cannot be installed because of the landfill's proximity. The site uses portable toilets and handwashing stations, with bottled water provided for drinking. Two on-site water tanks supply fire suppression water, replenished as needed by Authority water trucks. Designated employee parking is located southeast and northeast of the HHW drop-off area.

Vector and Litter Control
To control vectors, all waste stockpiles will be removed within 48 hours. Tipping areas will be enclosed on multiple sides to deter birds and rodents. Professional pest control services will manage bait stations and monitor for activity. Litter control includes enclosing material handling areas within buildings, routine litter patrols, and regular use of a site sweeper.

Stormwater Management
Stormwater will be managed under the site’s existing Industrial General Permit for Industrial Activities, which will be amended to reflect the site's new use. Best Management Practices (BMPs) include:

- Collecting waste and recycling materials under covered areas
- Frequent sweeping and litter collection
- Immediate spill response and cleanup
- Routine stormwater discharge sampling

Entrance Facility and Traffic Improvements
The entrance to the facility will be upgraded to accommodate four lanes—two inbound and two outbound—to improve traffic flow and safety. Due to the high-speed traffic conditions on Crazy Horse Canyon Road, roadway improvements are proposed in front of the entrance. These include:

- A southbound deceleration lane approaching the facility
- A center merge lane for vehicles turning left into the facility from the northbound direction, and for northbound vehicles existing the facility
- A southbound acceleration lane for vehicles exiting the site

Additional traffic safety measures, such as flashing warning signs to alert oncoming drivers of cross traffic, and/or a reduced speed zone near the entrance, may be implemented based on recommendations from the Monterey County Public Works Department, Traffic Division.

California Environmental Quality Act (CEQA) Documentation

The Crazy Horse Landfill has been the subject of multiple prior CEQA studies. Per CEQA Guidelines, relevant prior environmental documents may be incorporated by reference when appropriate and when available for public review. The following documents precede this analysis and are referenced in this study:

- **City of Salinas EIR for Crazy Horse Landfill Expansion**
  SCH No. 1989092616 (1991) – Lead Agency: City of Salinas
  A project-level EIR for the 23.8-acre expansion of the Crazy Horse Landfill to continue meeting solid waste disposal needs for the City of Salinas and Northern Monterey County.
  Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.
- **Crazy Horse Landfill Permit Revision Initial Study / Mitigated Negative Declaration**
  SCH No. 1999101050 (1999) – Lead Agency: Salinas Valley Solid Waste Authority (SVSWA)
  Addressed permit revisions reflecting SVSWA's acquisition, adjustments to landfill footprint, installation of liner systems, alternative daily cover (ADC) use, increased tonnage, recyclable material recovery, and closure/post-closure plan updates.
  Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.
- **Crazy Horse Landfill Solid Waste Facilities Permit Revision Project EIR**
  SCH No. 1999101050 (2001) – Lead Agency: SVSWA
  Evaluated modifications to the Solid Waste Facilities Permit including increased traffic and tonnage due to Lewis Road Landfill closure, stockpiling of imported soils, onsite yard waste processing, updated landfill life estimates, and changes in site operator. Key issues studied: Air Quality, Noise, Traffic, Geology, Hydrology, Growth-Inducing, and Cumulative Impacts.
  Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.
- **Regional Solid Waste Facilities Project EIR**
  SCH No. 2000021027 (2002) – Lead Agency: SVSWA
  Comprehensive EIR evaluating long-term solid waste management alternatives across four regional scenarios, including transfer station and landfill expansion/closure options.
  Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.
- **Crazy Horse Sanitary Landfill Permit Revision**
  SCH No. 2005049006 (2005) – Lead Agency: Monterey County Health Department
  EIR addressing permit revisions for the landfill.

Availability: May be available at the Monterey County Health Department, 1270 Natividad Road, Salinas, CA 93906.

- **Crazy Horse Sanitary Landfill Closure Project Initial Study / Mitigated Negative Declaration SCH No. 2009011062 (2009 / Revised 2010) – Lead Agency: SVSWA**
  Analyzed the revised landfill closure project, final closure/post-closure maintenance plans, and subsequent project modifications including use of closure turf, new drainage structures, leachate recirculation, and solar panel installation. A small (100-ton/month) public recycling drop-off facility was also included.
  Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.
- **Initial Study / Negative Declaration for Organics Processing Facility (2019) – Lead Agency: SVSWA**
  Reviewed a proposed 2.1-acre organics collection and processing facility at the closed landfill, including a public drop-off component. Not submitted to the State Clearinghouse due to lack of regional significance.
  Availability: Available for review by appointment during normal business hours at 126 Sun St., Salinas, CA. 93901.

Surrounding Land Uses and Setting

The project site is located in a rural area characterized by gently rolling hills, grasslands, and oak woodlands. It is bordered by land designated for low-density residential use to the west and south, and by cattle grazing areas to the north and east. The site's original topography consisted of a drainage canyon, which has been significantly altered through landfill operations and the placement of refuse. As part of the final closure, artificial turf has been installed, giving much of the closed landfill a year-round bright green appearance. The City of Salinas is located approximately eight miles south of the site.

9. Other Public Agencies Whose Approval Is Required

In addition to this Initial Study, several permits and approvals will be required before operations can begin at the site. These include a Use Permit and Building Permit from the Monterey County Planning Department, as well as a Hazardous Materials Permit for the Household Hazardous Waste (HHW) facility, issued by the Certified Unified Program Agency (CUPA) within the County Environmental Health Department. The project will also require a revision to the Closure/Post-Closure Maintenance Plan and an update to the General Permit for Storm Water Discharges Associated with Industrial Activities, both of which must be submitted to the Regional Water Quality Control Board. Additionally, a Solid Waste Facilities Permit must be obtained through CalRecycle.

10. 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 Amah Mutsun Tribal Band has been invited to participate in consultation for the project and has been provided with the project description and relevant contact information.

NOTICING FOR THIS INITIAL STUDY – NEGATIVE DECLARATION

This Initial Study/Negative Declaration will be circulated for public review from August 9, 2025 to September 9, 2025 in accordance with the California Environmental Quality Act (CEQA).

A **Notice of Intent to Adopt a Negative Declaration (ND)** will be provided to the public, Responsible Agencies, Trustee Agencies, the County Clerk, and the State Clearinghouse at least **30 days prior to adoption** by the Lead Agency, as the project has regional significance. Notification will be provided to the following:

- **All organizations and individuals** who have previously requested such notice in writing.
- **The public**, via publication in a local newspaper, posting of a notice at the project site, and direct mail to property owners adjacent to the project area.
- **Transportation planning agencies**, including the Transportation Agency for Monterey County (TAMC), Caltrans (notified via the State Clearinghouse), and the Monterey County Public Works Department.
- **Responsible Agencies**:
    - Monterey County Housing and Community Development
    - Monterey County Health Department
    - Monterey County Public Works
    - Regional Water Quality Control Board
    - Monterey Bay Air Resources District
- **Trustee Agencies**:
    - California Department of Fish and Wildlife (notified via the State Clearinghouse)

The adoption of the Negative Declaration will take place at a Salinas Valley Solid Waste Authority (SVSWA) Board meeting, during which public comments will be accepted. If the Negative Declaration is adopted, a **Notice of Determination (NOD)** must be filed with the County Clerk within **five days** of adoption and posted for **30 days**.

ENVIRONMENTAL CHECKLIST FORM PREPARED PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐	Aesthetics	☐	Agriculture / 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

B. LEAD AGENCY DETERMINATION:

On the basis of this initial evaluation:

☒	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in 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 "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation 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 potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: Date:

Printed Name Title

EVALUATION OF ENVIRONMENTAL EFFECTS:

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

1. AESTHETICS Except as provided in Public Resources Code Section 21099, would the project:	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessed vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion and Conclusions

1a). Would the project have a substantial adverse effect on a scenic vista?

The project site is situated on the closed Crazy Horse Landfill facility site in rural Monterey County, California, more than eight miles north of the City of Salinas within an unincorporated area that has maintained a solid waste facility permit since 1934. Currently the visual quality of the site is marginal, with overgrown vegetation, worn fencing, abandoned structures, and a rarely used shop building that is prone to vandalism. The project activity is located on a paved portion that is only partially visible from Crazy Horse Canyon Road and not visible from residences in the area. While the area immediately east of Crazy Horse Canyon Road is designated as visually sensitive in the County General Plan, the project side of the road is not. The nearest California State Scenic Highway is State Route 156 which is approximately 4.5 miles southwest of the project location. Therefore, the project will have **no impact** on scenic vistas.

1b). Would the project Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings withing a state scenic highway?

The project is not located within a state scenic highway and therefore would have no impact on state scenic highway scenic resources. The surrounding area is used for open cattle grazing, and low density residential. The proposed activities do not affect scenic vistas and will not displace any trees, outcroppings or buildings within a scenic highway. Therefor the project will have **no impact** on scenic resources on a state scenic highway.

1c). Would the project in nonurbanized areas, substantially degrade the existing character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessed vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project will include the construction of a tension fabric building that may be partially visible from Crazy Horse Canyon Road. However, rather than detracting from the visual character of the area, the building is expected to enhance the site's appearance. Current site activities are limited, and the site has minimal existing aesthetic value. The project will improve the visual quality of the area by replacing degraded asphalt, repairing or replacing worn fencing, and incorporating upgraded landscaping.

The proposed main disposal tension fabric building will be approximately 25,200 square feet, with fabric panels on all sides except at designated vehicle access points for material disposal and transfer truck operations. Although the building will be slightly taller than the existing shop building, it is designed to take advantage of natural grade separation to minimize its apparent height. Given the existing landfill contours, the structure will likely be visible only from Crazy Horse Canyon Road and not from nearby residential areas. As a result, the project's visual impact is considered **less than significant**.

Existing view from Crazy Horse Canyon Road

Rendering of site including new 25,200 square foot tension fabric building

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

The operations are not visible from the major highway or city, nor will they be visible from the surrounding residences. There will be no nighttime operations that require high intensity lighting, although there will continue to be appropriate security lighting. Therefore, the project would have a **less than significant impact** on creating a source of substation light or glare.

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

Discussion and Conclusions

2a). Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The proposed project site was previously utilized for a related public service purpose for 75 years, and is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program (California Resources Agency 2012). Therefore, the project will have **no impact** on farmland.

2b). Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed project site is not zoned for agricultural use and is not enrolled in the Williamson Act. In the County of Monterey 2010 General Plan, the Land Use Plan reflects the project site as Public/Quasi Public. Therefor the project will have **no impact** on agricultural land zoning.

2c). Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The proposed project location is not zoned for agricultural forestland or timberland uses and would not result in loss, control or conflict with any agricultural or timberland production or forest land uses. In the County of Monterey 2010 General Plan, the Land Use Plan reflects the project site as Public/Quasi Public. Therefore, the project would have **no impact** on forest lands.

2d). Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The proposed project is not located in forestland and the project would not result in loss of forestland or conversion of forest land to non-forest uses. Therefore, the project would have **no impact** on forestlands.

2e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

The proposed project location is zoned Public/Quasi public and has been used as a solid waste facility since 1936. There are no farmlands at the subject site that could be converted to non-agricultural uses. Therefore, the project would have **no impact** on other changes in the existing environment.

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

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

Discussion and Conclusions

The Federal Clean Air Act Amendments (CAAA) and the California Clean Air Act (CCAA) establish and enforce air quality standards at the federal and state levels. The Monterey Bay Air Resources District (MBARD) is the local agency responsible for regulating air pollution sources in Monterey, Santa Cruz, and San Benito counties. To fulfill air quality planning requirements, MBARD developed the *2012–2015 Air Quality Management Plan for the Monterey Bay Region* (AQMP), along with CEQA Air Quality Guidelines used to evaluate air quality impacts under the California Environmental Quality Act.

For the purposes of this Initial Study, an exceedance of any California Ambient Air Quality Standard (CAAQS) is considered a significant impact. Ambient air quality is typically measured by the concentrations of criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead, and particulate matter—specifically PM_{10} (particles with diameters of 10 microns or less) and $PM_{2.5}$ (particles with diameters of 2.5 microns or less).

The project site is located within the North Central Coast Air Basin (NCCAB), which includes Monterey County. The NCCAB is designated as non-attainment for both the state 8-hour ozone standard and the state PM_{10} standard. MBARD has established significance thresholds for emissions of criteria air pollutants and precursors during both construction and operation phases.

As part of this Initial Study, the project would be considered to have a significant air quality impact if emissions from construction or operation exceed any of the following thresholds:

Air Quality Threshold of Significance Construction Impacts

Source	Threshold of Significance / CalEEMod Value
PM_{10} Direct Emissions	**82 lb/day /**

Air Quality Thresholds of Significance Operational Impacts

Source	Threshold of Significance / CalEEMod Value
VOC (ROG)	137 lbs/day
NO_X	137 lbs/day
PM_{10}	82 lbs/day
SO_X as SO_2	150 lbs/day

CO	LOS at intersection/road segment degrades from D or Better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more.

Air quality impacts from the project construction and operations were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. This model uses a variety of inputs such as building square footage, location, uses, coatings, vehicle trips and other project information to estimate project emissions. The results are detailed in the table below and as compared to the threshold values in the table above, all the pollutants are well below the thresholds of significance.

Air Quality Threshold of Significance CalEEMod Values

Source	CalEEMod Value
PM_{10} Direct Emissions	**.80 lb/day /**

Air Quality Thresholds of Significance Operational Impacts

Source	CalEEMod Value
VOC (ROG)	1.41 lbs/day
NO_X	1.34 lbs/day
PM_{10}	0.03 lbs/day
SO_X as SO_2	0.01 lbs/day
CO	No change in LOS rating

Additionally, the CEQA Air Quality Guidelines identify a threshold for earthmoving activity that may result in temporary significant PM_{10} impacts. For this project site, which involves minimal earth disturbance, the applicable threshold is 8.31 acres of disturbed surface area per day. The total area to be disturbed by this project is less than one acre, which is well below the threshold for potentially significant impacts.

Furthermore, the proposed waste receiving building will be equipped with an on-demand misting system designed to suppress dust when dry loads are tipped onto the transfer floor. This system will also have the capability to disperse an odor-neutralizing additive into the mist, if excessive odors are detected.

3a). Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Monterey Bay Air Resources District (MBARD) 2015 Air Quality Management Plan focuses on achieving compliance with the 8-hour California ozone standard. Key components of the plan include an emissions inventory, air quality trend analysis, and a mobile source emissions reduction program. Reducing nitrogen oxide (NO_x) emissions from mobile sources is the primary strategy for meeting the state 8-hour ozone standard. MBARD has successfully met both federal and state ozone standards for the past five years. The proposed project is expected to generate very low daily NO_x emissions, as illustrated in the emissions chart provided above. Therefore, the project would not conflict with or impede implementation of the Air Quality Management Plan and would result in a **less than significant impact.**

3b). Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

As seen by the above referenced data, the project emissions will not approach any of the air quality thresholds of significance as determined by the CalEEMod analysis. Additionally, the District enjoys attainment of all seven of the ambient air quality standards for both state and national standards. This project will have a **less than significant impact** on air quality standards.

3c). Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The vehicle trips from the transfer station operation are projected to increase locally by approximately 721 combined residential and commercial vehicles per operating day. However, this increase will be partially offset as more local residents utilize the project site for waste disposal services, rather than driving to facilities in Salinas, Gonzales, or Marina. The project will provide a convenient local disposal option for waste materials in a part of Monterey County that currently lacks an accessible drop-off location for such waste. The site is near Prunedale, an unincorporated town with a population of over 17,000. While the area is served by curbside collection of garbage, recycling, and yard waste, it is a rural area with large parcels that generate more waste than can be handled by curbside totes. This region also faces challenges with illegal dumping, and the addition of a nearby, affordable disposal facility for North County and Salinas residents and businesses would help mitigate these issues.

Many residents in the area stockpile green waste and brush clearing materials, often burning them in the winter when permitted. Currently, if residents choose to self-haul these materials, they must transport them to transfer stations in Salinas, the landfill in Gonzales, or the Monterey Peninsula Landfill in Marina—each requiring at least an hour of round-trip travel, which is not convenient. The proposed project will reduce open burning, cut down on travel time, and decrease vehicle miles traveled, all of which will contribute to lowering greenhouse gas (GHG) emissions. Additionally, by directing materials to this facility, they will be diverted from landfills, preventing methane emissions, a potent greenhouse gas, from being generated during waste degradation. Furthermore, the region is not in non-attainment for any ambient air quality standards, whether state or federal. As such, the project will not contribute to a

cumulative increase in criteria pollutants in non-attainment areas nor violate existing air quality standards, thus having a **less than significant impact**.

3d). Would the project expose sensitive receptors to substantial pollutant concentrations?

As the chart above demonstrates, the project would not generate any substantial pollutant concentrations. The closest sensitive receptor is a landowner near the project site at approximately 900 feet, therefore having **no impact**.

3e). Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Odor impacts are influenced by various factors, including the source of the odors, wind direction and intensity, and the proximity of sensitive receptors. The materials at the transfer station will be stored indoors and regularly hauled offsite, which will help contain odors. Additionally, the site will implement an Operations Odor Impact Minimization Plan (OIMP), outlining procedures to address odor issues or complaints. The nearest sensitive receptor is located approximately 900 feet away, and the prevailing winds generally come from the west, blowing away from residential areas. During the time the site was an active landfill, there were no anecdotal reports of odor complaints. Therefore, the project is expected to have a **less than significant impact** regarding objectionable odors.

4. BIOLOGICAL RESOURCES Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Have a substantial adverse effect, either directly or through habitat modifi cations, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian, aquatic or wetland habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	

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

Discussion and Conclusions

The project is located on an approximately 5-acre mostly paved portion of the 160-acre closed landfill property in an unincorporated portion of northern Monterey County, California located north of the city of Salinas. Much of the existing pavement was constructed as part of the landfill closure project in 2010. The project location is near the entrance to the facility and is not located in proximity to any biotic resources such as streams or wetlands. Since the landfill was closed using synthetic turf rather than soil, the area near the proposed transfer station project has not been identified as suitable habitat for critical biological resources. The stormwater from the closed landfill is conveyed to two detention basins where stormwater is allowed to settle and drop out sediment before discharging from the southernmost part of the site. The uppermost detention basin is typically dry from May through October, while the lower basin retains water most if not all of the year.

4a). Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The project site is located on a closed landfill that began operations in 1936 and has been highly disturbed until closure activities began in 2010. The project area is primarily situated on paved asphalt, while the surrounding closed landfill spans 72 acres, 66 of which are covered in synthetic turf that has no biological value. The remaining 6 acres have a cover system consisting of an impermeable geomembrane and 2 feet of cover soils designed to support vegetative growth, though it does not support shrubs or trees that could be considered habitat. There is no biotic habitat in the vicinity of the transfer station project, and no habitat creation or modification is planned as part of this project. Both the 2002 EIR (SCH – 2000021027 section 3.1.7) and the subsequent 2010 ISMD (SCH-2009011062 section 4.a., which are incorporated herein by reference, assessed the potential presence of sensitive or special-status species on the landfill site. A list of special-status species recognized by the California Department of Fish and Game, U.S. Fish and Wildlife Service, and the California Native Plant Society was compiled. Site surveys confirmed the absence of special-status plant or wildlife species, though certain bird species may potentially nest or forage near the site. The 2010 ISMD (SCH-2009011062) included a map (Figure IV-2) showing recorded occurrences of special-status species within a one-mile radius of the landfill site, with none of these occurrences falling within the project location. Therefore, the project will have a **less than significant impact** on any sensitive or special-status species.

4b). Would the project have a substantial adverse effect on any riparian, aquatic or wetland habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

The site contains two stormwater sediment detention basins that manage stormwater prior to its discharge into receiving waters. The upper basin eventually drains into the lower basin, which is located approximately 2,000 feet to the south of the project area. The upper basin remains dry for most of the

year, while the lower basin stores stormwater discharge and releases it in an orderly manner to prevent flooding downstream. A siphon piping system is activated during non-storm periods to maintain adequate freeboard as required by the Regional Water Quality Control Board. The lower basin retains water year-round in most years and supports waterfowl and amphibians, primarily bullfrogs. As part of site closure activities, this control basin was improved, and stormwater basin activities were monitored by a certified biologist, who conducted pre-construction surveys between 2014 and 2017 to look for the California tiger salamander and California red-legged frog. No protected biological resources were found during these surveys, primarily due to the overabundance of bullfrogs which view these species as prey. The bullfrogs continue to be a dominant presence in the lower pond year-round. As noted in

The site is enrolled in the General Permit for Storm Water Discharges Associated with Industrial Activities and maintains an extensive Storm Water Pollution Prevention Plan. The site adheres to permit monitoring and reporting requirements and has maintained a Level 1 status since the permit's inception, with no Numeric Action Level exceedances. Site-specific Best Management Practices (BMPs) are strictly followed and will be updated to reflect the new activities associated with this project. All waste handling will take place under the cover of buildings to minimize the impact of inclement weather on stormwater discharge. In addition, regular sweeping, litter cleanup, and timely removal of waste and recycling materials are part of the BMPs. As a result, the project will have a **less than significant impact** on sensitive aquatic habitats.

4c). Would the project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No federally protected wetlands are located within the project area. The project area is served by an existing man-made concrete and turf drainage system that directs stormwater to a sedimentation basin located 2,000 feet away. No changes are planned for this system, and the project will not increase runoff or alter the existing drainage and conveyance infrastructure in any way. There will be no direct removal, filling, or hydrological disruption of the system, and no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act. However, solid waste and recycling collection and transportation activities could potentially contribute to stormwater contamination. The site is enrolled in the General Permit for Stormwater Discharges Associated with Industrial Activities, which mandates the implementation of best operational practices and regular stormwater monitoring to mitigate contamination risks. As a result, the project will have a **less than significant impact.**

4d). Would the project 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?

The project area consists of asphalt, concrete and synthetic turf surfaces and do not lend themselves to wildlife activities that would be found in areas that have vegetative cover or riparian corridors. For this reason, the project would not 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. The project site has perimeter fencing that is a minimum of three stranded barbed wire. The project will have **no impact**.

4e). Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

There are no anticipated modifications to any existing biological resources, there are no conflicts with local policies or ordinances protecting biological resources. It is anticipated that the project will require the removal of 6 existing trees. Two ash trees, one Monterey Cypress, one Palm Tree, and two Coast Live Oak trees. All the trees will be replaced with Coast Live Oak trees with the non-native trees replaced at a 1:1 ratio, and the Coast Live Oak and Monterey Cypress trees being replaced at a 2:1 ratio. The replacement trees will be planted in an appropriate location onsite either on the westernmost part of the property that is currently leased as an archery range, or at the southern end of the property near the stormwater detention basin per the Arborist Report prepared for this project and County requirements. The project will have **less that significant impact** on local policies or ordinances protecting biological resources.

4f). Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Project is not located within any habitat conservation plan, natural community conservation plan, or any other habitat conservation plan, so the project would have **no impact**.

5. CULTURAL RESOURCES Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion and Conclusions

5a). Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Consistent with the criteria set forth in California Code of Regulations, Title 14, Section 15064.5, a records search and site evaluation were conducted for the proposed project site to determine the presence of historical resources. The investigation concluded that no historical resources, as defined under § 15064.5(a), are present on the property. The site does not contain any structures, features, or objects eligible for listing in the California Register of Historical Resources, nor does it appear to be associated with significant historical events, persons, or possess distinctive characteristics of a type, period, or method of construction. As such, the project is not anticipated to

result in a significant impact to historical resources under CEQAAs noted in EIR SCH 2009011062, the site has been operating as a landfill since the mid 1930's and in that time there has been no evidence of historical resources found during the earthmoving, excavating, and landfill activities while the site was operational. Based on the prior use of the site as a landfill, and the fact that the current use is a closed landfill, there is not expected to be any substantial adverse change in the significance of a historical resource at the site, as such the project will have **Less than significant impact** on historic resources.

5b). Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The proposed project site was evaluated for the presence of archaeological resources. Based on the findings of an archaeological survey and a review of existing records, no archaeological resources as defined under Section 15064.5 were identified within the project area. In addition, field reconnaissance survey revealed no traces of prehistoric cultural resources at the site EIR (SCH – 2000021027) and the subsequent ISMND (SCH-2009011062). There are no portions of the project site that have not been disturbed from the native condition at some point in the past 70 years due to landfill and road construction activities. Since there are no archaeological resources at the site, there will be no adverse changes to such a resource and the project will have a **less than significant impact** on archeological resources.

5c). Would the project disturb any human remains, including those interred outside of formal cemeteries?

The project location is on a highly disturbed site that has been used as a solid waste facility for almost 90 years. In the unlikely event there were any human remains disocovered at the site, they would not be at a location that would be located by any of the project activities. In the unlikely event that remains found, the requirements of Health and Safety Code 7050.5 would be applicable. The project will have **a less than significant impact** disturbing human remains.

6. ENERGY Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Discussion and Conclusions

6a). Would the project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or

operation?

Project construction will involve energy use primarily in the form of fuel consumption for standard construction equipment, delivery trucks, and worker vehicles. All equipment used will comply with applicable State and Federal fuel efficiency and emissions standards. Construction practices will follow conventional methods typical of similar infrastructure projects in the region, and no aspects of the project would require unique or energy-intensive construction techniques. As such, energy use during construction would not be considered wasteful or inefficient.

During operation, the facility will utilize heavy equipment and transfer vehicles consistent with standard industry practices for solid waste management. Energy consumption will also occur through employee and customer vehicle trips. All on-site operations will use electricity supplied by Pacific Gas and Electric (PG&E), a utility with a growing renewable energy portfolio. As of 2021, PG&E delivered 50 percent of its electricity from renewable sources such as solar, wind, geothermal, small hydroelectric, and bioenergy. PG&E met California's 2020 renewable energy targets ahead of schedule and is on track to achieve the 60 percent renewable mandate by 2030, in accordance with Senate Bill 100.

