

MONTEREY COUNTY PLANNING COMMISSION

Meeting: December 13, 2006 Time: 1:30 P.M	Agenda Item No.: 11
Project Description: Johnson Canyon Landfill Expansion: PLN060239. A use permit to allow the expansion of the existing Johnson Canyon Landfill, including a 16.3 acre horizontal expansion, approximately 4.5 million tons of additional capacity, approximately 40 foot landfill elevation increase to total landfill height of 100 feet above natural grade along the western slopes (facing the City of Gonzales), and relocation of the entrance facility including the construction of new parking lots, scale house (234 square feet), staff facilities (1,383 square feet), and household hazardous waste building (4,380 square feet).	
Project Location: 31400 & 31800 Johnson Canyon Road, Gonzales	APNs: 223-042-017-000 and 223-042-018-000
Planning File Number: PLN060239	Name: Salinas Valley Solid Waste Authority, Property Owner/Agent
Plan Area: Central Salinas Valley Area Plan	Flagged and staked: Yes
Zoning Designation: "PQP" (Public/Quasi Public) & "F/40" (Farmland, 40 acres per unit)	
CEQA Action: Final Environmental Impact Report (EIR) and Subsequent EIR Addendums Adopted by the Salinas Valley Solid Waste Authority	
Department: RMA - Planning Department	

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Consider the Final Environmental Impact Report (EIR) and Subsequent EIR Addendums Adopted by the Salinas Valley Solid Waste Authority (**Exhibit G**);
2. Approve the Development Permit for the Johnson Canyon Landfill expansion, based on the Findings and Evidence (**Exhibit C**) and subject to the recommended Conditions (**Exhibit D**), and
3. Adopt the Condition Compliance and Mitigation Monitoring Reporting Plan (**Exhibit D**).

PROJECT OVERVIEW:

The applicant has proposed an expansion of the Johnson Canyon Landfill, including a 16.3 acre horizontal expansion, approximately 4.5 million tons of additional capacity, approximately 40 foot landfill elevation increase to a total landfill height of 100 feet above natural grade along the western slopes (facing the City of Gonzales). Additionally the applicant has proposed the construction of a new entrance facility, maintenance and office buildings on an adjoining parcel. This will require the relocation of an existing gate across Johnson Canyon Road that limits access to local residents (only) that live east of the landfill. The entrance facility would include a 234 square foot scale house, 1,383 square feet of staff facilities, a 4,380 square foot household hazardous waste building, associated parking lots and roadway infrastructure, on an area totaling approximately 287,500 square feet or 6.6 acres. In September 2002 an Environmental Impact Report (EIR) was prepared and certified by the Salinas Valley Solid Waste Authority Board to support the expansion of three area landfills, including the proposed modifications to the Johnson Canyon Landfill. The current conditional use permit needs to be updated to reflect the requested increase in landfill size.

See the Discussion (**Exhibit B**).

OTHER AGENCY INVOLVEMENT:

- ✓ Public Works Department
- ✓ Parks Department
- ✓ Environmental Health Division
- ✓ Water Resources Agency
- ✓ Sheriffs Department
- ✓ Gonzales Rural Fire Protection District
- ✓ City of Gonzales

The above checked agencies and departments have reviewed this project. Conditions recommended by Public Works Department, Parks Department, Environmental Health Division, Water Resources Agency, Sheriffs Department, and Gonzales Rural Fire Protection District have been incorporated into the condition compliance reporting plan (**Exhibit D**).

Bob Schubert, AICP, Acting Planning and Building Services Manager
(831) 755-5183, schubertbj@co.monterey.ca.us
December 6, 2006

cc: Planning Commission Members (10); County Counsel; Public Works Department, Parks Department, Environmental Health Division, Water Resources Agency, Sheriffs Department, Gonzales Rural Fire Protection District; Bob Schubert, Acting Planning and Building Services Manager; Salinas Valley Solid Waste Authority, Applicant; David M. Fisher, Agent; File PLN060239.

Attachments: Exhibit A Project Data Sheet
Exhibit B Discussion
Exhibit C Recommended Findings and Evidence
Exhibit D Condition Compliance and Mitigation Monitoring Reporting Plan
Exhibit E Salinas Valley Solid Waste Authority Regional Solid Waste Facilities Project Findings Pursuant to the California Environmental Quality Act, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Plan
Exhibit F Site Plan, Floor Plans and Elevations
Exhibit G CD containing the Final Environmental Impact Report (EIR) and Subsequent EIR Addendums Adopted by the Salinas Valley Solid Waste Authority (**Note: a compact disc containing these documents was included in each Planning Commission packet**)

EXHIBIT A
Project Data Sheet

EXHIBIT B DISCUSSION

BACKGROUND:

The Johnson Canyon Sanitary Landfill facility is owned by the Salinas Valley Solid Waste Authority, a Governmental Joint Powers Authority between the County of Monterey and the Cities of Salinas, Gonzales, Soledad, Greenfield, and King City. The Johnson Canyon Landfill was opened to the public by the County of Monterey on July 26, 1976 in accordance with a County Conditional Use Permit, and California Environmental Protection Agency (EPA) Solid Waste Discharge Permits. In accordance with the approval of the EPA permits, comprehensive facility documentation and monitoring reports are regularly submitted to the EPA and maintained for public review. In September 2002 an Environmental Impact Report was prepared and certified by the Salinas Valley Solid Waste Authority Board to support the expansion of three area landfills, including the modifications to the Johnson Canyon Landfill described in the application package for the proposed project. The current conditional use permit needs to be updated to reflect the requested increase in landfill size. Environmental Review for the project has been prepared by the Salinas Valley Solid Waste Authority with the assistance of RBF Consulting and Douglas Environmental. See Setting and Project Description below.

SETTING AND PROJECT DESCRIPTION

The subject property is located approximately 1.5 miles east of the City of Gonzales, with a zoning designation of Public/Quasi Public (PQP) for the existing landfill parcel, and Farmland (F/40) for the adjoining parcel upon which the entrance facility is proposed. The site is predominantly surrounded by agricultural uses, including a cattle yard to the west, rural single family residences to the north and west, grazed hillsides to the north and east, and farmland to the south. Also located west of the proposed entrance facility is a small private runway.