Because the facility serves an essential public function—providing solid waste and recycling services—its energy consumption is necessary and not excessive. Given the standard nature of construction and operational practices, compliance with applicable energy standards, and the facility's alignment with state energy goals, the project would not result in wasteful, inefficient, or unnecessary energy use.

The project would have a **less than significant impact** related to the consumption of energy resources.

6b). Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project will not conflict with or obstruct the implementation of any state or local plans related to renewable energy or energy efficiency. The site will be served exclusively by electrical power, with no natural gas systems or devices proposed. All lighting, electrical systems, and equipment used in construction and operation will comply with the most current energy efficiency standards, including those set forth in the California Energy Code (Title 24, Part 6).

Electricity will be supplied by Pacific Gas and Electric (PG&E), whose energy portfolio includes a substantial and growing share of renewable resources. As of 2021, PG&E delivered approximately 50 percent of its electricity from renewable sources such as solar, wind, geothermal, small hydroelectric, and bioenergy. PG&E remains on track to meet California's SB 100 mandate of 60 percent renewable energy by 2030.

Because the project is consistent with applicable energy standards and will utilize a renewable energy supply, it does not conflict with any adopted plans or policies promoting energy efficiency or renewable energy development.

The project would result in **no impact** on state or local renewable energy or energy efficiency plans.

7. GEOLOGY AND SOILS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
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? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Discussion and Conclusions

Previous environmental reviews have thoroughly evaluated the potential impacts of the project on site geology and soils. Key findings from these studies are summarized below and are incorporated by reference:

- **EIR - SCH 1999101050 (Permit Revision, Section 3.4):** This section comprehensively examined the site's geologic formations, proximity to seismic faults, soil types, liquefaction potential, and landfill design considerations for maximum probable seismic events. The analysis concluded that the project would result in **less than significant impacts**.
- **EIR - SCH 2000021027 (Regional Solid Waste Facilities, Section 3.1):** This report evaluated the geologic setting, subsurface formations, mineral resources, and geologic hazards associated with the site, along with applicable soil types, ordinances, and regulations. It also concluded that the project would have **less than significant impacts** on geology and soils.

- **EIR - SCH 209011062 (Closure Project, Section VI):** This study addressed the geologic context, fault locations, and soil classifications, similarly determining that the closure project would result in **less than significant impacts**.

7ai). Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

There are no known active faults underneath the project site. The nearest known fault (Zayante-Vergeles) is about one mile away, while the San Andreas Fault is about 6 miles away. While there have been three recent significant seismic events in 1906, 1926, and 1989, none of them affected the project site detrimentally. There are no known faults underneath the project location, and the project site has no features that make it susceptible to seismic impacts which would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, resulting in a **less than significant impact**.

7aii). Would the project cause directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground shaking?

The San Andreas Fault, located approximately 5.8 miles from the project site, is the most likely source of strong seismic ground shaking in the region. In the event of a major earthquake, seismic shaking could potentially result in ground movement or structural stress that might directly or indirectly affect the stability of landfill containment systems, paved surfaces, or on-site infrastructure. However, the landfill containment system and associated site structures have been specifically designed, engineered, and constructed to withstand the effects of a maximum probable seismic event. These engineering measures significantly reduce the likelihood of structural failure or environmental release during or after an earthquake.

The project itself does not involve activities—such as deep well injection, hydraulic fracturing, or large-scale subsurface excavation—that are known to induce or trigger seismic events. As such, the project is not expected to cause or contribute to seismic activity. Therefore, the potential for the project to result in or exacerbate substantial adverse effects due to seismic ground shaking is considered **less than significant**.

7aiii). Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

The landfill is primarily composed of compacted fill and engineered materials, and the project area is situated on paved surfaces above the engineered cap.

Geotechnical investigations and engineering design have considered site-specific seismic risks, including the potential for liquefaction. Due to the engineered nature of the landfill cap and containment system, the site has low potential for liquefaction-related ground failure. Additionally, no

new significant below-grade construction or excavation is proposed that would disturb native soils or increase susceptibility to ground failure.

The site includes a Household Hazardous Waste (HHW) collection and storage building. This structure is used for the short-term collection and storage of small quantities of hazardous materials from residential sources. The building has been designed and constructed in compliance with applicable seismic safety and hazardous materials storage standards, including secondary containment and spill prevention measures. The project does not involve structures or facilities that would house occupants or sensitive uses. Therefore, the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, is considered **less than significant**.

7aiv). Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project is located on and adjacent to a closed landfill that was engineered, designed, and constructed in accordance with applicable state and federal regulations, including consideration of site-specific seismic conditions. As documented in the site 2010 Revised Final Closure Plan Rev.2 by Golder Associates (incorporated herein by reference), slope stability at the site has been evaluated multiple times—by GeoLogic Associates in 1993, Emcon Associates in 2004, and Golder Associates in 2009. These analyses were conducted to satisfy the requirements of Title 27 of the California Code of Regulations and were found to meet applicable stability criteria.

Given the engineered condition of the landfill, the relatively flat topography of the project area, and the absence of known landslide-prone features on or near the site, the potential for the project to cause or be affected by landslides is considered minimal. Therefore, the project would not directly or indirectly result in substantial adverse effects, including the risk of loss, injury, or death involving landslides. The impact related to landslides is considered **less than significant**.

7b) Would the project result in substantial soil erosion or the loss of topsoil?

The majority of the project is located on paved, impervious surfaces, eliminating the potential for soil erosion or loss of topsoil in the immediate project area. The only unpaved portions include a small parking area and the location of a water tank for the fire suppression system. Installation of the water tank will further reduce erosion potential by covering exposed native soil.

Soil erosion and loss of topsoil can be caused by natural factors, such as wind and flowing water, and human activity. Development of the project area would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Construction would also involve the use of water which may cause further soil disturbance. Such impacts would be addressed through compliance with regulations set by the State Water Resources Control Board (SWRCB). Namely, the SWRCB requires sites larger than one (1) acre to comply with the General Permit for Discharges of Storm Water Associated with Construction Activity. The General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control

erosion. BMPs specific to erosion control cover erosion or loss of topsoil. With these provisions in place, impacts to soil and topsoil by the Project would be considered **less than significant**.

7c). Would the project 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?

The project is located on a paved portion of the closed landfill that has been covered with asphalt for many years, with no evidence of significant settling or cracking. A subgrade foundation system for the proposed fabric buildings will be constructed in areas underlain by fill material. A geologic investigation was conducted for the project site, which included soil borings, a review of historical geotechnical data, and laboratory testing of soil, as documented in the Geotechnical Investigation of the Crazy Horse Canyon Landfill Entry Way Improvements by Pacific Crest Engineering (2025), which is incorporated herein by reference

The results of this investigation are being used to inform the foundation design and engineering to ensure that any potentially unstable areas are adequately addressed. Based on this site-specific geotechnical evaluation and the incorporation of appropriate engineering measures, the project is expected to have a **less than significant impact** related to on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse.

7d). Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The 2002 EIR (SCH – 2000021027) which is incorporated here by reference, examined the soil types on the subject property and determined that the dominant soil type is Arnold loamy sand which is derived from the Aromas Sand. This material and other on-site soils were used as cover and fill material. The geotechnical borings found clayey sand and silty sand in the area that will support the buildings. Neither of these soil types would be considered expansive and creating substantial risks to life or property. For these reasons the project have **no impact** on expansive soils.

7e). Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project is located on a closed landfill; therefore, the use of septic tanks is not proposed, as introducing additional water to the waste mass is not recommended. Sanitation will be provided through portable facilities, which eliminates any concerns related to the soil's ability to support septic systems. Waste from the portable facilities will be disposed of at the Monterey One Regional Treatment Plant in Marina Ca., which has appropriate treatment systems and adequate capacity. As a result, the project will have **no impact** related to the suitability of soils for septic tank use.

7f). Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project location was an active landfill for over 70 years and as such the entire site is highly

disturbed non disturbed native soils remaining at the site. There are no known paleontological resources at the site so there will be **no impact** on directly or indirectly destroying a unique paleontological resource or site or unique geologic feature.

8. GREENHOUSE GAS EMISSIONS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse				X

Discussion and Conclusions

Gases that trap heat in the atmosphere are known as greenhouse gases (GHGs) because they absorb heat radiated from the Earth, much like the glass of a greenhouse. The accumulation of GHGs is considered a primary driver of global climate change. While definitions of climate change may vary between regulatory authorities and within the scientific community, it is generally understood as the long-term alteration of Earth's climate due to both natural fluctuations and human activities that modify the composition of the atmosphere. Both natural processes and human actions contribute to GHG emissions.

8a). Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The project will generate temporary and limited greenhouse gas (GHG) emissions during construction, primarily from fuel combustion in construction equipment, worker commutes, and material delivery vehicles. These emissions will be short-term and cease upon completion of construction. During operation, GHG emissions will result from vehicle trips to and from the site, the operation of transfer station equipment, and electricity use.

The proposed transfer station is located in the rural northern portion of Monterey County, an area that currently lacks a local recycling and disposal facility. Currently to dispose of self-haul waste, recyclable commodities, and HHW the closest disposal facility for these residents is the Republic Services transfer station on Madison Lane in the Boronda community just outside of Salinas. To evaluate the potential change in vehicle miles traveled (VMT) under the proposed project, a comparison was conducted using three hypothetical users of the new transfer station versus the current disposal options. The three largest communities in the northern part of the Authority's service area—Prunedale, Aromas, and Las Lomas—were selected as representative origins. The chart below compares the distances from these communities to both the existing (Madison Lane Transfer Station in Salinas (MLTS) and proposed disposal site (NCTS):

Source Location	Miles To NCTS	Miles To MLTS	Difference in VMT
Thomas Rd Las Lomas	9.5 Miles	16 Miles	-6.5 Miles
Lillian Ln Prunedale	4.8 Miles	10.3 Miles	-5.5 Miles
Viola Drive Aromas dr	7.9 Miles	17.9 Miles	-10.0 Miles

Using this example, if each of these residents used a solid waste facility three times a year, it would result in 66 fewer VMT's for these three representative residences. Reducing VMT not only improves local traffic efficiency and lowers transportation costs for users, but also contributes to the reduction of greenhouse gas (GHG) emissions, aligning with regional and state climate action goals.

The operation of a solid waste transfer station will result in greenhouse gas (GHG) emissions from on-site equipment (e.g., loaders, compactors), vehicle traffic (including customer and haul trucks), and energy use for lighting and facility operations. However, the transfer station will follow standard industry practices and utilize energy-efficient, CARB-compliant equipment to minimize emissions. While some operational GHG emissions are unavoidable, they are limited in scope and necessary to support regional waste management infrastructure. Importantly, the project is expected to result in a net reduction in GHG emissions by decreasing vehicle miles traveled (VMT) by local users, enhancing waste diversion efforts, and aligning with state and regional climate action goals.

All electricity used on-site will be provided by PG&E, which, as of 2021, supplied approximately 50 percent of its electricity from renewable sources. PG&E is on track to meet California's SB 100 target of 60 percent renewables by 2030. The project does not include the installation or operation of stationary combustion equipment, natural gas systems, or other high-emission sources.

The project is consistent with statewide efforts to reduce GHG emissions and would not result in a substantial increase in operational emissions compared to existing baseline conditions. It also does not exceed commonly used screening thresholds established by regional air districts for small-scale utility and public works facilities.

This project will help reduce open burning (which generates CO2) by providing a local outlet for greenwaste disposal, illegal disposal (an identified problem in north County), decrease travel time and vehicle miles traveled for hauling materials. Moreover, bringing recyclable organic materials to the facility ensures that they will be recovered rather than sent to a landfill, where they would degrade and produce methane, a potent greenhouse gas. For these reasons, the project's GHG emissions are expected to have a **less than significant impact** on the environment.

8b). Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

The project is consistent with applicable state and regional plans aimed at reducing GHG emissions, including the California Air Resources Board's (CARB) Scoping Plan and SB 32, which calls for statewide GHG emissions to be reduced to 40 percent below 1990 levels by 2030. The project does not involve land use changes, high-emission facilities, or significant traffic generation that would conflict with regional Climate Action Plans or GHG reduction strategies.

In addition, the project supports environmental stewardship by enabling solid waste transfer and recycling, thereby supporting landfill diversion goals and reducing methane emissions from waste disposal. The project would result in **no impact** with respect to consistency with GHG reduction plans and policies.

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

Discussion and Conclusions

9a). Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

During construction the project site will have hazardous liquid materials such as motor oil, diesel fuel, gasoline, and hydraulic fluid used by the on-site equipment. These are common substances at construction sites and the equipment operators will be versed in the safe handling and cleanup of these types of materials. During operations, the site will have a small (2000 gallon red and 500 gal clear) diesel

storage tank for fueling mobile equipment along with small amounts of lubricating fluids will be kept onsite for maintenance usage. There will be a Site Safety Plan as well as a Business Response Plan that will detail the proper use and safety of hazardous materials. All of these materials will be stored and utilized in accordance with all applicable regulations.

The proposed transfer station project includes the operation of a Household Hazardous Waste (HHW) collection facility. The purpose of this facility is to safely collect, store, and dispose of common household chemicals and finishes to prevent them from becoming comingles with the solid waste stream. The HHW facility is designed as a mitigation for illegal and unsafe disposal of hazardous wastes and SVSWA has operated HHW facilities for over 25 years without incident. SVSWA staff are trained in the proper reception, handling, and disposal of these materials. This project would have a **less than significant** hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and may help mitigate illegal dumping in the region that may contain hazardous materials.

9b). Would the project 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?

As mentioned above, all handling, use, transportation and disposal of hazardous materials and waste materials will be performed as required by all local, state and federal regulations. SVSWA has a lengthy track record of successfully managing these materials and will continue to ensure that hazardous materials will not 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 resulting in a **less than significant** impact.

9c). Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project is not located within one-quarter mile of an existing or proposed school so the project would have **no impact** related to emitting hazardous or acutely hazardous materials.

9d). Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Government Code Section 65962.5 (Cortese List) identifies hazardous waste sites. This project is not identified on the list and is not a hazardous material site. and thus the project would have **no impact.**

9e). For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The project is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. As a result, the project would have **no impact** related to safety hazards for people residing or working in the project area.

9f). For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project is not located within the vicinity of a private airstrip, and would have **no impact** causing a safety hazard for people residing or working in the project area?

9g). Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project location is easily accessible from Crazy Horse Canyon Road, both from the north and south of the site. As part of the project improvements, the site will be made more accessible for vehicles by providing longer queuing lanes and enhancing traffic safety with the addition of merge lanes, center turn lanes, and merging lanes. The site will also include appropriate fire lanes to accommodate emergency vehicles. None of the proposed activities or uses will impair or physically interfere with the implementation of an adopted emergency response or evacuation plan. Therefore, the project will have **no impact** on any adopted emergency response or evacuation plans.

9h.) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The Project is located on paved surfaces within a closed landfill spanning over 70 acres, which is covered by a non-flammable synthetic surface, resulting in a low risk of wildland fires. To the east, rangeland classified as a moderate fire hazard severity zone lies across Crazy Horse Canyon Road, which serves as a natural buffer and reduces fire risk. Areas to the north and west are designated as high fire hazard severity zones; however, the 70-acre non-combustible landfill provides a substantial buffer in those directions. The nearest combustible growth to the north is about 2000 feet away, and to the west about 1500 feet. Additionally, the additional limited traffic only adds a small additional exposure to potential wildland fires which would not constitute a significant adverse risk. Therefore, the Project would have a **less than significant impact** in terms of exposing people or structures to the risk of loss, injury, or death from wildland fires.

10. HYDROLOGY AND WATER QUALITY Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	

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 a substantial erosion or siltation on-or offsite;			X	
ii. Substantially increase the rate of amount of surface runoff in a manner which would result in flooding on – or offsite;			X	
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				X
iv. Impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a ground water control plan or sustainable groundwater management plan?			X	

Discussion and Conclusions

10a). Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The closed landfill is already subject to the General Permit for Storm Water Discharges Associated with Industrial Activities (Industrial General Permit or IGP) (Order 2014-0057-DWQ). Stormwater from the project site is conveyed to a detention basin located at the southernmost portion of the site, where the water settles before being discharged. The site has maintained an excellent compliance record and remains in "Level 1" status. The new project activities will be incorporated into the existing Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes Best Management Practices (BMPs) to prevent pollutants from site activities from affecting stormwater discharge. These BMPs include covering waste materials with shelters, regular housekeeping (such as sweeping and litter control), spill control, and using filter socks to filter runoff.

Under the IGP, the transfer station is classified under Standard Industrial Classification 5093, which requires additional sampling of stormwater discharge constituents. The added parameters include iron, lead, aluminum, zinc, and chemical oxygen demand, in addition to the existing requirements of pH, oil and grease, and total suspended solids. Stormwater discharge sample results will be compared to the Numeric Action Levels (NALs) to assess the effectiveness of the BMPs. If NALs are exceeded, the IGP mandates the implementation of additional BMPs to improve site operations until the NALs fall below the prescribed limits. By adhering to these measures, the project will have a **less than significant**

impact on waste discharge requirements, with mitigation measures ensuring compliance with best stormwater management practices and appropriate adjustments if monitoring exceedances occur.

The closed site adheres to the requirements of Waste Discharge Requirements R3-2013-0016 which dictate the closure activities and the monitoring and reporting requirements of the site. This project will not interfere with the provisions of these regulations.

10b). Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project site does not contain a groundwater supply well, and much of the closed landfill is covered with either liner material or asphalt, making it largely impervious. A key design feature of closed landfills is to limit water infiltration in order to reduce the risk of groundwater contamination.

The facility will require a one-time water use of approximately 200,000 gallons to fill the on-stie water storage tanks for fire suppression through an automatic sprinkler system in the buildings. In addition, the project will require ongoing operational water usage of approximately 7,000 gallons a week during the dry months which will result in an annual usage of approximately 300,000 gallons annually. The first year total water utilization is estimated at 500,000 gallons per year, and the subsequent years the estimate is 300,000 gallons per year. The impact on the source of the water depends on the source. There are three likely scenarios related to water sources, all which rely on groundwater. There is a private water system less than an mile away that is a potential source, there is a municipal hydrant 2.8 miles away, and the other potential source is the SVSWA supply at the Johnson Canyon Landfill. All three of the locations draw from different regional subbasin aquifers so the effects on each depend on which subbasin the water is drawn from based on the annul draw from the given subbasin aquifer. Analysis of the annual impact as a percentage of the consumption of the water from the three sources is as follows:

Water Source	Annual Draw	Project Annual Need	Project Draw %
Local Private Source – Langley Area Subbasin	583,000,000 gallons annual draw all sources	Yr. 1 500,000 gallons Yr 2 + 300,00 gallons	0.08578% 0.0514%
Municipal Hydrant – 180/400 ft Aquifer Subbasin	38,7000,000,000 gallons annual draw all sources	Yr. 1 500,000 gallons Yr 2 + 300,00 gallons	0.00132% 0.00079%

Johnson Canyon Landfill – Eastside Aquifer Subbasin	26,950,000,000 gallons annual draw all sources	Yr. 1 500,000 gallons Yr 2 + 300,00 gallons	0.00186% 0.00111%

As demonstrated above, the amount of water used for the project compared to the amount of water drawn from the available groundwater resource is negligible. In fact, the amount of water used for the project on an annual basis is about equivalent to one single-family home of 5 occupants.

This project will result in a net increase of approximately one-third of an acre of impervious surface. This includes paving a small area of previously disturbed, unpaved ground near the entrance for employee parking; installation of the waste loadout area, which includes small unpaved sections; and the placement of water storage tanks for fire suppression on a flat area above the transfer station.
Given that the site currently has approximately 71 acres of impervious surface, the additional paving will have a negligible effect on runoff. Existing site infrastructure is sufficient to accommodate this modest increase. Furthermore, the two on-site sedimentation basins, which allow for limited groundwater recharge, will remain unaltered.

As such, the project will not interfere with groundwater recharge or significantly impact groundwater supplies. Therefore, the project would have a **less than significant impact** on groundwater resources.

10c-i). Would the project result in a substantial erosion or siltation on-or offsite;

The project will involve limited disturbance to the limited unpaved areas on site, all of which are previously disturbed. These areas will be covered either concrete, asphalt, or a water storage tanks as described in Section 10b. As a result, the potential for erosion or siltation is minimal. Best management practices surrounding soil erosion and siltation are described in the site SWPPP as well. Therefore, the project would have a **less than significant impact** related to erosion or siltation.

10c-ii). Would the project substantially increase the rate of amount of surface runoff in a manner which would result in flooding on – or offsite;

Runoff calculations for the entire 79-acre site were conducted as part of the 2010 Final Closure Plan, Rev. 2 prepared by Golder Associates (incorporated herein by reference). The analysis utilized the TR-55 method to model three drainage subbasins, including the area encompassing the current project. The purpose of the study was to evaluate the capacity of on-site detention basins to manage peak stormwater flows.

The study concluded that the site's existing drainage infrastructure—including conveyance systems and detention basins—is more than adequate to accommodate stormwater runoff during a 100-year, 24-hour storm event, with additional storage capacity available.

The current project will add approximately 0.23 acres of impervious surface to previously unpaved, disturbed areas. This increase represents just 0.0029% of the total drainage area. As such, the resulting increase in runoff would be negligible and would not significantly affect the performance of the existing stormwater management system. Therefore, the project would have a **less than significant impac**t on

surface water runoff.

10c-iii). Would the project 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.

All drainage conveyance and storage systems were engineered and constructed during site closure activities in 2012–2013 and have remained in place since that time. As noted in Section 10c-ii, the project will not create or contribute runoff that exceeds the capacity of the existing drainage system. No additional drainage facilities are anticipated or required, as the current infrastructure is fully capable of managing the minor increase in runoff resulting from the limited additional hardscaping proposed by the project.

Potential sources of polluted runoff from site activities are addressed in Section 10a above.

Therefore, the project will have **no impact** on the existing drainage capacity of the site or surrounding area or provide substantial additional sources of polluted runoff.

10c-iv). Would the project impede or redirect flood flows?

The site is not located within a 100-year flood area and there are no flood flows in the project area and no structures or modifications because the project that will result in impeded or redirected flood flows, so the project will have **no impact.**

10d). Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The project is not within a 100-year flood zone, is located well inland from the Pacific Ocean, and will not contribute additional storm or floodwaters in any fashion, or cause inundation by a seiche, tsunami, or mudflow. The project would have **no impact** on site flood hazard, tsunami, or seiche zones, nor risk release of pollutants due to project inundation.

10e). Would the project conflict with or obstruct implementation of a ground water control plan or sustainable groundwater management plan?

The project site is located within a subbasin of the Salinas Valley Groundwater Basin. In January 2022, the Salinas Valley Basin Groundwater Sustainability Agency approved the Groundwater Sustainability Plan (GSP) for the Langley Area Subbasin. According to the GSP, the plan "describes current groundwater conditions, develops a hydrogeologic conceptual model, establishes the water budget, outlines locally defined sustainable management criteria, and provides projects and management actions that can be used to reach sustainability by 2042."

A review of the GSP indicates that the project site is not located within any public or private water service areas, nor is it near any designated groundwater monitoring locations. Additionally, there is no domestic water well on the site. Water usage at the project location is minimal, with the primary demand being the

fire suppression system, which requires a one-time fill of 200,000 gallons—approximately equivalent to the annual water use of a single-family residence.

Therefore, the project would have a **less than significant impact** on water quality control measures and groundwater sustainability management efforts.

11. LAND USE / PLANNING Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Physically divide an established community.				X
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion and Conclusions

11a). Would the project physically divide an established community.

The project site has been utilized as a solid waste facility at the location for over 90 years and was established prior to most of the communities that have developed around it. The areas to the west and south of the project location are low density rural residences, and the areas to the north and east of the site are cattle grazing land. The project will have no **impact** on dividing an established community.

11b). Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The land use of the project site is governed by the North County Area Plan, which provides the General Plan goals and policies for this area of Monterey County and designates its General Plan Land Use categories. The project site, as well as the entire landfill area is zoned Public/Quasi public. The Project does not require a General Plan Amendment, rezoning approval, or change of land use. The project is compatible with and will not adversely affect surrounding uses, thus having **no impact**.

12. MINERAL RESOURCES Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
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?				X

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?				X

Discussion and Conclusions

12a). Would the project 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?

As noted in prior EIR SCH 2009011062, the notable mineral extraction areas in the northern Salinas Valley are dolomite at Natividad, limestone at Pico Blanco, and a few sand and gravel pits in various locations throughout the County. There are no known mineral resources of value to the region and state within the project area. The project would have **no impact** of known mineral resources of value.

12b). Implementation of the project would not result in the loss of availability of a known mineral resource as the project location is not a known mineral resource. Therefore the project would have **no impact** in the loss of a locally important mineral resources recovery site.

13. NOISE Would the project result in:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise level 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?			X	
b) Generation of excess groundborne vibration or groundborne noise levels			X	
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?				X

Discussion and Conclusions

13a). Would the project result in the generation of a substantial temporary or permanent increase in ambient noise level 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

Background noise levels were collected for multiple analyses during the operation of the landfill in 1993, 1999, and 2000. Noise impacts were extensively studied in the closure Environmental Impact Report (EIR) (SCH 2009011062), which referenced construction activity impacts, the Permit Revision

EIR (SCH-1999101050), and the Regional Solid Waste Facilities EIR (SCH 2000021027). These reports include ambient noise levels from surrounding areas, including residential locations, as well as measured and predicted noise level modeling for the site and local traffic intersections. Each document concluded that the impacts from construction and active landfill operations were less than significant. Additionally, the traffic noise on Crazy Horse Canyon Road was identified as one of the primary noise sources in the area.

The County of Monterey's noise control ordinance (10.60.010) for unincorporated areas prohibits the operation of equipment that exceeds 70 decibels (dBA) at a distance of 50 feet. This ordinance was updated in 2024 from the previous limit of 85 dBA at 50 feet. A review of the ordinance's history indicates that the primary goal of the update was to reduce neighborhood disturbances from loud amplified music events. While the ordinance makes exceptions for aircraft, religious purposes, permitted outdoor gatherings, emergency vehicles, and commercial agricultural operations, it does not provide an exemption for construction or site operation activities, unless the operation occurs more than 2,500 feet from an occupied dwelling. The proposed project will generate noise from both construction and operation stages.

Construction of the project will involve activities such as soil excavation, foundation and retaining wall installation, fire suppression water tanks, pumps, hydrants, and the erection of tension fabric buildings. This work will require the use of heavy equipment, including graders, excavators, backhoes, compactors, bulldozers, and other earthmoving machinery. Noise levels for construction equipment at 50 feet are expected to range from the mid-70 dBA to the upper 80 dBA levels. The operation of this equipment will involve both low-power output periods and bursts of high-power output, meaning the noise levels will fluctuate. While the noise levels of construction equipment will exceed the County noise control ordinance of 70 dBA at 50 feet, they will be lower than the ambient traffic noise levels measured at various locations along Crazy Horse Canyon Road (see below). Additionally, construction activities will be limited to a duration of several months and restricted to operating hours from 8:00 am to 5:00 pm, with no evening or weekend construction activities. Due to the size of the site and location of the construction that the vast majority of the construction will take place more than 50 feet from the property line, and the construction taking place within the roadway area will be less than ambient levels.

Most of the sounds associated with the operation of the transfer station will be related to routine vehicle traffic, including commercial vehicles and loading equipment with backup alarms. The loader, a piece of heavy equipment used to clear the tipping floor area and load materials into transfer trucks, is equipped with a backup alarm to alert people nearby when the equipment is in reverse. The factory setting for this alarm is 112 dBA. To replicate site conditions, staff performed a sound study at the Crazy Horse Landfill on April 21 and 22, 2025, using a Risepro sound level meter to measure the noise generated by the loader backup alarm. The following results were obtained by measuring the decibel levels at various distance intervals:

<u>Crazy Horse Project Location Wolo Mfg BA-500 Backup Alarm</u>

Distance From Alarm	Maximum Decibels

0 Feet	109.5
50 Feet East	68.3
50 Feet South	66.7

Crazy Horse Canyon Road Intersections Various Locations

Location	Maximum Decibels (dBA)
Crazy Horse Rd and Wild Horse Rd	75.1
Crazy Horse Rd and Salinas Bowman Entry	80.2
Crazy Horse Rd and Project Site Entrance	84.5
Crazy Horse Rd and Chapin Rd	86.0

The results show that the loudest equipment at the location is within the standards set by the County's sound ordinance based on the testing conducted. However, the addition of moving operational equipment and buildings may alter the acoustic dynamics in undetermined ways. The results also indicate that the primary source of elevated sound levels exceeding the County noise control ordinance's acceptable limits is vehicle road noise, particularly from tractor trailers associated with nearby aggregate and construction businesses, as evidenced by the sound readings on Crazy Horse Canyon Road.

The operational site is situated in a low spot on a benchland area, surrounded by an earthen berm, which is located below the landfill and above the nearest receptors, providing additional mitigation against offsite noise impacts. There are no schools, hospitals, or other large sensitive receptors within the project vicinity. Site workers will be provided with appropriate personal protective equipment (PPE) to mitigate any potential noise exposure, as required by occupational safety standards.

Considering the existing ambient road noise levels, the project will have a **less than significant** impact on noise levels in the area.

13b). Would the project result in the generation of excess groundborne vibration or groundborne noise levels

During construction there will be no blasting activities but there will be limited track vehicle utilization including excavators and small bulldozers. However, the distance from the nearest sensitive receptor is such that no vibrations will be felt by adjacent landowner. During operations, all equipment used at the site will be rolling stock and have wheels so there will not be the groundborne vibrations found with track style equipment. Finally, the adjacent roadways are already subject to existing groundbourne vibration from trucks and other wheeled vehicles and operations will be consistent with existing baselines. There will be a **less than significant impact** related to ground vibrations for the project both during construction and operations.

13c). 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?

There are no airports or private airstrips near the project thus the project will have **no impact**.

14. POPULATION / HOUSING Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion and Conclusions

The project is located a rural area of North Monterey County that has dispersed low-density residential homes on large ranch style lots. The project will be located on a 160 acre parcel that is a closed landfill that cannot ever support any sort of residential development.

14a). Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The area already has existing services similar to that offered by the project – albeit a further distance away. As a result, the addition of a local service will not induce substantial unplanned population growth, as such growth would have already occurred if this were the case. Therefore the project will have a **less than significant** impact on unplanned population growh.

14b). Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed project would not affect population and existing housing to an extent greater than previous site operations, which would result in **no impact**.

14c). Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project will not result in the demolition of any housing and does not include any activities and would cause displacement of people requiring the construction of replacement housing. Therefore, the project will have **no impact** on population or housing.

15. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

Discussion and Conclusions

Public services available to the project location include fire and police protection. Fire protection services are provided by the North County Fire Protection District, and police services are provided by the Monterey County Sheriff's Office. The project is in the North Monterey County School District.

15a). Would the project impact fire protection?

The North County Fire Protection District currently provides fire protection services to the site and has been consulted regarding the proposed improvements. The District provided substantial input on the project's fire protection requirements. The addition of water storage facilities and fire sprinkler systems will help mitigate potential impacts associated with fire incidents. Therefore, the project would have a **less than significant** impact on fire protection services.

15b). Would the project impact police protection?

The project location was an active landfill for many decades and even when closed continues to be within the jurisdiction of the Monterey Conty Sheriff. The project will have a **less than significant impact** on existing police services.

15c). Would the project impact schools?

The project will result in no increase in housing or population and therefore will result in **no impact** for schools.

15d). Would the project impact parks?

The project will result in no increase in housing or population and therefore will result in **no impact** for parks.

15e). Would the project impact other public facilities?

The proposed project will not cause a need for additional public services in addition to what is already in place and will have **no impact** on other public facilities but is actually providing additional public services.

16. RECREATION Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) 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?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion and Conclusions

16a-b). 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? Would the project Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project is on the site of a closed landfill and would have **no impact** on recreational services provided by the County of Monterey.

17. TRANSPORTATION Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Conflict or be inconstant with CEQA Guidelines 15064.3 subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?				X

Discussion and Conclusions

17a). Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Transportation analysis for this project was conducted by Hexagon Transportation Consultants, Inc. The conclusion was that there are no existing pedestrian paths, bicycle lanes or transit routes along Crazy Horse Canyon Road and nor are there any proposed by the County. (See the analysis in Attachment 1.) As a result the project would have **no impact**.

17b). Would the project conflict or be inconstant with CEQA Guidelines 15064.3 subdivision (b)?

Vehicle Miles Traveled (VMT) analysis pursuant to CEQA Guidelines section 1564.3(b) can be found in the attached Hexagon Transportation Consultants CEQA Transportation Analysis found in Attachment 1. The result of the analysis is that the project would result in **less than significant** VMT impact.

17c). Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project location proposes to utilize the same entrance that the previously active site used for decades without any known issues or collisions. Despite the history of the entrance, the turn from the site onto northbound Crazy Horse Canyon Road involves merging into southbound traffic, which has a 55-MPH speed limit in the vicinity of the site entrance. This situation creates a potentially hazardous intersection, especially for commercial trucks and vehicles towing trailers.

To improve safety at this intersection, the project proposes adding dedicated entrance and exit lanes. At the request of the County of Monterey Housing and Community Development Department, the Authority contracted Hexagon Transportation Consultants, Inc. to perform an operational and safety analysis of several intersections in the project vicinity, including the project driveway.

The project proposes modifications to Crazy Horse Canyon Road, which include the installation of a northbound left-turn acceleration lane exiting the site and a left-turn channelization lane entering the site. Southbound improvements will include a right-turn channelization lane entering the site and an acceleration lane exiting the site (see figure below). The operational and safety analysis provides

recommendations to enhance intersection safety, resulting in a **less than significant impact**. The results of the study can be found in Attachment 2.

17d). Would the project result in inadequate emergency access?

Emergency vehicles will be able to access the site via the driveway on Crazy Horse Canyon Road without restrictions. The improvements to the entrance facilities will benefit the access for emergency vehicles due to safety improvements to the interaction and therefore will have **no impact**.

18. TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is:		YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
i)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020,1(k), or				X
ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.				X

Discussion and Conclusions

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is:

18i). 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).

The project site has been used for similar uses since 1934 without any known adverse effects to Tribal Cultural Resources. The site is not listed on the California Register of Historical Resources as defined in Public Resources Code Section 5020,1(k). The site is also highly disturbed. Therefore, this project will have **no impact** on this item.

18ii). A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

The Amah Mutsun Tribal Band whose traditional range previously included the project area was sought for consultation for the project. They have been provided with the project description and contact information. However, there has been no reciprocal communications from the Tribal Band. Additionally, the site has no significance as a resource and the project will have **no impact** on this item.

19. UTILITIES AND SERVICE SYSTEMS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion and Conclusions

19a). Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The site does not have access to municipal or private water services due to its location on a closed landfill, and due to the landfill location, there are no groundwater production wells on the site. There are no wastewater services at the site, and sanitary needs will be managed through portable facilities, and drinking water will be provided by bottled water service. A thorough analysis of the impacts to water facilities is located in section 10b.

The site also lacks natural gas service, and does not propose the addition of gas service. The site already has an extensive on-site stormwater collection, conveyance, and retention system in place. The project will not require an additional power or telecommunication improvements.

As a result, the project will have a **less than significant impact** regarding water and utility services.

19b). Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Water for the project will be sourced from multiple groundwater basins including those that support upwards of tens of billions of gallons of extraction annually across a broad range of uses, including agriculture, municipal, and industrial activities. The most recent Groundwater Sustainability Plan (GSP) outlines strategies to ensure water supplies exist to support ongoing demands, including during normal, dry, and multiple dry years**.** The project would have sufficient water supplies available to serve both its current and future demands, even under adverse hydrologic conditions. Therefore, the impact would be **less than significant**.

19c). Will the project 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?

The proposed project site is not served by city or septic sewer system due to the landfill location. The sanitary needs will be accomplished through portable facilities and the wastewater will be disposed of at the Monterey One Regional Treatment Plant in Marina Ca. by a portable toilet vendor. The plant has the capacity for 17,000,000 gallons of wastewater a day and the project will produce 350 gallons of wastewater a week, taking up 0.002941% of the plant capacity, which is very minimal. For reference, an average single-family home produces 400 gallons of wastewater per day. Potable water will be provided via a bottled water service. Non-potable water is delivered to the site by Authority staff or a local vendor by water truck. There will be **less than significant impact** to any wastewater treatment provider.

19d). Will the project 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 project involves the development of a solid waste transfer station designed to serve residents of Northern Monterey County by providing a convenient and economical location for solid waste and recyclable material drop-off. Rather than exceeding the capacity of local infrastructure, the facility will enhance regional solid waste handling capacity and support attainment of state and local waste reduction goals. The facility will accept a wide range of recyclable materials, which will be transported to existing processing and disposal facilities currently utilized by the regional waste management system. As outlined in the project description:

- Solid waste, green waste, and wood waste will be transferred to the Johnson Canyon Landfill in Gonzales.
- Recyclables will be directed to appropriate destinations**:**
    - Metal and plastics to Castroville
    - Tires to Hollister
    - Mattresses and carpet to San Jose
    - Household hazardous waste (HHW**)** to Fremont

These materials will be transported using existing haul routes already in use by the Salinas Valley Solid Waste Authority and its service providers. The project will comply with all applicable state and local regulations, including waste diversion and recycling standards under CalRecycle including SB1383**,** AB 939**.** Therefore, the project will not generate solid waste in excess of system capacity nor impair local or regional waste reduction efforts. Additionally, the small amount of waste material generated by site

personnel will be managed along with the other site waste materials. The impact will be **less than significant**.

19e). Will the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The project will comply with all applicable federal, state, and local statutes and regulations governing solid waste management and diversion. This includes conformance with relevant provisions under CalRecycle**,** Monterey County ordinances, and applicable federal regulations related to the safe handling of special wastes such as HHW. The impact will be **less than significant**.

20. WILDFIRE If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion and Conclusions

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

20a). Substantially impair an adopted emergency response plan or emergency evacuation plan?

According to the Fire Hazard Severity Zone Viewer effective April 1, 2024, the project location is located in a mixture of moderate and high fire hazard severity zone. Additionally, there are no very high fire hazard severity zones located in the area with the closest one over 5 miles away. Therefore, the project will have **no impact** on wildfire.

20b). 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?

According to the Fire Hazard Severity Zone Viewer effective April 1, 2024, the project location is located in a mixture of moderate and high fire hazard severity zone. The site typography and location do not otherwise exacerbate wildfire risks. The installation of 200,000 gallon capacity water tanks actually provide a source of emergency water and reduce the risk of fire (and associated pollutant concentrations) for the site and potentially the surrounding area. Additionally, there are no very high fire hazard severity zones located in the area with the closest one over 5 miles away. Therefore, the project will have **no impact** on wildfire.

20c). 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?

According to the Fire Hazard Severity Zone Viewer effective April 1, 2024, the project location is located in a mixture of moderate and high fire hazard severity zone. Additionally, there are no very high fire hazard severity zones located in the area with the closest one over 5 miles away. Electric utilities are already available to the site, and no additional off-site power lines are required for the project. No gas lines are required for the project, and none are proposed. No additional off-site roadway improvements are required (other than those being built by the project) are required to accommodate the project. Finally, the installation of 200,000 gallon capacity water tanks actually provide a source of emergency water and reduce the risk of fire for the site and potentially the surrounding area. Therefore, the project will have **no impact** on wildfire.

20d). Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

According to the Fire Hazard Severity Zone Viewer effective April 1, 2024, the project location is located in a mixture of moderate and high fire hazard severity zone. Additionally, there are no very high fire hazard severity zones located in the area with the closest one over 5 miles away. The site already has on-site drainage and storage systems, and substantial portions are paved. Therefore, the project will not expose people or structures to significant risks, including downstream flooding, and the project have **no impact** on wildfire.

21. MANDATORY FINDINGS OF SIGNIFICANCE	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Does the project 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?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion and Conclusions

21a). Does the project 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?

Standard requirements that will be implemented through the permitting process (including best management practices for stormwater, waste handling, and site hygiene), as well as the very design of the project itself and current and historical use of the site, will ensure that the project does not substantially degrade the quality of the environment or have other environmentally detrimental effects. As a result, the project will have a **less than significant impact.**

21b). Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the project and consistency with environmental policies, incremental contributions to impacts are

considered less than cumulatively considerable. The cumulative impacts of transitioning a closed landfill site to a solid waste collection operation and a recycling facility are anticipated to have no cumulative significant impact but remain localized and minimum with mitigation. The project will actually provide numerous long-term community benefits such GHG generation through reduction in travel distances, litter and illegal dumping mitigation, waste reduction and recovery, and improved community convenience. Therefore, the project will have a **less than significant impact.**

21c). Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

As discussed in the preceding Initial Study, the proposed project will result in no impact or a less than significant impact . As such, the project is not to cause environmental effects that will have substantial adverse effects on human beings, directly or indirectly. This will result in a **less than significant impact**.

Attachment 1

CEQA Transportation Analysis

Hexagon Transportation Consultants, Inc.

Hexagon Transportation Consultants, Inc.

Memorandum

Date: November 22, 2024

To: Brian Kennedy, Salinas Valley SWA

From: Ollie Zhou
Nivedha Baskarapandian

Subject: CEQA Transportation Analysis for the Proposed Crazy Horse Transfer Station Project in Monterey County, California

Hexagon Transportation Consultants, Inc. has completed a CEQA transportation analysis for the proposed Crazy Horse Transfer Station project in Monterey County, California. The project site is located on Crazy Horse Canyon Road about 1.6 miles south of US 101 (see Figure 1). The project site, although currently not in operation, has an active permit to process incoming waste up to 15 tons per day. The project proposes to reactivate the site and expand the site's Solid Waste Permit to a Large Volume Transfer station that would process more than 100 tons of waste per day (see Figure 2).

The transportation analysis includes trip generation estimates, a review of the site plan, and a qualitative discussion of required CEQA topics (vehicle miles traveled [VMT], consistency with bicycle, pedestrian, and transit plans, roadway hazards, and emergency vehicle access). The methodology, results, and conclusions are discussed below.

Project Trip Generation

Estimates of the trips to be added to the surrounding roadway network by the proposed transfer station were calculated using a project description provided by the Salinas Valley Solid Waste Authority (SVSWA). SVSWA provided data of the 2021 operations of its Sun Street transfer station which is provided as Attachment 1. The data provided includes estimated number of vehicles categorized into 1) self-haul vehicles by the public, and 2) franchise vehicles (Republic and Waste Management), and 3) off-site haul trucks moving the waste to landfills.

Self-haul and Franchise Trips

The data (as summarized in Table 1) showed that in the year 2021, there were 107,216 self-haul vehicles dumping 73,080 tons, for an average of 0.68 tons per self-haul vehicle. Expressed as a trip rate, the self-haul vehicle trip rate is calculated at 2.93 trips per ton (2.93 = 107,216 x 2 / 73,080). Each vehicle must drive in and out of the facility, generating 2 trips, which is why the number of vehicles is multiplied by 2 to derive the trip count. There were 14,967 franchise vehicles in 2021 dumping 93,121 tons, for an average of 6.22 tons per franchise vehicle. Expressed as a trip rate, the franchise vehicle trip rate is calculated at 0.32 trips per ton (0.32 = 14,967 x 2 / 93,121).

The proposed Crazy Horse transfer station is expected to process 200 tons of waste per day each for self-haul vehicles and franchise trucks. Therefore, as shown in Table 2, at a rate of 2.93 trips per ton for self-haul vehicles, the Crazy Horse facility is expected to generate 586 daily self-haul trips. At a rate of 0.32 trips per ton for franchise vehicles, the Crazy Horse facility is expected to generate 64 daily franchise trips.

Table 1
Trip Rate Estimate

Vehicle Type	Annual Count (2021)		Trip Rate Estimate	
	# of Vehicles	Waste (tons)	Equivalent # of Trips	Trip Rate (trips per ton of waste)
Self-haul	107,216	73,080	214,432	2.93
Franchise	14,967	93,121	29,934	0.32

Notes:
Data referenced vehicle and waste tonnage data collected at SVSWA's Sun Street facility in 2021.

Off-site Haul Trips

The proposed off-site haul trips were based on the estimates provided by SVSWA, referencing previous operations at the Sun Street facility. It was estimated that out of 260 operating days in a year for off-site haul operations, the Crazy Horse facility will generate 7,151 off-site haul trucks, which is equivalent to 14,302 trips (multiplied number of trucks by 2). Therefore, on a daily basis, the number of off-site haul trips is estimated at 55 trips (55 = 14,302 / 260).

Employee Trips

The Crazy Horse facility expects to have eight employees. Assuming each employee drives alone to go to work, the project would generate 16 employee trips per day (16 = 8 x 2).

Total Daily Trip Generation

As shown in Table 2, the Crazy Horse facility is expected to generate 586 daily self-haul trips, 64 daily franchise trips, 55 daily off-site haul trips, and 16 daily employee trips. In summary, the Crazy Horse facility is expected to generate 721 daily trips.

Table 2
Project Trip Generation

Land Use		Size	Units	Trip Rate [1]	Daily Trips
Proposed					
	Self-Haul [1]	200	tons	2.93 trips per ton	586
	Franchise [1]	200	tons	0.32 trips per ton	64
	Site Haul [1]	55	trips	--	55
	Employees [1]	8	staff	2 trips per employee	16
Total Vehicle Trips					***721***

Notes:
[1] Trip generation rates are based on data obtained from the Sun Street facility in 2021.

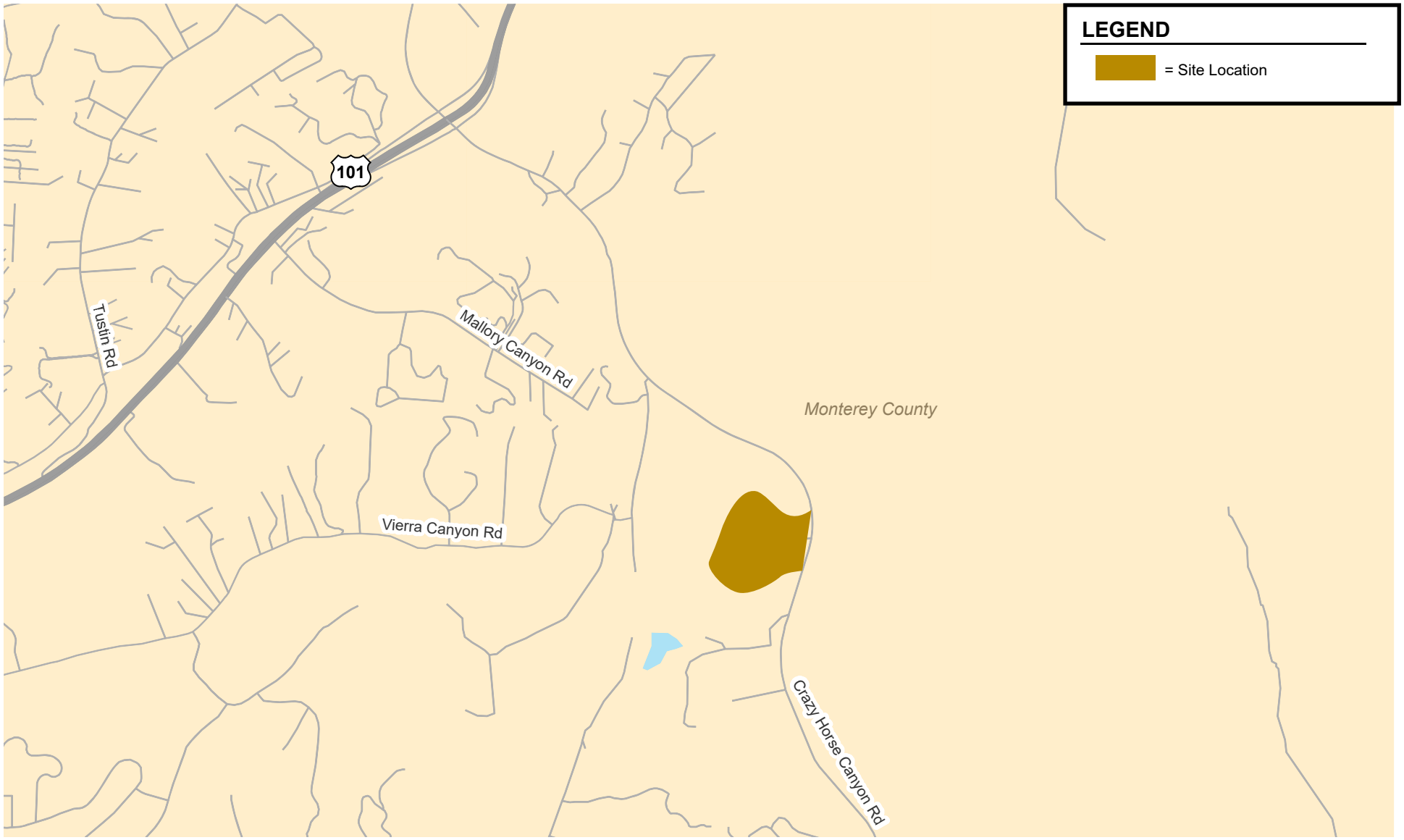


Figure 1
Project Site Location

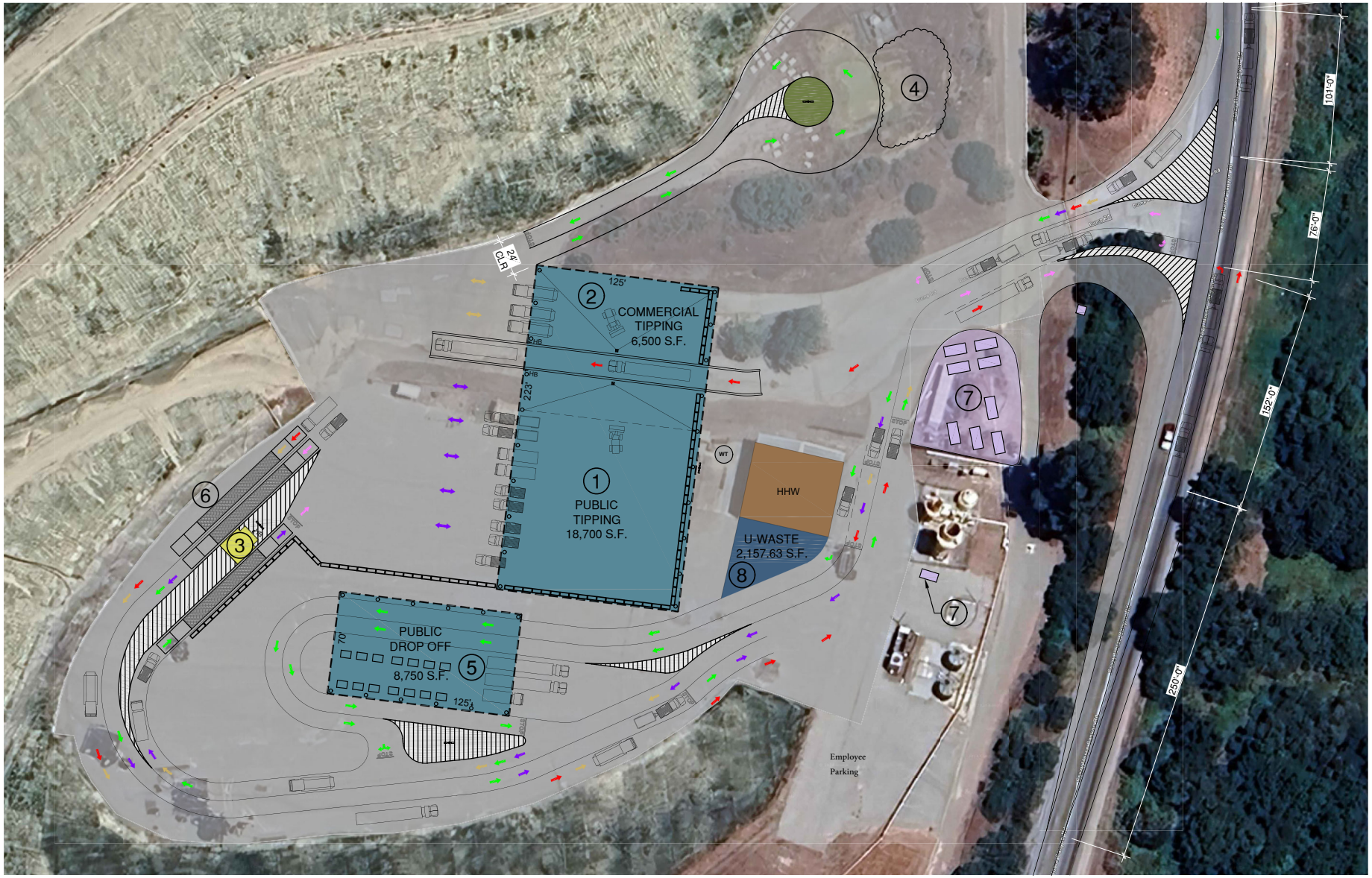


Figure 2
Site Plan

NORTH
Not to Scale

Vehicle Miles Traveled Analysis

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

VMT Impact Criteria

The County of Monterey, at the time of this report, has not yet adopted any analysis procedures, standards, or guidelines consistent with SB 743. In the absence of an adopted policy with impact thresholds, this assessment relies on guidelines published by the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. The guidelines set forth procedures for determining project impacts on VMT based on the project description, characteristics, and location. The VMT methodology also includes screening criteria that are used to identify types, characteristics, and locations of projects that would not exceed the VMT thresholds of significance. If a project meets the screening criteria, it is then presumed that the project would result in a less than significant impact on VMT, and a detailed VMT analysis is not required.

Screening for VMT Analysis

Land use projects that meet at least one of the following screening criteria are presumed to have a less than significant impact on VMT and do not require CEQA transportation analysis:

1. Small Projects (generating 110 daily trips or less)
2. Retail uses of 50,000 square feet (s.f.) or less ("Local Serving Retail")
3. Local serving public projects such as fire stations, neighborhood parks, libraries, and community centers
4. 100% Affordable Housing projects
5. Transit Supportive Projects

OPR does not provide specific VMT analysis methodologies for transfer stations. However, as shown on the project trip generation table (Table 1), the site on a daily basis would serve mostly the general public. It is assumed that the public would generally prefer a transfer station closer to their home than a site further away. OPR describes a similar assumption in trip making characteristics for local serving retail land use and uses that assumption to outline a VMT screening criteria. As discussed above, local serving retail (defined as retail uses of 50,000 square feet or less), can be presumed to have a less than significant VMT impact.

For the purpose of this VMT evaluation, the trip estimates for the proposed transfer station were converted to trip estimates equivalent to local serving retail land use. Table 2 shows the conversion of the project daily trips to local serving retail. Based on the conversion process, the proposed transfer station operations would generate daily trips equivalent to 13,200 s.f. of retail space, which is under the 50,000 s.f. threshold. OPR presumes local serving retail projects would have a less than significant VMT impact. Thus, the proposed project would also have a less than significant VMT impact.

Table 3
Project Daily Trip Conversion to Local Serving Retail

Land Use	Size	Daily Rate	Daily Trips
Proposed Land Use			
Landfill			721
Equivalent Land Use			
Retail [1]	13,200 s.f.	54.45	721

Notes:
s.f. = square feet

[1] Average daily trip rate (in trips per 1,000 s.f.) is from the ITE Trip Generation online database for Strip Retail Plaza (<40k) (Land Use Code 822).

Other CEQA Impact Topics

The project's CEQA transportation impacts related to consistency with plans and policies addressing transit, roadway, bicycle and pedestrian facilities, roadway hazards, and emergency access are discussed below.

Consistency with Plans and Policies

There are no existing pedestrian paths, bicycle lanes, or transit routes along Crazy Horse Canyon Road. Monterey County does not propose any facilities along Crazy Horse Canyon Road. Due to the nature of its operations, the project would not generate any pedestrian, bicycle, or transit traffic.

Roadway Hazards

The project would have one driveway on Crazy Horse Canyon Road to access the site. The project driveway would be designed in accordance with County standards. The project would generate mostly passenger vehicles with some truck trips, and the surrounding roadway system is not adequately designed to accommodate these vehicles. The project proposes to modify the project driveway and Crazy Horse Canyon Road for about 650 feet to reduce the hazards generated by the proposed use.

Emergency Access

Emergency vehicles would be able to access the site via the project driveway on Crazy Horse Canyon Road. Emergency vehicles would be able to circulate the site similar to the larger trucks using the main project drive aisle.

Site Access and Circulation

The site access and on-site circulation evaluation is based on the site plan prepared by JRMA dated August 22, 2024 (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveways regarding the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

The site plans shows that vehicular access to the project would be provided by an existing driveway on Crazy Horse Canyon Road. The driveway would provide access to and from the transfer station.

The project proposes to and modify Crazy Horse Canyon Road north and south of the project's driveway. The project proposes to modify Crazy Horse Canyon Road by striping a 250 feet deceleration lane for inbound vehicles from the north, a 400 feet acceleration lane for outbound vehicles to the south and widening the roadway to allow for a dedicated left-turn lane and merge lane for inbound and outbound vehicles from the south and to the north respectively. For vehicles coming from and going to northbound Crazy Horse Canyon Road the driveway would be 45 feet wide, which is adequate for two-way traffic.

Sight Distance

Sight distance was checked for the project driveway. Sight distance recommendations vary depending on the roadway speeds. The posted speed limit on Crazy Horse Canyon Road is 45 mph. The Caltrans recommended stopping sight distance for the project driveway is 430 feet (based on a design speed of 50 mph). The project driveway has about 450 feet of sight distance looking left at Crazy Horse Canyon Road southbound traffic and over 500 feet of sight distance looking right at Crazy Horse Canyon northbound traffic. Hexagon recommends maintaining the existing low vegetation to the left of the driveway to maintain the sight distance looking to the left at southbound Crazy Horse Canyon Road.

On-Site Circulation

The site plan shows a series of drive aisles and paths for different users. Vehicles entering from southbound Crazy Horse Canyon Road are met with a stop sign at the end of the deceleration lane inside the property and would yield to vehicles entering from northbound Crazy Horse Canyon Road. The site is generally designed as a loop, with two inbound lanes and 1 outbound lane. The circulation for disposal of different waste types and employees are described below.

Hazardous and Electronic Waste

According to the site plan, building HHW and building 8 would serve as the destination points for hazardous and electronic waste respectively. Vehicles looking to dispose of hazardous and electronic waste would enter the project site, stay in the right-hand lane and turn right into the waste dumping facility. Exiting the site, vehicles would need to loop through the public recycling area to be able to turn around.

At this area, the inside inbound lane has a stop sign, and the inside outbound lane also has a stop sign. The site plan shows that the inbound and outbound lanes would need to negotiate over right-of-way in between the two stop signs. It is recommended that dedicated inbound and outbound lanes be clearly striped to avoid confusion.

Recycling

According to the site plan, building 5 would serve as the destination point for recycling by the public, Republic, and Waste Management. Vehicles looking to dispose of recycling would enter the project site, follow the drive aisle to building 5, dispose of recycling, then loop around the building. The inside lane would direct the traffic to exit the site, whereas the outside lane provides traffic the option to turn left (exit the site), or turn right (dump other types of waste). Both lanes have stop signs as they intersect the main internal roadway.

Public Tipping

According to the site plan, building 1 would serve as the destination point for general waste being dumped by the public. Public vehicles looking to dispose of general waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, wait for space to open at the public tipping building, reverse into the building and dump the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate self-haul waste unloading area.

Commercial Tipping

According to the site plan, building 2 would serve as the destination point for general waste being dumped by Republic and Waste Management. Commercial vehicles looking to dispose of general waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, wait for space to open at the commercial tipping building, reverse into the building and dump the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate commercial waste unloading area.

Yard Waste

According to the site plan, the disposal site located at the north end of the site (4) would serve as the destination point for yard waste being dumped by the public, Republic, and/or Waste Management. Any vehicle looking to dispose of yard waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, dispose of the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate yard waste unloading area.

Employees

Employee parking is provided in a surface parking lot at the southeast corner of the project site. These spots can be accessed via the project driveway and the main project drive aisle.

Attachment 2

Project Transportation Assessment

Hexagon Transportation Consultants, Inc.

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: April 23, 2025

To: Brian Kennedy, Salinas Valley SWA

From: Ethan Heckman, Kai-Ling Kuo

Subject: Traffic Assessment for the Proposed Crazy Horse Transfer Station Project in Monterey County, California

Hexagon Transportation Consultants, Inc. has completed a traffic assessment for the proposed Crazy Horse Transfer Station project in Monterey County, California. The project site is located on Crazy Horse Canyon Road about 1.6 miles south of US 101 (see Figure 1). The project site, although currently not in operation, has an active permit to process incoming waste up to 15 tons per day. The project proposes to reactivate the site and expand the site's Solid Waste Permit to a Large Volume Transfer station that would process up to 200 tons of waste per day each for self-haul vehicles and franchise trucks. The transfer station would operate from 7 AM to 4 PM daily. The project would improve the access to the site at the project driveway by adding a northbound left-turn lane, a southbound right-turn lane, an outbound right-turn acceleration lane, and an outbound left-turn merge lane on Crazy Horse Canyon Road (see Figure 2).

The purpose of the traffic assessment is to evaluate the effect of the project traffic on traffic operations at the adjacent intersections and to identify any potential site access issues.

Study Intersection, Data Collection, and Analysis Scenarios

Because the transfer station would operate from 7 AM to 4 PM, it would generate vehicle trips during the AM peak commute period (7 to 9 AM). During the PM peak commute period (4 to 6 PM), it would only generate few trips by some of the employees. With a total of 8 employees for the site, the PM peak-hour trips would be minimal. Therefore, the study analyzes the project's traffic operations effect during the AM peak hour.

This study includes an analysis of weekday AM peak-hour traffic conditions at the following 9 intersections (see Figure 1):

1. Crazy Horse Canyon Road and US 101 Southbound Ramps
2. Crazy Horse Canyon Road and US 101 Northbound Ramps
3. Crazy Horse Canyon Road and San Juan Grade Road
4. Crazy Horse Canyon Road and Old Stage Road
5. San Juan Grade Road and Hebert Road
6. San Juan Grade Road and Rogge Road
7. San Juan Grade Road and Russell Road (signalized)
8. Natividad Road and Old Stage Road
9. Crazy Horse Canyon Road and Project driveway

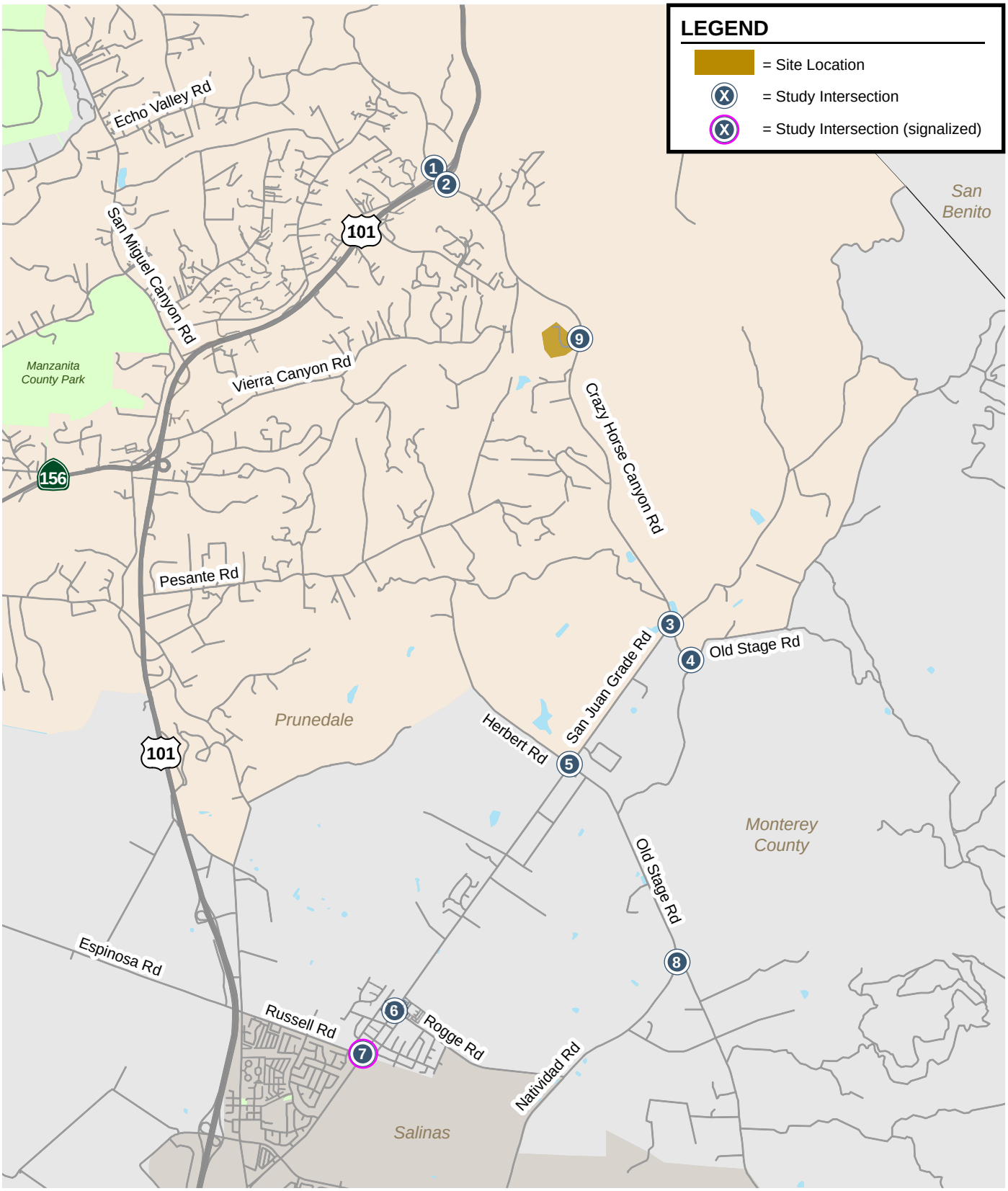


Figure 1
Project Site Location and Study Intersections

NORTH
Not to Scale

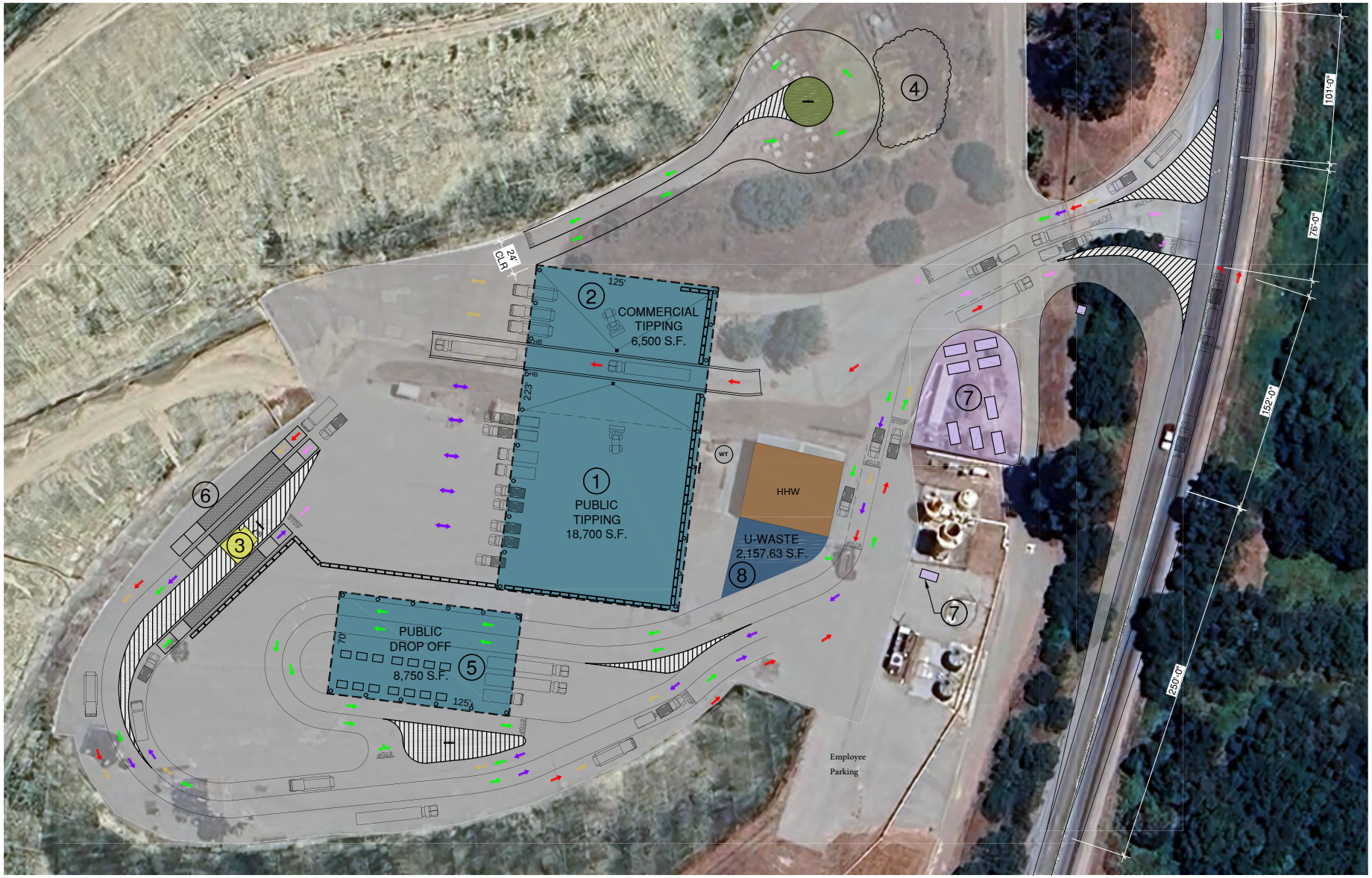


Figure 2
Site Plan

NORTH
Not to Scale

This traffic assessment includes an analysis of the scenarios listed below.

- ***Existing Conditions.*** Existing conditions are based on traffic counts collected on Tuesday, February 11, 2025. The counts are provided as Appendix A.
- ***Existing Plus Project Conditions.*** Existing plus project conditions were estimated by adding the additional traffic generated by the project to existing traffic volumes. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential traffic operational issues that could occur as a result of the project.

Project Trip Estimates

Estimates of the peak-hour trips to be added to the surrounding roadway network by the proposed transfer station were calculated based on the daily trips estimated for the CEQA Transportation Analysis (Appendix B) and the time-of-day operations data provided by the Salinas Valley Solid Waste Authority (SVSWA) for the 2021 operations of its Sun Street transfer station (Appendix C). The data provided includes estimated number of vehicles categorized into 1) self-haul vehicles by the public, and 2) franchise vehicles (Republic and Waste Management), and 3) Site haul waste transfer trucks moving the waste to landfills.

Based on the time-of-day operations data for the Sun Street transfer station, the ratios of peak-hour to daily trips were derived for each vehicle category and used to calculate the AM peak-hour trips (see Table 1). The trip distribution patterns (see Figure 3) were derived based on the anticipated site operations provided by SVSWA (see Appendix C).

Peak-Hour Trip Generation

Based on the time-of-day operations data for the Sun Street transfer station, 8.5% of the daily inbound self-haul vehicles enter the site in the AM peak hour. Assuming the inbound vehicles exiting the site during the same peak hour, 17% of daily self-haul trips would occur in the AM peak hour. The operations data also shows that 43.2% of daily franchise trips and 43.2% of daily off-site haul trips would occur in the AM peak hour. Employees would work with shifts and would not enter and exit the site during the AM peak hour when the peak haul trips occur.

As shown in Table 1, the Crazy Horse facility is expected to generate 152 AM peak-hour trips. Given the larger vehicle sizes associated with the inbound and outbound hauling trucks/vehicles, Passenger Car Equivalent (PCE) factors are applied to account for the effect of the larger vehicles on the roadway operations. Based on the *Fontana Transportation Impact Analysis Guidelines, October 2020*, self-haul vehicles are analyzed with 2 PCE for 2-axle trucks, franchise garbage trucks are analyzed with 2.5 PCE for 3-axle trucks, and site haul waste transfer trucks are analyzed with 3 PCE for 4 and more axle trucks. With PCE, the Crazy Horse facility is expected to generate 342 AM peak-hour PCE trips.

Table 1
Project Trip Generation

			Daily Trips		AM Peak-Hour Trips			
Land Use	Size	Units	Rate[1]	Trips	Pk-Hr to Daily Ratio[1]	In	Out	Total
Proposed								
Self-Haul [1]	200	tons	2.93 trips per ton	586	0.170	50	50	100
Franchise [1]	200	tons	0.32 trips per ton	64	0.432	14	14	28
Site Haul [1]	55	trips	--	55	0.432	12	12	24
Employees [1]	8	staff	2 trips per employee	16	0	0	0	0
Total Vehicle Trips				***721***		***76***	***76***	***152***
Total Vehicle Trips with PCE[2]				***1,513***		***171***	***171***	***342***

Notes:

[1] Daily trip generation rates and Pk-Hr to Daily trip ratios are based on data obtained from the Sun Street facility in 2021.

[2] Passenger Car Equivalent (PCE) is based on the Fontana Transportation Impact Analysis Guidelines, October 2020. Self-haul vehicles are analyzed with 2 PCE, franchise garbage trucks are analyzed with 2.5 PCE, and site haul waste transfer trucks are analyzed with 3 PCE.

Trip Distribution and Assignment

The directional distribution of site-generated traffic (see Figure 3) was forecast based on the anticipated site operations, distribution of homes in the surrounding area, and relative locations of complementary land uses.

Self-haul vehicles would come from residences in the surrounding area. Waste Management is the franchisee that would come to the project site. The Waste Management trucks would primarily come from the residences north and immediately south and west of the site in the unincorporated County. Because the distribution of franchise trucks would also be based on the density of residences in the service area. It is assumed that the distribution pattern would be the same for self-haul vehicles and franchise garbage trucks.

It should be noted that Republic Services has the City of Salinas garbage franchise, and they will continue to use their transfer station at Madison Lane. Therefore, there would be no franchise trucks coming to the site from Salinas. Also, the unincorporated areas east and immediately south of Salinas would haul to Johnson Canyon Landfill directly.

For the site haul waste transfer trucks, most of the waste would be transferred to Johnson Canyon Landfill in Gonzales via US 101 to the south with some waste being transfer to Castroville via US 101 to the south, and some to San Jose and Hayward via US 101 to the north.

The site-generated traffic was assigned to the roadway network based on the trip generation and distribution patterns discussed above (see Figures 4 and 5).

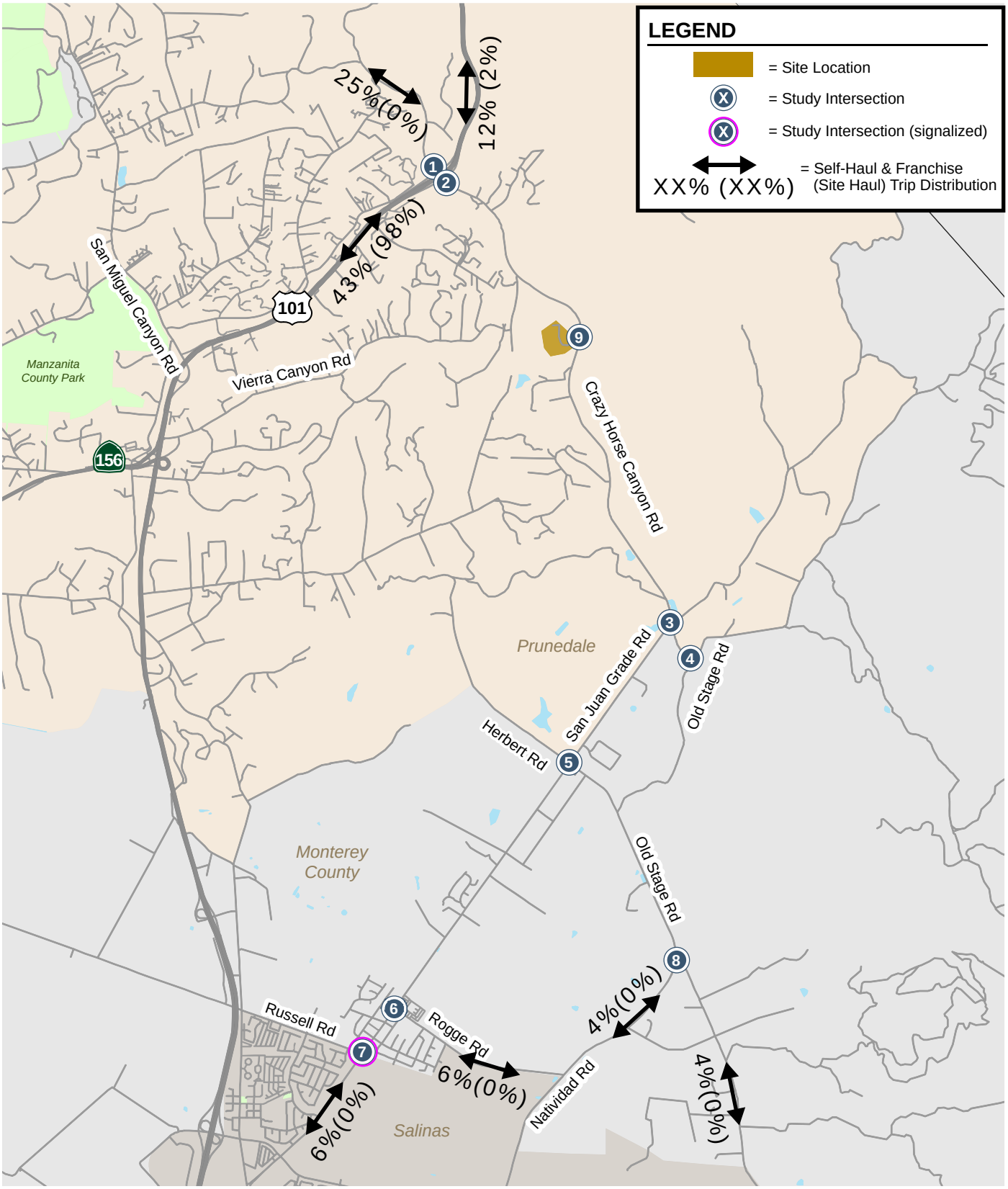


Figure 3
Project Trip Distribution

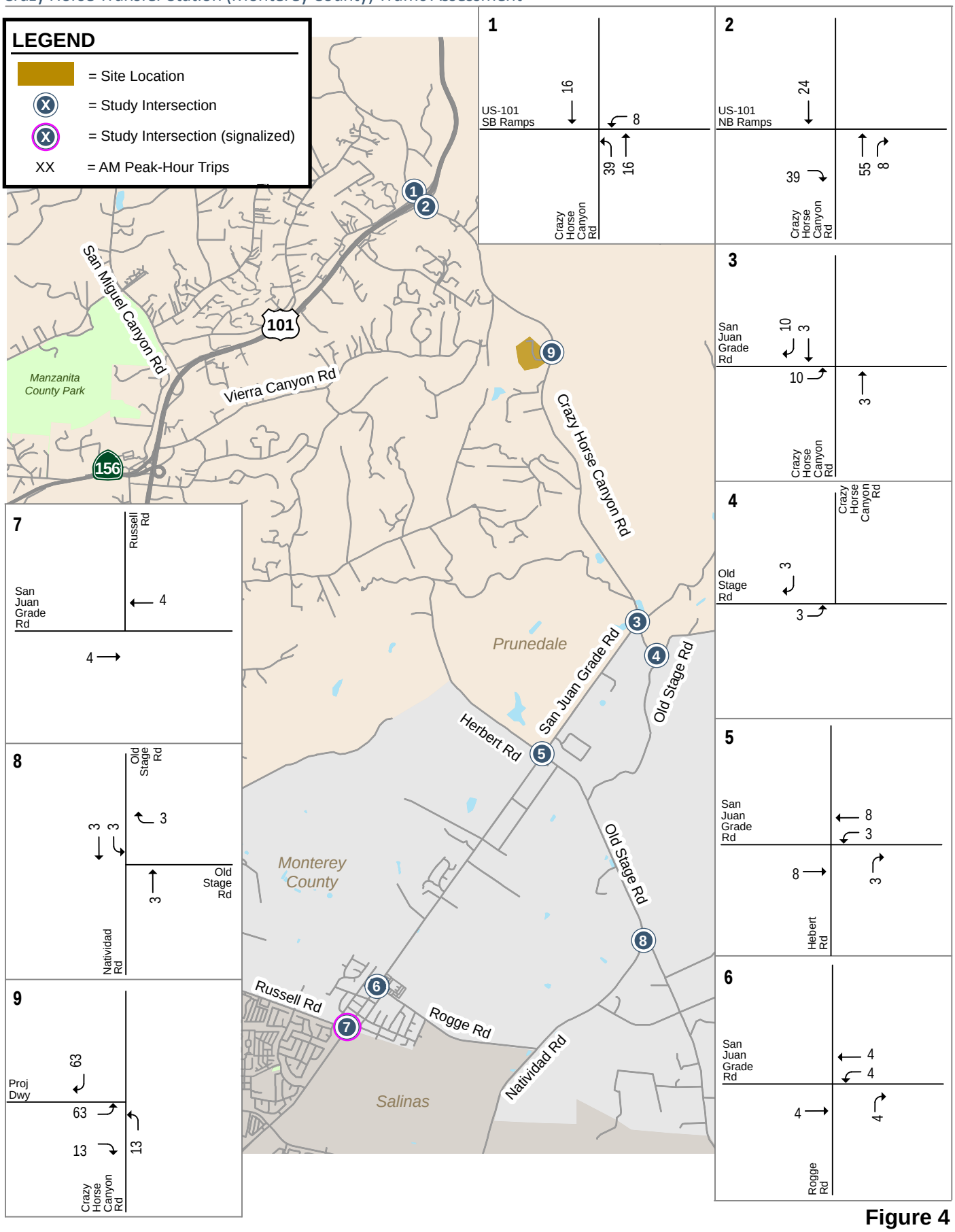


Figure 4
Project Trip Assignment without PCE

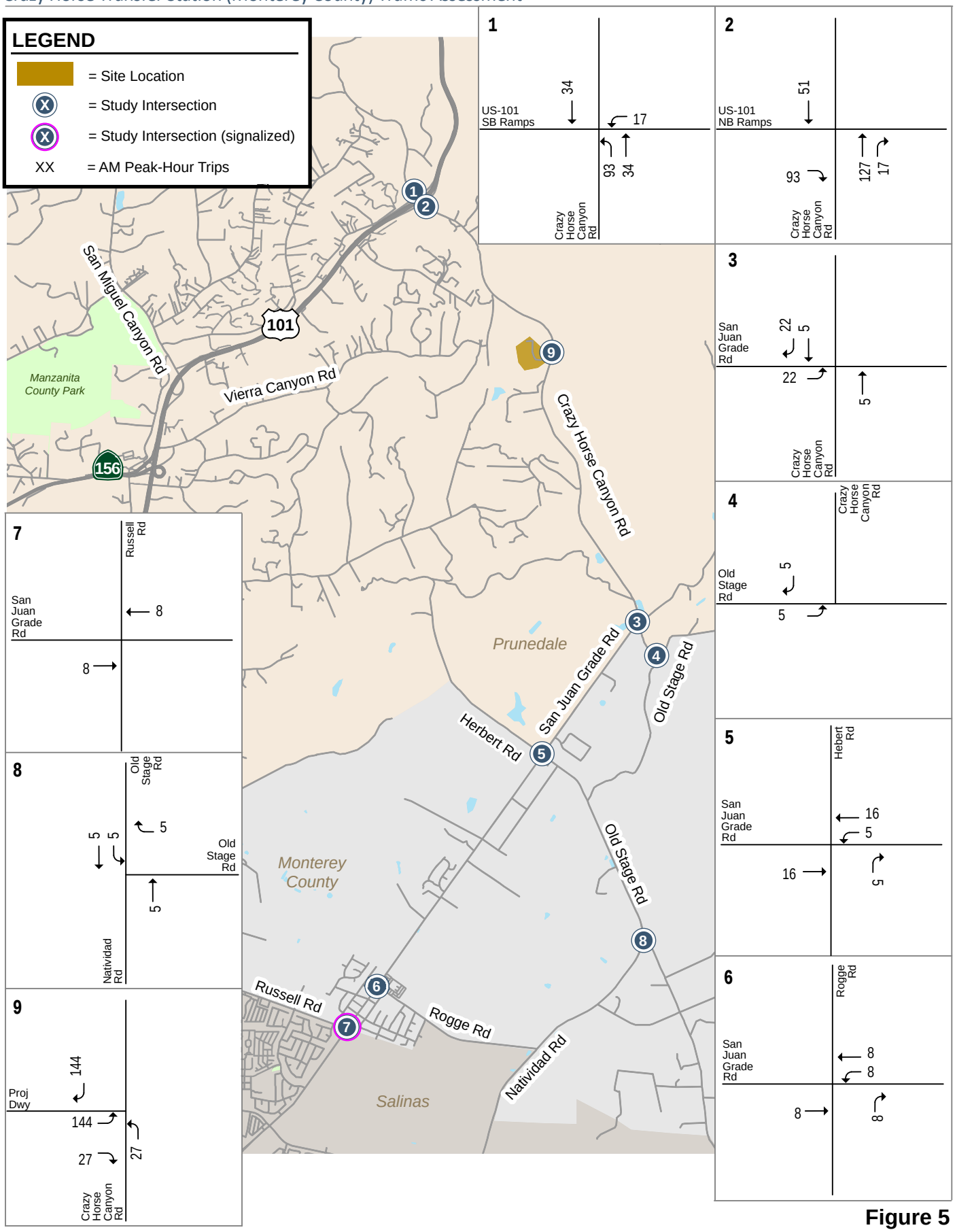


Figure 5
Project Trip Assignment with PCE

Intersection Operations Analysis Methodology

Traffic conditions at the study intersections were evaluated using level of service (LOS). This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

Data Requirements

The data required for the analysis were obtained from new traffic counts, Google Earth, and field observations. The following data were collected from these sources:

- Intersection traffic volumes,
- Lane geometries, and
- Signal timing and phasing.

Level of Service Analysis Methodologies and Standards

Levels of service at the study intersections were analyzed for existing and existing plus project conditions with PCE project trips. Level of service (LOS) is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

The study intersections were evaluated based on the *Highway Capacity Manual* (HCM) 7th Edition methodology, using Synchro software.

The Monterey County and Caltrans level of service standards were used to evaluate the signalized and unsignalized study intersections using the HCM methodology described above. The study intersections at the US 101 interchanges are subject to the Caltrans standard while the remaining study intersections are subject to the County standard.

Monterey County Intersections

In the Monterey County General Plan, Policy C-1.1 states that "the acceptable level of service for County roads and intersections shall be Level of Service (LOS) D." For the purpose of this analysis, an adverse effect was assumed to occur if either of the following occurs at a study intersection with the addition of project traffic:

1. An intersection operating at LOS D or better degrades to LOS E or LOS F with the addition of the project-generated traffic, or
2. An intersection operating at LOS E or LOS F has an increase in delay due to the addition of the project-generated traffic.

Caltrans Intersections

Per the Caltrans' *Guide for the Preparation of Traffic Studies* (December 2002), Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D, and if the existing facility is operating at less than the appropriate target LOS, the existing LOS should be maintained. For the purpose of this analysis, an adverse effect was assumed to occur if either of the following occurs at a study intersection with the addition of project traffic:

1. An intersection operating at LOS C or better degrades to LOS D or worse with the addition of the project-generated traffic, or

2. An intersection operating at LOS D or worse has an increase in delay due to the addition of the project-generated traffic

Level of Service Analysis

The level of service analysis for each scenario is presented below (see Table 2). The level of service calculations for each scenario are provided in Appendix D.

Table 2
Level of Service Summary

#	Intersection	LOS Standard	Control	Peak Hour	Count Date	Existing Delay[1] (sec)	Existing LOS	Existing plus Project (PCE) Delay[1] (sec)	Existing plus Project (PCE) LOS
1	Crazy Horse Canyon Rd and US 101 SB Ramps	C	TWSC	AM	02/11/25	14.2	B	24.7	C
2	Crazy Horse Canyon Rd and US 101 NB Ramps	C	TWSC	AM	02/11/25	11.3	B	12.4	B
3	Crazy Horse Canyon Rd and San Juan Grade Rd	D	AWSC	AM	02/11/25	9.6	A	10.0	A
4	Crazy Horse Canyon Rd and Old Stage Rd	D	TWSC	AM	02/11/25	8.6	A	8.6	A
5	Hebert Rd and San Juan Grade Rd	D	TWSC	AM	02/11/25	10.8	B	11.1	B
6	Rogge Rd and San Juan Grade Rd	D	AWSC	AM	02/11/25	21.7	C	22.2	C
7	Russell Rd and San Juan Grade Rd	D	Signal	AM	02/11/25	19.9	B	20.4	C
8	Natividad Rd/Old Stage Rd and Old Stage Rd	D	TWSC	AM	02/11/25	10.5	B	10.6	B
9	Crazy Horse Canyon Rd and Project Driveway	D	TWSC	AM	02/11/25	-	-	13.6	B

Notes:
AWSC = all-way stop control, TWSC = side-street stop control.
1. Average delay (seconds per vehicle) for all aproaches s reported for signalized and AWSC intersections. The approach with the highest (worst) delay (seconds per vehicle) is reported for TWSC intersections.

Existing Conditions

The existing lane configurations at the study intersections are shown in Figure 6. The existing peak-hour traffic volumes at the study intersections are shown in Figure 7.

The results of the existing conditions level of service analysis show that all study intersections operate at an acceptable LOS C or better.

Existing Plus Project Conditions

The intersection configuration under project conditions would be the same as existing conditions except at the project driveway intersection where the project proposes to modify Crazy Horse Canyon Road north and south of the project's driveway. The project would modify and stripe Crazy Horse Canyon Road to provide a northbound left-turn lane, a southbound right-turn lane, an outbound right-turn acceleration lane, and an outbound left-turn merge lane (see Figure 2).

Project trips with PCE, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 8).

The results of the level of service analysis under existing plus project conditions indicate that all study intersections would operate at an acceptable LOS C or better with the project traffic.

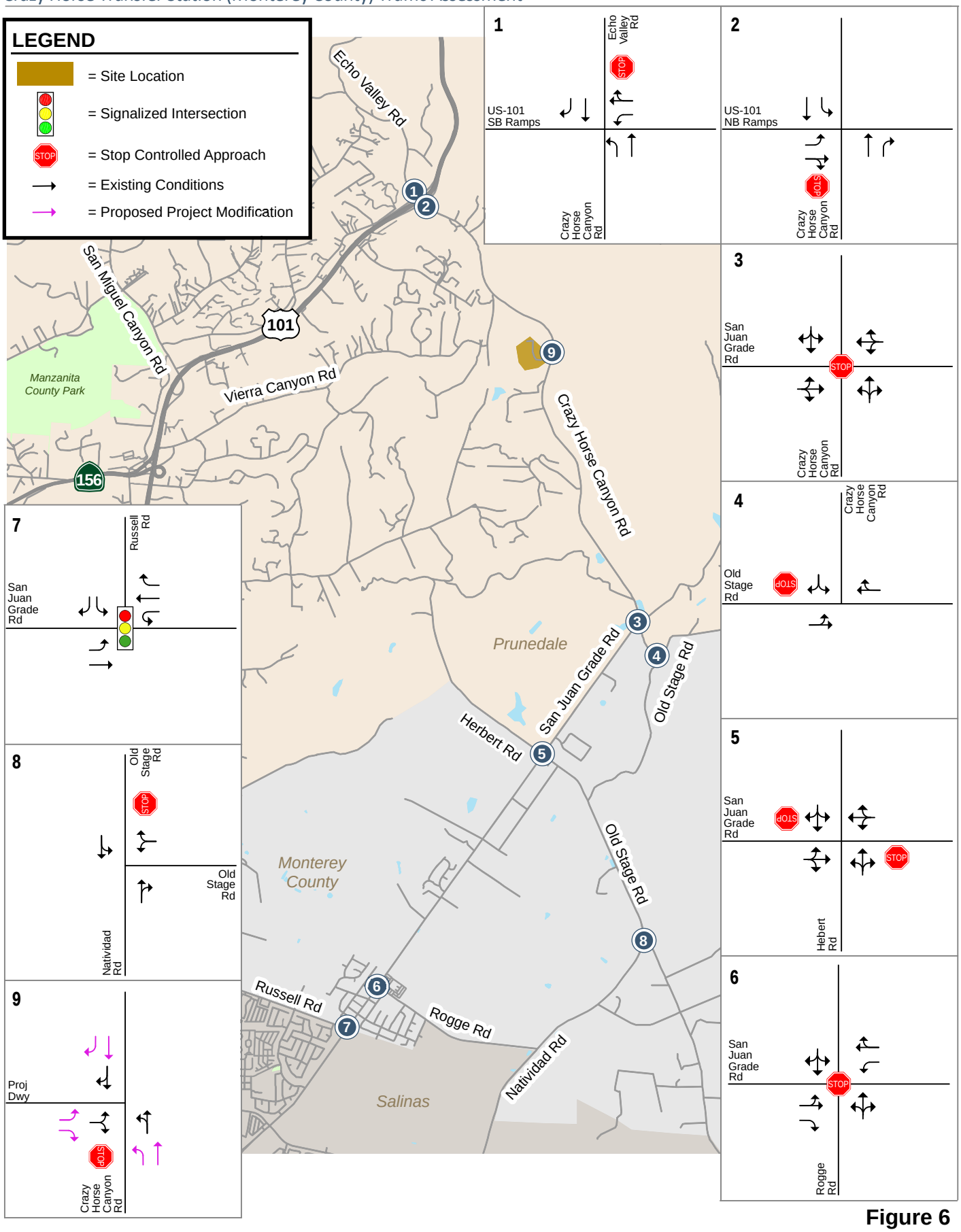


Figure 6
Existing Lane Configurations

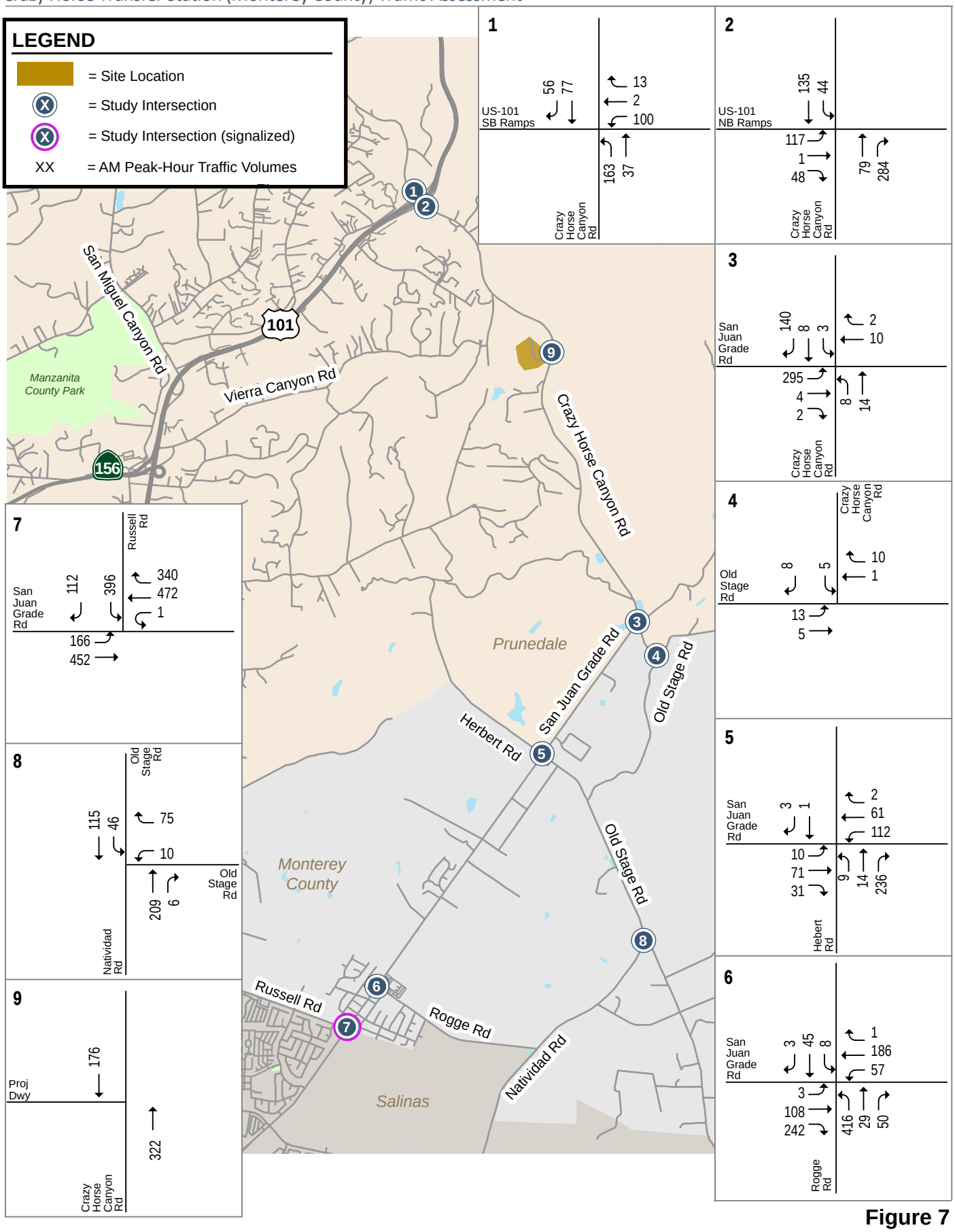


Figure 7
Existing Traffic Volumes

NORTH
Not to Scale

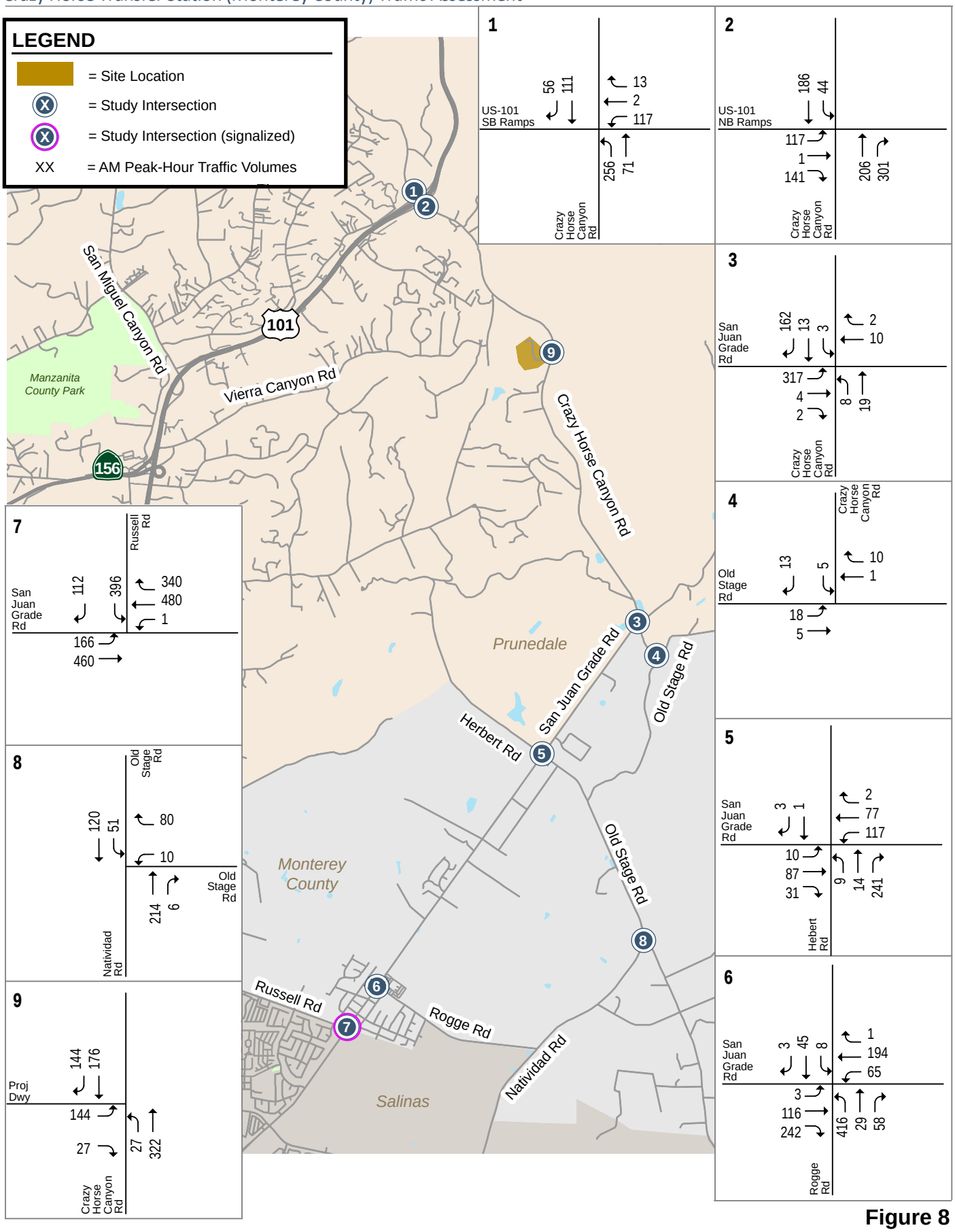


Figure 8
Existing Plus Project Traffic Volumes with PCE

Queuing Analysis

An evaluation of vehicle queuing was conducted using the Synchro software. The basis of the analysis is as follows: (1) the Synchro software is used to estimate the 95th percentile maximum number of queued vehicles; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the available storage capacity.

The results of the analysis are shown in Table 3 and provided in Appendix D. The analysis showed that the 95th percentile queue would not extend beyond the available storage space for the northbound left-turn movement on Crazy Horse Canyon Road at the US 101 southbound ramps, nor would it extend beyond available storage space for the northbound left-turn movement on Crazy Horse Canyon Road at the project driveway.

Table 3
Queuing Summary

Movement	Crazy Horse Canyon Rd and US 101 SB Ramps	Crazy Horse Canyon Rd and Project Driveway
	NBL	NBL
Peak Hour Period	AM	AM
Existing		
Volume (vphpl)	163	-
95th %. Queue (ft/ln)[1]	25	-
95th %. Queue (veh/ln)[1]	1	-
Storage (ft/ln)	100	-
Adequate (Y/N)	Y	-
Existing Plus Project PCE		
Volume (vphpl)	256	27
95th %. Queue (ft/ln)[1]	25	25
95th %. Queue (veh/ln)[1]	1	1
Storage (ft./ln)	100	152
Adequate (Y/N)	Y	Y

Notes:
NBL = Northbound Left

1. Vehicle queues are from Synchro outputs and are rounded up to the next whole number. Assumes one vehicle equals 25 feet of queue.

Driveway Operations Analysis

The project proposes to modify Crazy Horse Canyon Road at the project driveway by striping a deceleration lane for inbound right-turn vehicles from the north, an acceleration lane for outbound right-turn vehicles to the south, a left-turn lane for inbound vehicles from the south, and a merge/acceleration lane for outbound left-turn vehicles to the north (see Figure 9). Site access was evaluated to determine the adequacy of the site's driveway with regard to the traffic operations and geometric design.

Figure 9
Proposed Crazy Horse Canyon Road Lane Striping at Project Driveway

Sight distance at the project driveway was evaluated for the CEQA Transportation Analysis (Appendix B). The project driveway has about 450 feet of sight distance looking left at Crazy Horse Canyon Road southbound traffic and over 500 feet of sight distance looking right at Crazy Horse Canyon northbound traffic. The CEQA Transportation Analysis recommends maintaining the existing low vegetation to the left of the driveway to maintain the sight distance (500 feet) looking to the left at southbound Crazy Horse Canyon Road.

The intersection level of service and queue analyses show that the project driveway would operate adequately with no significant delays and vehicle queues for inbound and outbound vehicles.

Acceleration/Deceleration Lane Evaluation

Monterey County requested an operational and safety analysis for the northbound deceleration left-turn lane for inbound vehicles, southbound deceleration right-turn lane, right-turn acceleration lane for outbound vehicles, and median acceleration lane for outbound left-turn vehicles. The deceleration and acceleration lanes were examined based on the guidelines in Caltrans' *Highway Design Manual (HDM)* and AASHTO's *A Policy on Geometric Design of Highways and Streets (The Green Book), 7th Edition*.

Left-Turn Channelization

The left-turn lane to the project site from northbound Crazy Horse Canyon Road is evaluated according to the HDM Section 405.2(2) for the length of deceleration lane and approach taper. The approach taper is necessary since northbound main line traffic needs to be shifted to the right laterally (12 feet) to provide space for the left-turn lane. The recommended approach taper length is calculated based on the design speed of the roadway. The approach taper is calculated to be 600 feet (50 mph x 12 feet). The proposed approach taper would be approximately 250 feet long. which is about 350 feet short of the Caltrans' guideline with the given assumptions. It is recommended that the project lengthen the approach taper to meet the guidelines in the Caltrans' HDM or redesign the roadway cross section so widening occurs on both sides of the road to accommodate the turn lane, thereby reducing the necessary length of the approach taper for northbound traffic.

For the length of deceleration lane, the HDM guidelines state that where partial deceleration is permitted in the through lanes, design speeds may be reduced 10 – 20 mph for a lower entry speed. With the design speed of 50 mph (based on the posted speed limit of 45 mph), up to 20 mph of deceleration in the through lane is assumed. Assuming an entry speed of 30 mph, based on HDM Table 405.2B, the deceleration lane length (storage length plus bay taper) should be at least 235 feet. The proposed deceleration lane would be approximately 242 feet long (152 feet plus the standard bay taper length of 90 feet), which meets the Caltrans' guideline.

Right-Turn Channelization

The right-turn lane to the project site from southbound Crazy Horse Canyon Road is evaluated according to the HDM Section 405.3(2) for the length of deceleration lane. The conditions and principles of left-turn lane deceleration also apply to right-turn deceleration. Therefore, based on the same assumptions used for the left-turn lane above, the right-turn deceleration lane length should be at least 235 feet. The proposed deceleration lane would be approximately 537 feet long (from beginning of the bay taper on southbound Crazy Horse Canyon Road to the stop bar of the inbound lane on-site), which meets the Caltrans' guideline.

Right-Turn Acceleration Lane

HDM Section 405.1(4) references AASHTO's *A Policy on Geometric Design of Highways and Streets (The Green Book), 7th Edition*, for acceleration lanes for left or right turns from local cross

roads onto state highways. The length of the proposed right-turn acceleration lane for outbound vehicles and median acceleration lane for outbound left-turn vehicles are analyzed as ramp entrances based on Section 10.9.6.5.1 in the Green Book.

For right-turn acceleration lane for the outbound vehicles from the project driveway, the site plan shows an acceleration lane of approximately 140 feet. It is assumed that outbound vehicles would have a travel speed of 15 mph by the time they turn from the driveway to the acceleration lane. According to Table 10-4 in the Green Book, by interpolation, an acceleration lane length of 140 feet and an initial speed of 15 mph corresponds to a merge speed of approximately 23 mph. Therefore, some vehicles exiting the site may cause mainline traffic to slow down to accommodate the merging vehicles, depending on how big the gaps are in traffic on the mainline. However, because there is adequate sight distance at the project driveway with 450 feet of sight distance for southbound approaching vehicles, it is expected that the exiting vehicles would be able to find a sufficient gap in traffic to pull out and merge onto the mainline without causing operational issues on the mainline.

Left-Turn Acceleration Lane

For median acceleration lane for the outbound left-turn vehicles from the project driveway, the site plan shows an acceleration lane of approximately 140 feet. It t is assumed that outbound vehicles pulling into the lane would have to stop to wait for a gap in the northbound traffic. According to Table 10-4 in the Green Book, an acceleration lane length of 140 feet from a stop condition corresponds to a merge speed of approximately 20 mph. Therefore, some vehicles turning left out of the site may cause mainline traffic to slow down to accommodate the merging vehicles, depending on how big the gaps are in traffic on the mainline. Because there is an adequate sight distance at the project driveway with 500 feet of sight distance for northbound approaching vehicles, it is expected that the exiting vehicles would be able to find a sufficient gap in traffic to pull out and merge onto the mainline without causing operational issues on the mainline.

Conclusions

The results of the traffic assessment for the Crazy Horse Transfer Station project are summarized below.

- The proposed Crazy Horse Transfer Station will generate an estimated 152 AM peak-hour trips, including self-haul, franchise and off-site haul trips (342 AM peak-hour passenger car equivalent trips).
- The level of service (LOS) analysis indicates that all study intersections are projected to maintain an acceptable LOS C or better during the AM peak period with the project trips.
- The queuing analysis found that projected traffic queues would not exceed available northbound left-turn storage space at the intersections of Crazy Horse Canyon Road and the US 101 southbound ramps or the project driveway.
- Acceleration and deceleration lane evaluation for the project driveway shows the following findings:
    - *Northbound Left-Turn Channelization:* It is recommended that the project lengthen the approach taper (600 feet) to meet the guidelines in the Caltrans' *Highway Design Manual* or redesign the roadway cross section so widening occurs on both sides of the road to accommodate the turn lane, thereby reducing the necessary length of the approach taper for northbound traffic.

      The proposed deceleration lane length would meet the Caltrans' guideline.

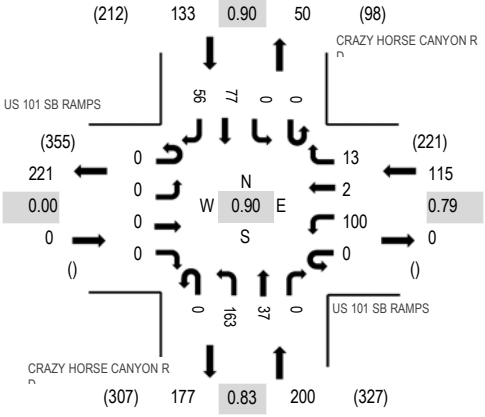
- *Southbound Right-Turn Channelization:* The proposed deceleration lane length would meet the Caltrans' guideline.
- *Southbound Right-Turn Acceleration Lane:* Some vehicles exiting the site may cause mainline traffic to slow down to accommodate the merging vehicles, depending on how big the gaps are in traffic on the mainline. However, because there is adequate sight distance at the project driveway with 450 feet of sight distance for southbound approaching vehicles, it is expected that the exiting vehicles would be able to find a sufficient gap in traffic to pull out and merge onto the mainline without causing operational issues on the mainline.
- *Northbound Left-Turn Acceleration Lane:* Some vehicles turning left out of the site may cause mainline traffic to slow down to accommodate the merging vehicles, depending on how big the gaps are in traffic on the mainline. Because there is an adequate sight distance at the project driveway with 500 feet of sight distance for northbound approaching vehicles, it is expected that the exiting vehicles would be able to find a sufficient gap in traffic to pull out and merge onto the mainline without causing operational issues on the mainline.

Appendix A
Traffic Counts

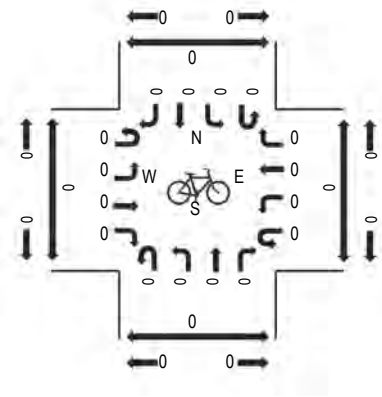
(303) 216-2439
www.alltrafficdata.net

Location: 1 CRAZY HORSE CANYON RD & US 101 SB RAMPS AM
Date: Tuesday, February 11, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

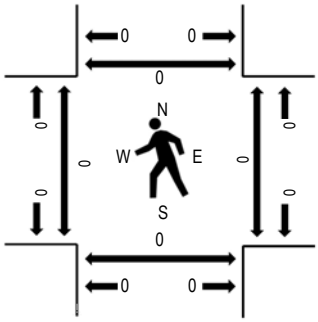
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 101 SB RAMPS Eastbound				US 101 SB RAMPS Westbound				CRAZY HORSE CANYON RD Northbound				CRAZY HORSE CANYON RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	26	0	2	0	32	6	0	0	0	12	5	83	434	0	0	0	0
7:15 AM	0	0	0	0	0	23	0	4	0	40	8	0	0	0	20	10	105	448	0	0	0	0
7:30 AM	0	0	0	0	0	27	0	2	0	52	8	0	0	0	18	18	125	447	0	0	0	0
7:45 AM	0	0	0	0	0	31	0	3	0	39	11	0	0	0	22	15	121	387	0	0	0	0
8:00 AM	0	0	0	0	0	19	2	4	0	32	10	0	0	0	17	13	97	326	0	0	0	0
8:15 AM	0	0	0	0	0	34	2	5	0	26	15	0	0	0	8	14	104		0	0	0	0
8:30 AM	0	0	0	0	0	18	0	2	0	17	7	0	0	0	10	11	65		0	0	0	0
8:45 AM	0	0	0	0	0	13	0	4	0	17	7	0	0	0	9	10	60		0	0	0	0

Peak Rolling Hour Flow Rates

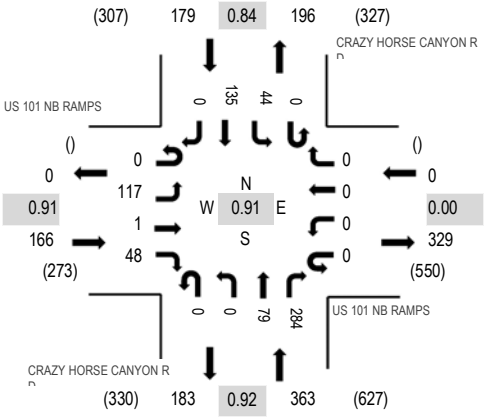
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	6
Lights	0	0	0	0	0	99	2	13	0	151	37	0	0	0	71	56	429
Mediums	0	0	0	0	0	1	0	0	0	11	0	0	0	0	1	0	13
Total	0	0	0	0	0	100	2	13	0	163	37	0	0	0	77	56	448

ALL TRAFFIC DATA SERVICES

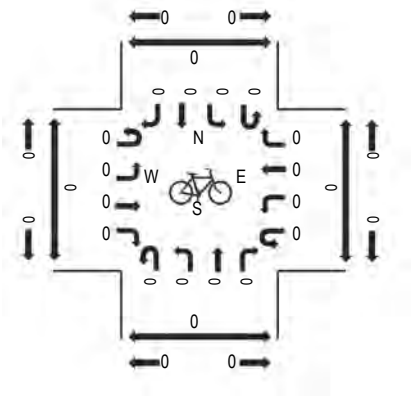
(303) 216-2439
www.alltrafficdata.net

Location: 2 CRAZY HORSE CANYON RD & US 101 NB RAMPS AM
Date: Tuesday, February 11, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

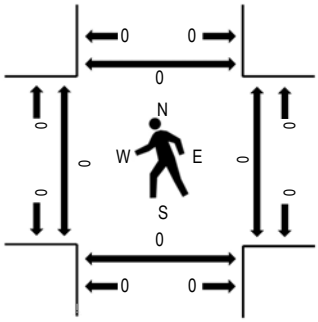
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 101 NB RAMPS Eastbound				US 101 NB RAMPS Westbound				CRAZY HORSE CANYON RD Northbound				CRAZY HORSE CANYON RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	17	0	8	0	0	0	0	0	0	21	67	0	10	28	0	151	708	0	0	0	0
7:15 AM	0	35	1	9	0	0	0	0	0	0	14	72	0	12	31	0	174	697	0	0	0	0
7:30 AM	0	35	0	15	0	0	0	0	0	0	24	75	0	12	33	0	194	659	0	0	0	0
7:45 AM	0	30	0	16	0	0	0	0	0	0	20	70	0	10	43	0	189	574	0	0	0	0
8:00 AM	0	19	0	21	0	0	0	0	0	0	23	41	0	11	25	0	140	499	0	0	0	0
8:15 AM	0	17	0	4	0	0	0	0	0	0	24	49	0	7	35	0	136		0	0	0	0
8:30 AM	0	14	0	13	0	0	0	0	0	0	10	44	0	4	24	0	109		0	0	0	0
8:45 AM	0	10	1	8	0	0	0	0	0	0	14	59	0	5	17	0	114		0	0	0	0

Peak Rolling Hour Flow Rates

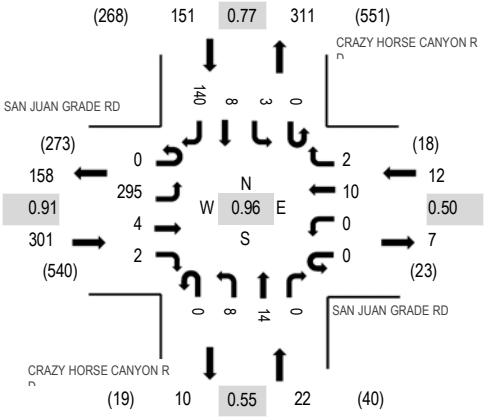
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	5	0	0	4	0	9
Lights	0	110	1	45	0	0	0	0	0	0	76	279	0	44	129	0	684
Mediums	0	7	0	3	0	0	0	0	0	0	3	0	0	0	2	0	15
Total	0	117	1	48	0	0	0	0	0	0	79	284	0	44	135	0	708

ALL TRAFFIC DATA SERVICES

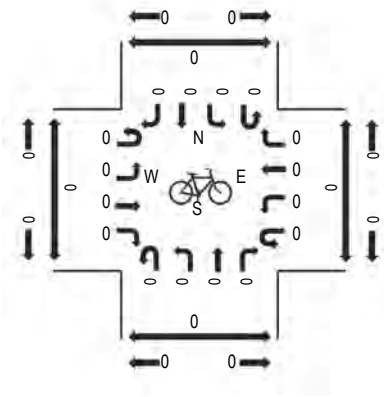
(303) 216-2439
www.alltrafficdata.net

Location: 3 CRAZY HORSE CANYON RD & SAN JUAN GRADE RD AM
Date: Tuesday, February 11, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

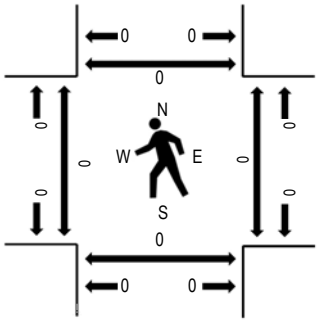
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAN JUAN GRADE RD Eastbound				SAN JUAN GRADE RD Westbound				CRAZY HORSE CANYON RD Northbound				CRAZY HORSE CANYON RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	81	1	1	0	0	3	0	0	1	2	0	0	1	2	31	123	486	0	0	0	0
7:15 AM	0	74	2	0	0	0	4	2	0	1	4	0	0	0	1	38	126	462	0	0	0	0
7:30 AM	0	79	1	0	0	0	0	0	0	3	5	0	0	0	0	28	116	446	0	0	0	0
7:45 AM	0	61	0	1	0	0	3	0	0	3	3	0	0	2	5	43	121	424	0	0	0	0
8:00 AM	0	59	1	0	0	0	1	0	0	1	1	0	0	1	2	33	99	380	0	0	0	0
8:15 AM	0	65	2	1	0	1	2	0	0	1	3	0	0	1	2	32	110		0	0	0	0
8:30 AM	0	51	0	1	0	0	2	0	0	3	6	1	0	3	1	26	94		0	0	0	0
8:45 AM	0	55	4	0	0	0	0	0	0	0	0	2	0	1	1	14	77		0	0	0	0

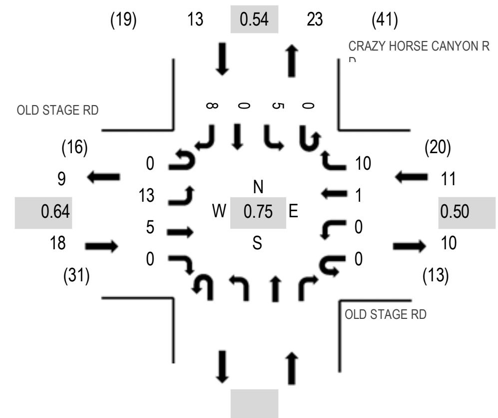
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Lights	0	291	4	2	0	0	10	2	0	8	14	0	0	3	8	139	481
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	295	4	2	0	0	10	2	0	8	14	0	0	3	8	140	486

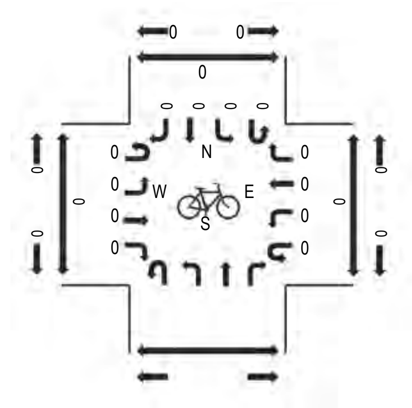
(303) 216-2439
www.alltrafficdata.net

Location: 4 CRAZY HORSE CANYON RD & OLD STAGE RD AM
Date: Tuesday, February 11, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

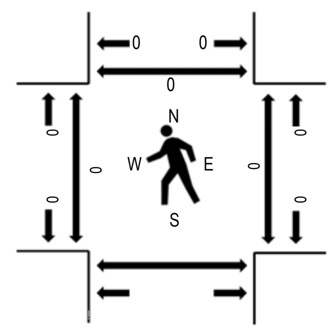
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD STAGE RD Eastbound U-Turn	Left	Thru	Right	OLD STAGE RD Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	CRAZY HORSE CANYON RD Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
7:00 AM	0	2	1	0	0	0	1	0					1	1	0	1	7	37	0	0		0
7:15 AM	0	4	0	0	0	0	0	1					0	0	0	1	6	36	0	0		0
7:30 AM	0	3	1	0	0	0	1	5					0	0	0	0	10	39	0	0		0
7:45 AM	0	3	1	0	0	0	0	4					0	2	0	4	14	42	0	0		0
8:00 AM	0	2	1	0	0	0	0	1					0	0	0	2	6	33	0	0		0
8:15 AM	0	2	2	0	0	0	0	1					0	3	0	1	9		0	0		0
8:30 AM	0	6	1	0	0	0	1	4					0	0	0	1	13		0	0		0
8:45 AM	0	2	0	0	0	0	1	0					0	0	0	2	5		0	0		0

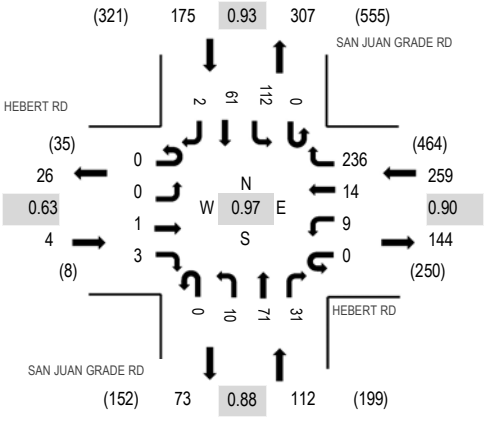
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	13	5	0	0	0	1	10					0	5	0	8	42
Mediums	0	0	0	0	0	0	0	0					0	0	0	0	0
Total	0	13	5	0	0	0	1	10					0	5	0	8	42

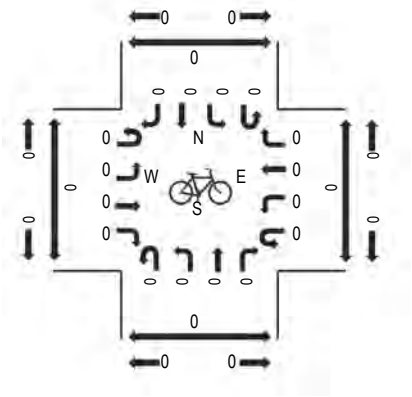
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 SAN JUAN GRADE RD & HEBERT RD AM
Date: Tuesday, February 11, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

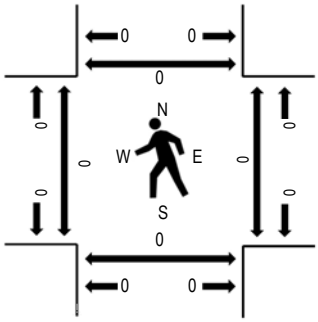
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HEBERT RD Eastbound				HEBERT RD Westbound				SAN JUAN GRADE RD Northbound				SAN JUAN GRADE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	6	66	0	4	20	8	0	22	10	0	136	550	0	0	0	0
7:15 AM	0	0	0	0	0	1	8	62	0	2	15	6	0	25	15	1	135	547	0	0	0	0
7:30 AM	0	0	1	1	0	3	0	58	0	1	18	8	0	35	17	0	142	536	0	0	0	0
7:45 AM	0	0	0	2	0	5	0	50	0	3	18	9	0	30	19	1	137	499	0	0	0	0
8:00 AM	0	0	0	1	0	4	2	47	0	1	16	9	0	29	23	1	133	442	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	61	0	2	10	7	0	20	22	1	124		0	0	0	0
8:30 AM	0	0	1	1	0	3	0	44	1	1	16	5	0	18	15	0	105		0	0	0	0
8:45 AM	0	1	0	0	0	3	0	40	0	1	13	5	0	12	5	0	80		0	0	0	0

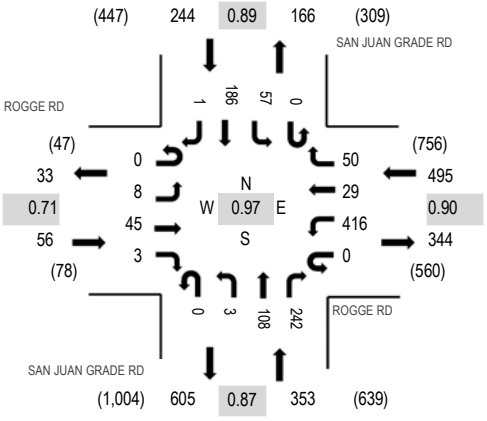
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	4	0	1	0	0	0	3	0	0	8
Lights	0	0	1	3	0	9	14	232	0	9	71	29	0	108	60	2	538
Mediums	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	4
Total	0	0	1	3	0	9	14	236	0	10	71	31	0	112	61	2	550

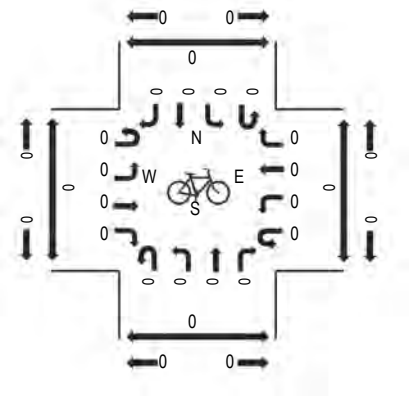
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 SAN JUAN GRADE RD & ROGGE RD AM
Date: Tuesday, February 11, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

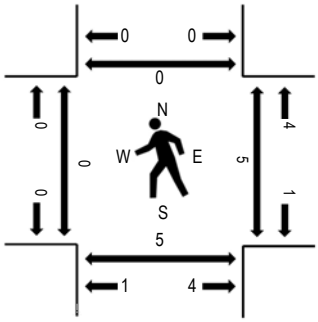
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ROGGE RD Eastbound				ROGGE RD Westbound				SAN JUAN GRADE RD Northbound				SAN JUAN GRADE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	4	0	0	29	0	5	0	0	31	29	0	2	31	1	134	856	0	0	0	0
7:15 AM	0	1	2	1	0	35	0	8	0	0	22	45	0	4	50	0	168	1,010	0	0	2	0
7:30 AM	0	0	4	3	0	63	2	11	0	0	30	75	0	17	62	0	267	1,137	0	0	4	0
7:45 AM	0	1	19	0	0	81	2	15	0	0	25	66	0	20	58	0	287	1,148	0	1	0	0
8:00 AM	0	4	11	3	0	118	11	12	0	0	24	44	0	16	45	0	288	1,064	0	1	3	0
8:15 AM	0	3	9	0	0	96	7	15	0	3	26	73	0	15	47	1	295		0	0	2	0
8:30 AM	0	0	6	0	0	121	9	8	0	0	33	59	0	6	36	0	278		0	3	0	0
8:45 AM	0	1	2	2	0	92	10	6	0	1	26	27	0	5	31	0	203		0	0	0	0

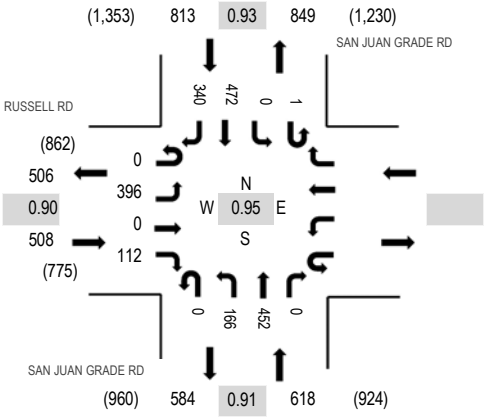
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	8	45	3	0	406	29	50	0	3	105	228	0	57	184	1	1,119
Mediums	0	0	0	0	0	10	0	0	0	0	1	14	0	0	1	0	26
Total	0	8	45	3	0	416	29	50	0	3	108	242	0	57	186	1	1,148

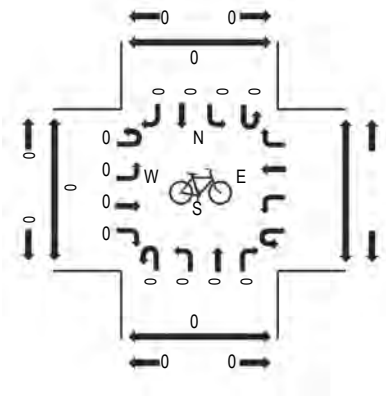
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 SAN JUAN GRADE RD & RUSSELL RD AM
Date: Tuesday, February 11, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

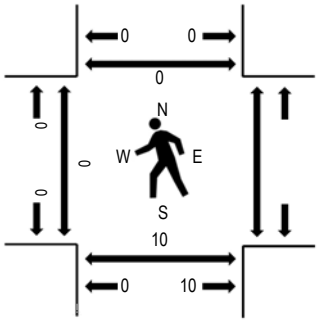
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RUSSELL RD Eastbound				RUSSELL RD Westbound				SAN JUAN GRADE RD Northbound				SAN JUAN GRADE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	30	0	6					0	32	35	0	0	0	36	44	183	1,304	0		1	0
7:15 AM	0	39	0	26					0	14	47	0	0	0	55	61	242	1,633	0		0	0
7:30 AM	0	82	0	36					0	43	68	0	0	0	104	59	392	1,885	0		0	0
7:45 AM	0	105	0	39					0	57	105	0	1	0	101	79	487	1,939	0		4	0
8:00 AM	0	92	0	33					0	59	110	0	0	0	133	85	512	1,748	0		3	0
8:15 AM	0	115	0	18					0	30	118	0	0	0	119	94	494		0		2	0
8:30 AM	0	84	0	22					0	20	119	0	0	0	119	82	446		0		1	0
8:45 AM	0	33	0	15					0	20	47	0	0	0	98	83	296		0		0	0

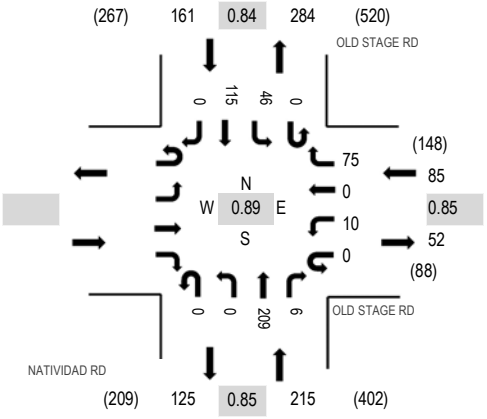
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	1	2
Lights	0	385	0	110					0	163	443	0	1	0	463	335	1,900
Mediums	0	11	0	2					0	3	8	0	0	0	9	4	37
Total	0	396	0	112					0	166	452	0	1	0	472	340	1,939

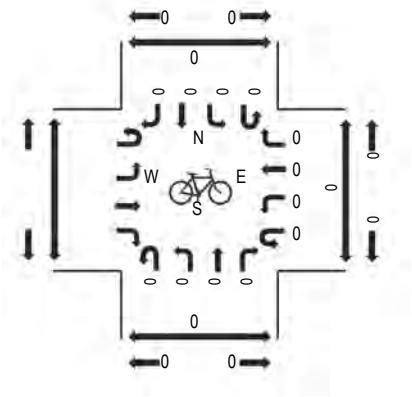
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 NATIVIDAD RD & OLD STAGE RD AM
Date: Tuesday, February 11, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

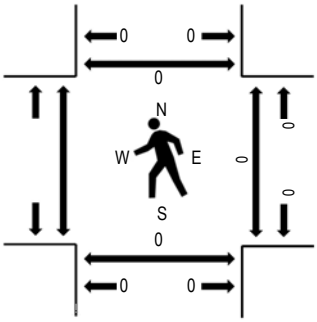
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	Eastbound				OLD STAGE RD Westbound				NATIVIDAD RD Northbound				OLD STAGE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM					0	4	0	12	0	0	61	1	0	10	14	0	102	459		0	0	0
7:15 AM					0	3	0	22	0	0	63	1	0	6	25	0	120	461		0	0	0
7:30 AM					0	2	0	21	0	0	68	2	0	10	27	0	130	434		0	0	0
7:45 AM					0	3	0	18	0	0	39	2	0	18	27	0	107	396		0	0	0
8:00 AM					0	2	0	14	0	0	39	1	0	12	36	0	104	358		0	0	0
8:15 AM					0	1	0	16	0	0	51	0	0	5	20	0	93			0	0	0
8:30 AM					0	3	0	13	0	0	38	1	0	11	26	0	92			0	0	0
8:45 AM					0	2	0	12	0	0	33	2	0	6	14	0	69			0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	1	0	0	0	1	0	2
Lights					0	8	0	75	0	0	208	6	0	45	114	0	456
Mediums					0	2	0	0	0	0	0	0	0	1	0	0	3
Total					0	10	0	75	0	0	209	6	0	46	115	0	461

Appendix B
CEQA Transportation Analysis

Hexagon Transportation Consultants, Inc.

Memorandum

Date: November 22, 2024

To: Brian Kennedy, Salinas Valley SWA

From: Ollie Zhou
Nivedha Baskarapandian

Subject: CEQA Transportation Analysis for the Proposed Crazy Horse Transfer Station Project in Monterey County, California

Hexagon Transportation Consultants, Inc. has completed a CEQA transportation analysis for the proposed Crazy Horse Transfer Station project in Monterey County, California. The project site is located on Crazy Horse Canyon Road about 1.6 miles south of US 101 (see Figure 1). The project site, although currently not in operation, has an active permit to process incoming waste up to 15 tons per day. The project proposes to reactivate the site and expand the site's Solid Waste Permit to a Large Volume Transfer station that would process more than 100 tons of waste per day (see Figure 2).

The transportation analysis includes trip generation estimates, a review of the site plan, and a qualitative discussion of required CEQA topics (vehicle miles traveled [VMT], consistency with bicycle, pedestrian, and transit plans, roadway hazards, and emergency vehicle access). The methodology, results, and conclusions are discussed below.

Project Trip Generation

Estimates of the trips to be added to the surrounding roadway network by the proposed transfer station were calculated using a project description provided by the Salinas Valley Solid Waste Authority (SVSWA). SVSWA provided data of the 2021 operations of its Sun Street transfer station which is provided as Attachment 1. The data provided includes estimated number of vehicles categorized into 1) self-haul vehicles by the public, and 2) franchise vehicles (Republic and Waste Management), and 3) off-site haul trucks moving the waste to landfills.

Self-haul and Franchise Trips

The data (as summarized in Table 1) showed that in the year 2021, there were 107,216 self-haul vehicles dumping 73,080 tons, for an average of 0.68 tons per self-haul vehicle. Expressed as a trip rate, the self-haul vehicle trip rate is calculated at 2.93 trips per ton (2.93 = 107,216 x 2 / 73,080). Each vehicle must drive in and out of the facility, generating 2 trips, which is why the number of vehicles is multiplied by 2 to derive the trip count. There were 14,967 franchise vehicles in 2021 dumping 93,121 tons, for an average of 6.22 tons per franchise vehicle. Expressed as a trip rate, the franchise vehicle trip rate is calculated at 0.32 trips per ton (0.32 = 14,967 x 2 / 93,121).

The proposed Crazy Horse transfer station is expected to process 200 tons of waste per day each for self-haul vehicles and franchise trucks. Therefore, as shown in Table 2, at a rate of 2.93 trips per ton for self-haul vehicles, the Crazy Horse facility is expected to generate 586 daily self-haul trips. At a rate of 0.32 trips per ton for franchise vehicles, the Crazy Horse facility is expected to generate 64 daily franchise trips.

Table 1
Trip Rate Estimate

Vehicle Type	Annual Count (2021)		Trip Rate Estimate	
	# of Vehicles	Waste (tons)	Equivalent # of Trips	Trip Rate (trips per ton of waste)
Self-haul	107,216	73,080	214,432	2.93
Franchise	14,967	93,121	29,934	0.32

Notes:
Data referenced vehicle and waste tonnage data collected at SVSWA's Sun Street facility in 2021.

Off-site Haul Trips

The proposed off-site haul trips were based on the estimates provided by SVSWA, referencing previous operations at the Sun Street facility. It was estimated that out of 260 operating days in a year for off-site haul operations, the Crazy Horse facility will generate 7,151 off-site haul trucks, which is equivalent to 14,302 trips (multiplied number of trucks by 2). Therefore, on a daily basis, the number of off-site haul trips is estimated at 55 trips (55 = 14,302 / 260).

Employee Trips

The Crazy Horse facility expects to have eight employees. Assuming each employee drives alone to go to work, the project would generate 16 employee trips per day (16 = 8 x 2).

Total Daily Trip Generation

As shown in Table 2, the Crazy Horse facility is expected to generate 586 daily self-haul trips, 64 daily franchise trips, 55 daily off-site haul trips, and 16 daily employee trips. In summary, the Crazy Horse facility is expected to generate 721 daily trips.

Table 2
Project Trip Generation

Land Use	Size	Units	Trip Rate [1]	Daily Trips
Proposed				
Self-Haul [1]	200	tons	2.93 trips per ton	586
Franchise [1]	200	tons	0.32 trips per ton	64
Site Haul [1]	55	trips	--	55
Employees [1]	8	staff	2 trips per employee	16
Total Vehicle Trips				***721***

Notes:
[1] Trip generation rates are based on data obtained from the Sun Street facility in 2021.

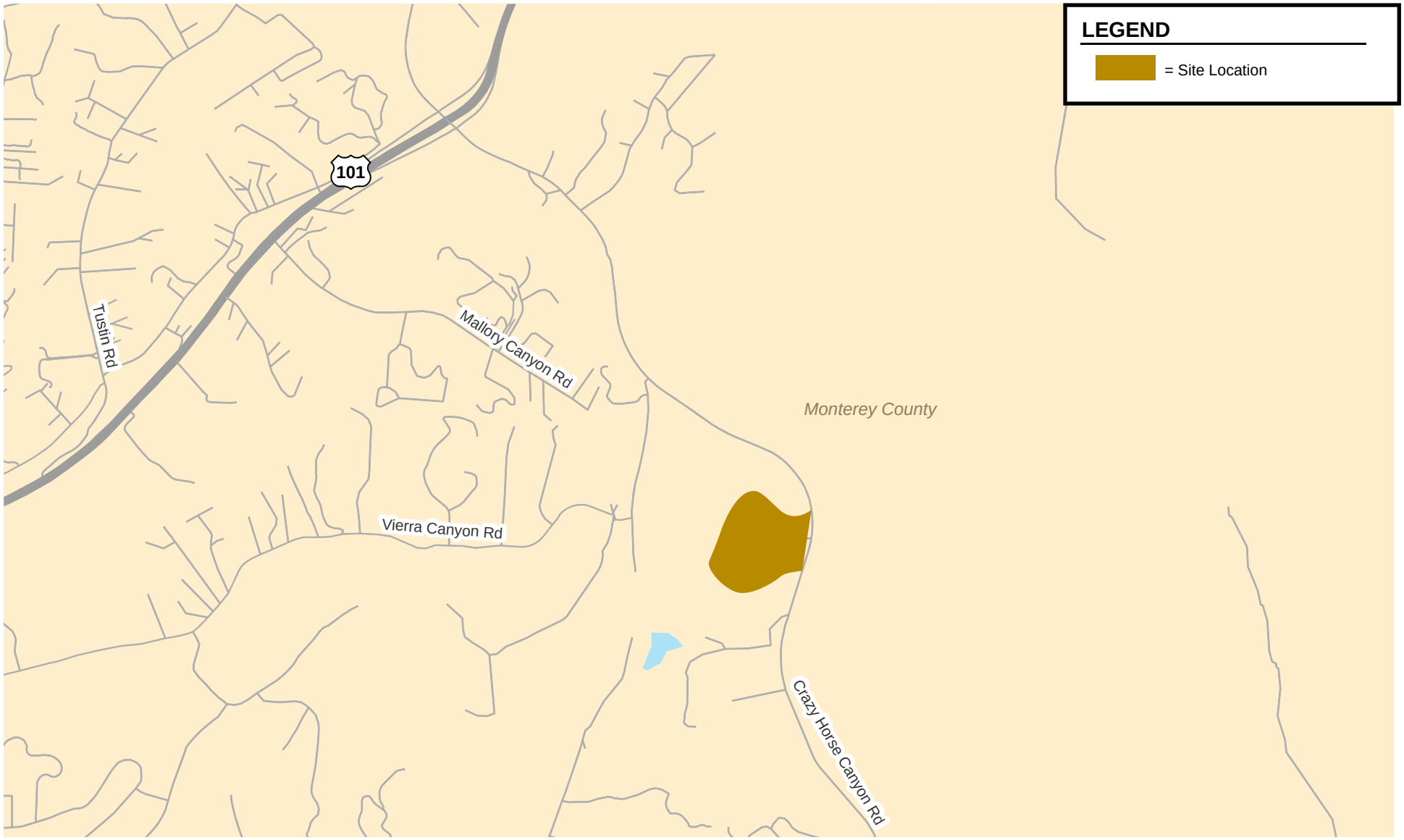


Figure 1
Project Site Location

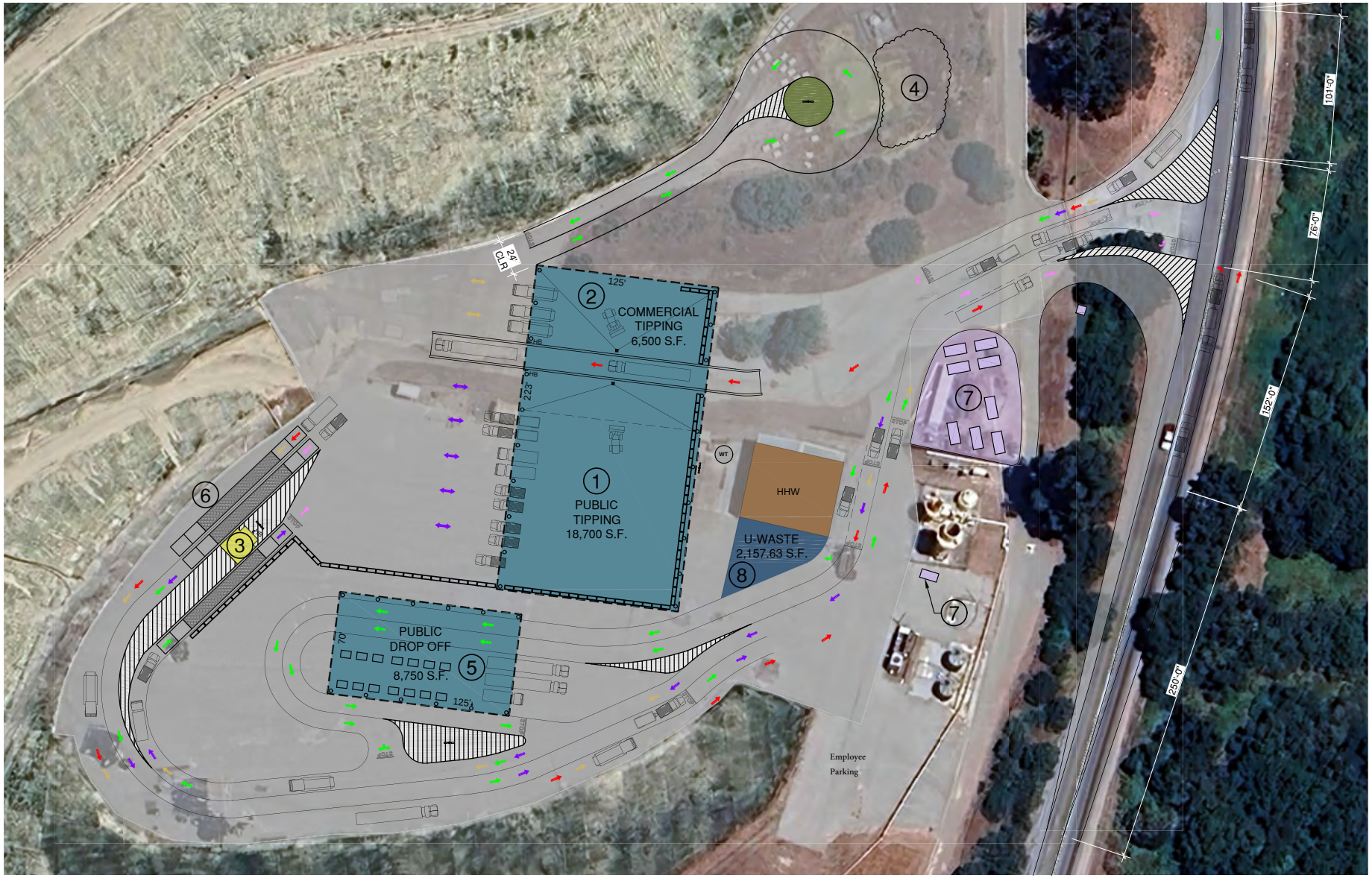


Figure 2
Site Plan

NORTH
Not to Scale

Vehicle Miles Traveled Analysis

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

VMT Impact Criteria

The County of Monterey, at the time of this report, has not yet adopted any analysis procedures, standards, or guidelines consistent with SB 743. In the absence of an adopted policy with impact thresholds, this assessment relies on guidelines published by the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. The guidelines set forth procedures for determining project impacts on VMT based on the project description, characteristics, and location. The VMT methodology also includes screening criteria that are used to identify types, characteristics, and locations of projects that would not exceed the VMT thresholds of significance. If a project meets the screening criteria, it is then presumed that the project would result in a less than significant impact on VMT, and a detailed VMT analysis is not required.

Screening for VMT Analysis

Land use projects that meet at least one of the following screening criteria are presumed to have a less than significant impact on VMT and do not require CEQA transportation analysis:

1. Small Projects (generating 110 daily trips or less)
2. Retail uses of 50,000 square feet (s.f.) or less ("Local Serving Retail")
3. Local serving public projects such as fire stations, neighborhood parks, libraries, and community centers
4. 100% Affordable Housing projects
5. Transit Supportive Projects

OPR does not provide specific VMT analysis methodologies for transfer stations. However, as shown on the project trip generation table (Table 1), the site on a daily basis would serve mostly the general public. It is assumed that the public would generally prefer a transfer station closer to their home than a site further away. OPR describes a similar assumption in trip making characteristics for local serving retail land use and uses that assumption to outline a VMT screening criteria. As discussed above, local serving retail (defined as retail uses of 50,000 square feet or less), can be presumed to have a less than significant VMT impact.

For the purpose of this VMT evaluation, the trip estimates for the proposed transfer station were converted to trip estimates equivalent to local serving retail land use. Table 2 shows the conversion of the project daily trips to local serving retail. Based on the conversion process, the proposed transfer station operations would generate daily trips equivalent to 13,200 s.f. of retail space, which is under the 50,000 s.f. threshold. OPR presumes local serving retail projects would have a less than significant VMT impact. Thus, the proposed project would also have a less than significant VMT impact.

Table 3
Project Daily Trip Conversion to Local Serving Retail

Land Use	Size	Daily Rate	Daily Trips
Proposed Land Use			
Landfill			721
Equivalent Land Use			
Retail [1]	13,200 s.f.	54.45	721

Notes:
s.f. = square feet

[1] Average daily trip rate (in trips per 1,000 s.f.) is from the ITE Trip Generation online database for Strip Retail Plaza (<40k) (Land Use Code 822).

Other CEQA Impact Topics

The project's CEQA transportation impacts related to consistency with plans and policies addressing transit, roadway, bicycle and pedestrian facilities, roadway hazards, and emergency access are discussed below.

Consistency with Plans and Policies

There are no existing pedestrian paths, bicycle lanes, or transit routes along Crazy Horse Canyon Road. Monterey County does not propose any facilities along Crazy Horse Canyon Road. Due to the nature of its operations, the project would not generate any pedestrian, bicycle, or transit traffic.

Roadway Hazards

The project would have one driveway on Crazy Horse Canyon Road to access the site. The project driveway would be designed in accordance with County standards. The project would generate mostly passenger vehicles with some truck trips, and the surrounding roadway system is not adequately designed to accommodate these vehicles. The project proposes to modify the project driveway and Crazy Horse Canyon Road for about 650 feet to reduce the hazards generated by the proposed use.

Emergency Access

Emergency vehicles would be able to access the site via the project driveway on Crazy Horse Canyon Road. Emergency vehicles would be able to circulate the site similar to the larger trucks using the main project drive aisle.

Site Access and Circulation

The site access and on-site circulation evaluation is based on the site plan prepared by JRMA dated August 22, 2024 (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveways regarding the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

The site plans shows that vehicular access to the project would be provided by an existing driveway on Crazy Horse Canyon Road. The driveway would provide access to and from the transfer station.

The project proposes to and modify Crazy Horse Canyon Road north and south of the project's driveway. The project proposes to modify Crazy Horse Canyon Road by striping a 250 feet deceleration lane for inbound vehicles from the north, a 400 feet acceleration lane for outbound vehicles to the south and widening the roadway to allow for a dedicated left-turn lane and merge lane for inbound and outbound vehicles from the south and to the north respectively. For vehicles coming from and going to northbound Crazy Horse Canyon Road the driveway would be 45 feet wide, which is adequate for two-way traffic.

Sight Distance

Sight distance was checked for the project driveway. Sight distance recommendations vary depending on the roadway speeds. The posted speed limit on Crazy Horse Canyon Road is 45 mph. The Caltrans recommended stopping sight distance for the project driveway is 430 feet (based on a design speed of 50 mph). The project driveway has about 450 feet of sight distance looking left at Crazy Horse Canyon Road southbound traffic and over 500 feet of sight distance looking right at Crazy Horse Canyon northbound traffic. Hexagon recommends maintaining the existing low vegetation to the left of the driveway to maintain the sight distance looking to the left at southbound Crazy Horse Canyon Road.

On-Site Circulation

The site plan shows a series of drive aisles and paths for different users. Vehicles entering from southbound Crazy Horse Canyon Road are met with a stop sign at the end of the deceleration lane inside the property and would yield to vehicles entering from northbound Crazy Horse Canyon Road. The site is generally designed as a loop, with two inbound lanes and 1 outbound lane. The circulation for disposal of different waste types and employees are described below.

Hazardous and Electronic Waste

According to the site plan, building HHW and building 8 would serve as the destination points for hazardous and electronic waste respectively. Vehicles looking to dispose of hazardous and electronic waste would enter the project site, stay in the right-hand lane and turn right into the waste dumping facility. Exiting the site, vehicles would need to loop through the public recycling area to be able to turn around.

At this area, the inside inbound lane has a stop sign, and the inside outbound lane also has a stop sign. The site plan shows that the inbound and outbound lanes would need to negotiate over right-of-way in between the two stop signs. It is recommended that dedicated inbound and outbound lanes be clearly striped to avoid confusion.

Recycling

According to the site plan, building 5 would serve as the destination point for recycling by the public, Republic, and Waste Management. Vehicles looking to dispose of recycling would enter the project site, follow the drive aisle to building 5, dispose of recycling, then loop around the building. The inside lane would direct the traffic to exit the site, whereas the outside lane provides traffic the option to turn left (exit the site), or turn right (dump other types of waste). Both lanes have stop signs as they intersect the main internal roadway.

Public Tipping

According to the site plan, building 1 would serve as the destination point for general waste being dumped by the public. Public vehicles looking to dispose of general waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, wait for space to open at the public tipping building, reverse into the building and dump the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate self-haul waste unloading area.

Commercial Tipping

According to the site plan, building 2 would serve as the destination point for general waste being dumped by Republic and Waste Management. Commercial vehicles looking to dispose of general waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, wait for space to open at the commercial tipping building, reverse into the building and dump the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate commercial waste unloading area.

Yard Waste

According to the site plan, the disposal site located at the north end of the site (4) would serve as the destination point for yard waste being dumped by the public, Republic, and/or Waste Management. Any vehicle looking to dispose of yard waste would enter the project site, follow the drive aisle through the site to the scale and get weighed, dispose of the waste, go to the outbound scale and get weighed, then proceed to the exit by following the path. It should be noted that at the scale, attendants will help direct traffic to the appropriate yard waste unloading area.

Employees

Employee parking is provided in a surface parking lot at the southeast corner of the project site. These spots can be accessed via the project driveway and the main project drive aisle.

Appendix C
SVSWA Operations Data

Sun Street Annual Trips by Hour - Self Haul

SiteCode	SS
BillCompany	(Multiple Items)

Count of NetTN	Column Labels									
Row Labels	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	Grand Total
SH I										
100 - Solid Waste	4,180	6,471	7,128	8,060	8,563	8,555	8,822	9,020	8,853	76,311
102 - Mixed Recycling			1							2
107 - Salvaged Metal	1	1	1		1	1	2		1	8
109 - Carpet	47	36	38	24	29	26	22	24	30	295
113 - Solid Waste - Cannabis	3	10	16	11	9	7	14	15	19	113
115 - Community Clean Up Solid Waste		1	1		3		1			6
121 - Construction & Demolition	418	591	565	626	650	614	645	625	747	5,980
310 - Altered Tires	74	36	109	100	112	81	32	79	97	760
330 - Outbound Mattresses	16	26	12	9	13	9	2	5	3	97
400 - Clean Lumber	106	218	333	316	376	373	345	354	336	2,995
402 - Wood Stumps (3 feet and over in diameter)	1	4	4	2	4	6	4		7	33
409 - Green Waste - Rendered Cannabis	3	7	13	7	8	7	6	5	1	60
410 - Green (Yard) Waste	1,861	1,505	1,261	1,269	1,498	1,526	1,909	2,172	1,957	16,420
412 - SS Organics	1									1
419 - Community Clean Up Green Waste							1			1
420 - Recyclable Metal	3	6	5	5	4		6	3		34
425 - Community Cleanup Mattresses						1				1
427 - Community Cleanup E-Waste							1			2
430 - Recyclable Cardboard	4	14	13	14	15	9	5	20	15	115
440 - Recyclable Plastic	3	1	2	8	3		1		1	20
460 - Recyclable Paper			1	1	2	1		2		7
999 - Not Specified	86	255	387	493	566	551	523	528	559	4,430
I Total	6,807	9,182	9,890	10,945	11,856	11,767	12,341	12,852	12,626	107,691
	0.063	0.085								
		AM pk-hr to daily trip ratio								

Sun Street Annual Trips by Hour - Franchise

SiteCode	1/4 of REPUBLIC SERVICES OF SALINAS									
Count of NetTN	Column Labels									
Row Labels	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	Grand Total
FR I										
105 - Franchise Solid Waste	486	400	386	312	258	216	112	44	17	2,236
121 - Construction & Demolition	8	6	5	3	2	0	1	-	0	25
321 - Christmas Trees	-	-	-	0	-	-	-	-	-	0
399 - Community Clean Up Clean Lumber	-	-	-	-	0	0	-	0	-	1
400 - Clean Lumber	13	12	11	4	5	2	-	1	0	48
412 - SS Organics	3	21	17	3	2	1	1	1	-	47
420 - Recyclable Metal	-	-	-	-	0	0	1	1	-	2
430 - Recyclable Cardboard	-	-	-	-	-	0	0	0	-	1
440 - Recyclable Plastic	-	-	-	-	-	1	-	0	-	1
999 - Not Specified	-	-	0	0	-	0	-	-	-	1
I Total	509	438	419	323	267	221	115	46	18	2,361
	0.216									
	AM pk-hr to daily trip ratio									

Sun Street Annual Trips by Hour - Off-Site Haul

SiteCode	SS
BillCompany	(Multiple Items)

Count of NetTN	Column Labels									
Row Labels	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	Grand Total
SH O										
111 - Transfer Solid Waste	1,094	679	744	714	553	602	478	172	11	5,048
126 - Transfer Construction & Demolition	123	32	37	55	43	55	35	12		396
231 - Transfer Concrete	4	3	1	2		4	1	1		16
280 - Outbound CRT	2	4	6	4	6	2	7	8	5	46
316 - Outbound Carpet	1	1		2	3	1				8
317 - Outbound Amnesty Tires			1		1	1	1	1	1	7
320 - Outbound Tires	2				1	1	1	2		7
329 - Outbound Clothing			7	4	2	6	3		2	24
330 - Outbound Mattresses	18	30	8	7	2	4	2	1		75
405 - Outbound Wood Waste		1								1
406 - Transfer Wood Waste	22	9	5	14	4	8	8	3		74
416 - Transfer Green	224	62	39	77	40	57	66	45	7	629
500 - Outbound Metal	12	40	45	42	50	43	40	38	23	346
510 - Outbound Cardboard	16	47	37	18	23	23	30	46	73	339
530 - Outbound Plastic	3	4	3	3	1	1	5	4	8	38
O Total	1,521	912	933	942	729	808	677	333	130	7,054

0.216

AM pk-hr to daily trip ratio

Appendix D
Level of Service Calculations

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	100	2	13	163	37	0	0	77	56
Future Vol, veh/h	0	0	0	100	2	13	163	37	0	0	77	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	100	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	111	2	14	181	41	0	0	86	62

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	489	551	41	148	0	-	-	-	0	
Stage 1	403	403	-	-	-	-	-	-	-	
Stage 2	86	148	-	-	-	-	-	-	-	
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-	
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-	
Pot Cap-1 Maneuver	538	442	1030	1434	-	0	0	-	-	
Stage 1	675	600	-	-	-	0	0	-	-	
Stage 2	938	775	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	470	0	1030	1434	-	-	-	-	-	
Mov Cap-2 Maneuver	470	0	-	-	-	-	-	-	-	
Stage 1	589	0	-	-	-	-	-	-	-	
Stage 2	938	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.17	6.42	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1434	-	470	1030	-	-
HCM Lane V/C Ratio	0.126	-	0.236	0.016	-	-
HCM Ctrl Dly (s/v)	7.9	-	15	8.6	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.9	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	117	1	48	0	0	0	0	79	284	44	135	0
Future Vol, veh/h	117	1	48	0	0	0	0	79	284	44	135	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	50	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	129	1	53	0	0	0	0	87	312	48	148	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	332	644	148	-	0	0	399	0	0
Stage 1	245	245	-	-	-	-	-	-	-
Stage 2	87	399	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	663	391	898	0	-	-	1160	-	0
Stage 1	796	703	-	0	-	-	-	-	0
Stage 2	937	602	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	635	0	898	-	-	-	1160	-	-
Mov Cap-2 Maneuver	635	0	-	-	-	-	-	-	-
Stage 1	796	0	-	-	-	-	-	-	-
Stage 2	898	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.26	0	2.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	635	898	1160	-
HCM Lane V/C Ratio	-	-	0.202	0.06	0.042	-
HCM Ctrl Dly (s/v)	-	-	12.1	9.3	8.2	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	295	4	2	0	10	2	8	14	0	3	8	140
Future Vol, veh/h	295	4	2	0	10	2	8	14	0	3	8	140
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	307	4	2	0	10	2	8	15	0	3	8	146
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.5	7.7	8.2	8.2
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	98%	0%	2%
Vol Thru, %	64%	1%	83%	5%
Vol Right, %	0%	1%	17%	93%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	301	12	151
LT Vol	8	295	0	3
Through Vol	14	4	10	8
RT Vol	0	2	2	140
Lane Flow Rate	23	314	13	157
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.397	0.016	0.183
Departure Headway (Hd)	4.967	4.559	4.586	4.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	720	793	779	856
Service Time	2.999	2.559	2.621	2.215
HCM Lane V/C Ratio	0.032	0.396	0.017	0.183
HCM Control Delay, s/veh	8.2	10.5	7.7	8.2
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	1.9	0	0.7

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	5	1	10	5	8
Future Vol, veh/h	13	5	1	10	5	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	7	1	13	7	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	15	0	-	0	49	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1603	-	-	-	960	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1603	-	-	-	949	1074
Mov Cap-2 Maneuver	-	-	-	-	949	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	981	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	5.25	0	8.58
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1300	-	-	-	1022
HCM Lane V/C Ratio	0.011	-	-	-	0.017
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	9	14	236	10	71	31	112	61	2
Future Vol, veh/h	0	1	3	9	14	236	10	71	31	112	61	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	97	92	97	92	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	3	9	15	243	11	73	32	115	63	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	397	422	64	405	407	89	65	0	0	105	0	0
Stage 1	295	295	-	111	111	-	-	-	-	-	-	-
Stage 2	103	127	-	294	296	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	563	523	1000	556	533	969	1537	-	-	1486	-	-
Stage 1	713	669	-	894	804	-	-	-	-	-	-	-
Stage 2	903	791	-	714	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	373	477	1000	505	487	969	1537	-	-	1486	-	-
Mov Cap-2 Maneuver	373	477	-	505	487	-	-	-	-	-	-	-
Stage 1	656	615	-	887	798	-	-	-	-	-	-	-
Stage 2	659	785	-	653	614	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.61	10.77	0.69	4.88
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	159	-	-	785	890	1144	-	-
HCM Lane V/C Ratio	0.007	-	-	0.006	0.301	0.078	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.6	10.8	7.6	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.3	-	-

Intersection	
Intersection Delay, s/veh	21.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	45	3	416	29	50	3	108	242	57	186	1
Future Vol, veh/h	8	45	3	416	29	50	3	108	242	57	186	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	46	3	429	30	52	3	111	249	59	192	1
Number of Lanes	0	1	0	1	1	0	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	11.8	32.9	13.2	13.6
HCM LOS	B	D	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	3%	0%	14%	100%	0%	100%	0%
Vol Thru, %	97%	0%	80%	0%	37%	0%	99%
Vol Right, %	0%	100%	5%	0%	63%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	242	56	416	79	57	187
LT Vol	3	0	8	416	0	57	0
Through Vol	108	0	45	0	29	0	186
RT Vol	0	242	3	0	50	0	1
Lane Flow Rate	114	249	58	429	81	59	193
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.224	0.438	0.123	0.844	0.139	0.126	0.384
Departure Headway (Hd)	7.049	6.319	7.639	7.087	6.13	7.693	7.176
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	569	469	515	589	467	501
Service Time	4.789	4.058	5.689	4.787	3.83	5.435	4.918
HCM Lane V/C Ratio	0.224	0.438	0.124	0.833	0.138	0.126	0.385
HCM Control Delay, s/veh	11.8	13.9	11.8	37.3	9.8	11.5	14.3
HCM Lane LOS	B	B	B	E	A	B	B
HCM 95th-tile Q	0.9	2.2	0.4	8.7	0.5	0.4	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	0	112	0	0	0	166	452	0	1	472	340
Future Volume (veh/h)	396	0	112	0	0	0	166	452	0	1	472	340
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	417	0	118				175	476	0	1	497	358
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2				2	2	0	2	2	2
Cap, veh/h	476	0	615				215	1047	0	2	823	1121
Arrive On Green	0.27	0.00	0.27				0.12	0.56	0.00	0.00	0.44	0.44
Sat Flow, veh/h	1781	0	1585				1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	417	0	118				175	476	0	1	497	358
Grp Sat Flow(s),veh/h/ln	1781	0	1585				1781	1870	0	1781	1870	1585
Q Serve(g_s), s	17.6	0.0	3.9				7.5	11.8	0.0	0.0	15.9	6.7
Cycle Q Clear(g_c), s	17.6	0.0	3.9				7.5	11.8	0.0	0.0	15.9	6.7
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	0	615				215	1047	0	2	823	1121
V/C Ratio(X)	0.88	0.00	0.19				0.81	0.45	0.00	0.41	0.60	0.32
Avail Cap(c_a), veh/h	691	0	807				329	1047	0	113	823	1121
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	15.9				33.7	10.2	0.0	39.2	16.8	4.3
Incr Delay (d2), s/veh	8.8	0.0	0.2				8.8	1.4	0.0	83.6	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	1.4				3.6	4.6	0.0	0.1	6.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	0.0	16.1				42.4	11.6	0.0	122.8	18.0	4.5
LnGrp LOS	D		B				D	B		F	B	A
Approach Vol, veh/h		535						651			856	
Approach Delay, s/veh		31.9						19.9			12.5	
Approach LOS		C						B			B	

Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	4.6	48.5		14.0	39.1		25.5					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5		4.5					
Max Green Setting (Gmax), s	5.6	44.0		14.5	34.5		30.5					
Max Q Clear Time (g_c+I1), s	2.0	13.8		9.5	17.9		19.6					
Green Ext Time (p_c), s	0.0	3.1		0.2	4.1		1.4					

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	75	209	6	46	115
Future Vol, veh/h	10	75	209	6	46	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	84	235	7	52	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	471	238	0	0	242	0
Stage 1	238	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	551	801	-	-	1325	-
Stage 1	801	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	528	801	-	-	1325	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.46	0	2.24
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	755	514	-
HCM Lane V/C Ratio	-	-	0.127	0.039	-
HCM Ctrl Dly (s/v)	-	-	10.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	117	2	13	256	71	0	0	111	56
Future Vol, veh/h	0	0	0	117	2	13	256	71	0	0	111	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	100	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	130	2	14	284	79	0	0	123	62

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	771	833	79	186	0	-	-	-	0
Stage 1	648	648	-	-	-	-	-	-	-
Stage 2	123	186	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	368	304	982	1389	-	0	0	-	-
Stage 1	521	466	-	-	-	0	0	-	-
Stage 2	902	746	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	293	0	982	1389	-	-	-	-	-
Mov Cap-2 Maneuver	293	0	-	-	-	-	-	-	-
Stage 1	414	0	-	-	-	-	-	-	-
Stage 2	902	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	24.7	6.46	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1389	-	293	982	-	-
HCM Lane V/C Ratio	0.205	-	0.444	0.017	-	-
HCM Ctrl Dly (s/v)	8.3	-	26.7	8.7	-	-
HCM Lane LOS	A	-	D	A	-	-
HCM 95th %tile Q(veh)	0.8	-	2.2	0.1	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	117	1	141	0	0	0	0	206	301	44	186	0
Future Vol, veh/h	117	1	141	0	0	0	0	206	301	44	186	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	-	-	-	-	-	50	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	129	1	155	0	0	0	0	226	331	48	204	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	527	858	204	-	0	0	557	0	0
Stage 1	301	301	-	-	-	-	-	-	-
Stage 2	226	557	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	511	294	836	0	-	-	1014	-	0
Stage 1	751	665	-	0	-	-	-	-	0
Stage 2	811	512	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	487	0	836	-	-	-	1014	-	-
Mov Cap-2 Maneuver	487	0	-	-	-	-	-	-	-
Stage 1	751	0	-	-	-	-	-	-	-
Stage 2	773	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.43	0	1.67
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	487	836	1014	-
HCM Lane V/C Ratio	-	-	0.264	0.187	0.048	-
HCM Ctrl Dly (s/v)	-	-	15	10.3	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.7	0.2	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	317	4	2	0	10	2	8	19	0	3	13	162
Future Vol, veh/h	317	4	2	0	10	2	8	19	0	3	13	162
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	330	4	2	0	10	2	8	20	0	3	14	169
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.1	7.8	8.3	8.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	98%	0%	2%
Vol Thru, %	70%	1%	83%	7%
Vol Right, %	0%	1%	17%	91%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	323	12	178
LT Vol	8	317	0	3
Through Vol	19	4	10	13
RT Vol	0	2	2	162
Lane Flow Rate	28	336	13	185
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.431	0.016	0.22
Departure Headway (Hd)	5.059	4.616	4.705	4.277
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	781	758	840
Service Time	3.093	2.646	2.748	2.3
HCM Lane V/C Ratio	0.04	0.43	0.017	0.22
HCM Control Delay, s/veh	8.3	11.1	7.8	8.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	2.2	0	0.8

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	5	1	10	5	13
Future Vol, veh/h	18	5	1	10	5	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	7	1	13	7	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	15	0	-	0	63	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1603	-	-	-	943	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1603	-	-	-	929	1074
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	5.7	0	8.58
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1409	-	-	-	1029
HCM Lane V/C Ratio	0.015	-	-	-	0.023
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	3	9	14	241	10	87	31	117	77	2
Future Vol, veh/h	0	1	3	9	14	241	10	87	31	117	77	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	97	92	97	92	97	97	97	97	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	3	9	15	248	11	90	32	121	79	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	441	465	80	449	450	106	82	0	0	122	0	0
Stage 1	322	322	-	127	127	-	-	-	-	-	-	-
Stage 2	119	143	-	321	323	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	527	495	980	521	504	949	1516	-	-	1466	-	-
Stage 1	690	651	-	876	791	-	-	-	-	-	-	-
Stage 2	885	778	-	691	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	342	449	980	469	457	949	1516	-	-	1466	-	-
Mov Cap-2 Maneuver	342	449	-	469	457	-	-	-	-	-	-	-
Stage 1	631	595	-	870	785	-	-	-	-	-	-	-
Stage 2	636	772	-	628	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.79	11.05	0.61	4.58
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	140	-	-	756	867	1068	-	-
HCM Lane V/C Ratio	0.007	-	-	0.006	0.315	0.082	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.8	11.1	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.4	0.3	-	-

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	45	3	416	29	58	3	116	242	65	194	1
Future Vol, veh/h	8	45	3	416	29	58	3	116	242	65	194	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	46	3	429	30	60	3	120	249	67	200	1
Number of Lanes	0	1	0	1	1	0	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	11.9	33.9	13.4	14.1
HCM LOS	B	D	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	3%	0%	14%	100%	0%	100%	0%
Vol Thru, %	97%	0%	80%	0%	33%	0%	99%
Vol Right, %	0%	100%	5%	0%	67%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	242	56	416	87	65	195
LT Vol	3	0	8	416	0	65	0
Through Vol	116	0	45	0	29	0	194
RT Vol	0	242	3	0	58	0	1
Lane Flow Rate	123	249	58	429	90	67	201
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.243	0.443	0.124	0.854	0.154	0.144	0.404
Departure Headway (Hd)	7.117	6.387	7.753	7.169	6.187	7.745	7.228
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	564	462	510	583	463	499
Service Time	4.86	4.129	5.81	4.869	3.887	5.49	4.973
HCM Lane V/C Ratio	0.244	0.441	0.126	0.841	0.154	0.145	0.403
HCM Control Delay, s/veh	12.1	14.1	11.9	38.9	10	11.8	14.8
HCM Lane LOS	B	B	B	E	A	B	B
HCM 95th-tile Q	0.9	2.3	0.4	8.9	0.5	0.5	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	0	112	0	0	0	166	460	0	1	480	340
Future Volume (veh/h)	396	0	112	0	0	0	166	460	0	1	480	340
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	417	0	118				175	484	0	1	505	358
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2				2	2	0	2	2	2
Cap, veh/h	474	0	613				215	1054	0	2	831	1126
Arrive On Green	0.27	0.00	0.27				0.12	0.56	0.00	0.00	0.44	0.44
Sat Flow, veh/h	1781	0	1585				1781	1870	0	1781	1870	1585
Grp Volume(v), veh/h	417	0	118				175	484	0	1	505	358
Grp Sat Flow(s),veh/h/ln	1781	0	1585				1781	1870	0	1781	1870	1585
Q Serve(g_s), s	17.9	0.0	3.9				7.6	12.2	0.0	0.0	16.4	6.7
Cycle Q Clear(g_c), s	17.9	0.0	3.9				7.6	12.2	0.0	0.0	16.4	6.7
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	474	0	613				215	1054	0	2	831	1126
V/C Ratio(X)	0.88	0.00	0.19				0.81	0.46	0.00	0.41	0.61	0.32
Avail Cap(c_a), veh/h	658	0	777				324	1054	0	112	832	1126
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	16.2				34.2	10.3	0.0	39.8	16.9	4.3
Incr Delay (d2), s/veh	10.0	0.0	0.2				9.3	1.4	0.0	83.6	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	1.4				3.7	4.7	0.0	0.1	6.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	0.0	16.4				43.5	11.7	0.0	123.4	18.2	4.5
LnGrp LOS	D		B				D	B		F	B	A
Approach Vol, veh/h		535						659			864	
Approach Delay, s/veh		33.3						20.1			12.6	
Approach LOS		C						C			B	

Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	4.6	49.5		14.1	40.0		25.7					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5		4.5					
Max Green Setting (Gmax), s	5.0	45.0		14.5	35.5		29.5					
Max Q Clear Time (g_c+I1), s	2.0	14.2		9.6	18.4		19.9					
Green Ext Time (p_c), s	0.0	3.2		0.2	4.2		1.3					

Intersection Summary	
HCM 7th Control Delay, s/veh	20.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	80	214	6	51	120
Future Vol, veh/h	10	80	214	6	51	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	90	240	7	57	135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	493	244	0	0	247	0
Stage 1	244	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	535	795	-	-	1319	-
Stage 1	797	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	510	795	-	-	1319	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.56	0	2.34
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	749	537	-
HCM Lane V/C Ratio	-	-	0.135	0.043	-
HCM Ctrl Dly (s/v)	-	-	10.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	144	27	27	322	176	144
Future Vol, veh/h	144	27	27	322	176	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	150	-	-	250
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	29	29	350	191	157

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	600	191	191	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	464	850	1382	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	454	850	1382	-	-	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.6	0.59	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1382	-	539	850	-	-
HCM Lane V/C Ratio	0.021	-	0.29	0.035	-	-
HCM Ctrl Dly (s/v)	7.7	-	14.4	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	0.1	-	-

Attachment 3

CalEEMod Data

Crazy Horse Transfer Summary Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Crazy Horse Transfer
Construction Start Date	6/1/2025
Operational Year	2026
Lead Agency	Salinas Valley Solid Waste Authority
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.60
Precipitation (days)	39.2
Location	36.80324117544366, -121.61930654403733
County	Monterey
City	Unincorporated
Air District	Monterey Bay ARD
Air Basin	North Central Coast
TAZ	3233
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Government Office Building	35.0	1000sqft	0.80	35,000	0.00	0.00	—	Transfer Station

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-3	Use Local Construction Contractors
Construction	C-4*	Use Local and Sustainable Building Materials
Construction	C-5	Use Advanced Engine Tiers
Construction	C-13	Use Low-VOC Paints for Construction
Energy	E-7*	Require Higher Efficacy Public Street and Area Lighting

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.07	0.33	2.13	< 0.005	0.01	1.08	1.09	0.01	0.11	0.12	—	317	317	0.01	0.02	0.58	324
Mit.	0.08	0.07	1.18	2.11	< 0.005	0.01	0.80	0.81	0.01	0.08	0.09	—	304	304	0.01	0.02	0.50	305
% Reduced	3%	3%	-261%	1%	—	—	26%	26%	—	26%	25%	—	4%	4%	—	—	14%	6%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.04	1.03	1.05	6.08	0.01	0.02	0.14	0.15	0.02	0.03	0.05	—	982	982	0.04	0.03	0.02	991
Mit.	1.04	1.03	1.31	5.97	0.01	0.02	0.11	0.12	0.02	0.03	0.04	—	955	955	0.04	0.03	0.02	963
% Reduced	—	> -0.5%	-25%	2%	—	—	21%	18%	—	20%	13%	—	3%	3%	—	—	16%	3%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mit.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.46	1.41	1.34	8.33	0.01	0.02	0.01	0.03	0.02	< 0.005	0.02	17.5	744	761	1.83	0.03	0.06	816
Mit.	1.46	1.41	1.34	8.33	0.01	0.02	0.01	0.03	0.02	< 0.005	0.02	17.5	744	761	1.83	0.03	0.06	816
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.17	1.14	1.38	7.88	0.01	0.01	0.01	0.03	0.01	< 0.005	0.02	17.5	739	756	1.85	0.03	< 0.005	813
Mit.	1.17	1.14	1.38	7.88	0.01	0.01	0.01	0.03	0.01	< 0.005	0.02	17.5	739	756	1.85	0.03	< 0.005	813
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.02	1.81	3.37	22.2	0.05	0.05	4.20	4.25	0.05	1.07	1.11	17.5	5,391	5,409	1.95	0.22	8.30	5,530
Mit.	2.02	1.81	3.37	22.2	0.05	0.05	4.20	4.25	0.05	1.07	1.11	17.5	5,391	5,409	1.95	0.22	8.30	5,530
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.37	0.33	0.62	4.05	0.01	0.01	0.77	0.78	0.01	0.19	0.20	2.90	893	895	0.32	0.04	1.37	916
Mit.	0.37	0.33	0.62	4.05	0.01	0.01	0.77	0.78	0.01	0.19	0.20	2.90	893	895	0.32	0.04	1.37	916
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	2	5	1
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	2	5	1
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	45.0
Healthy Places Index Score for Project Location (b)	58.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.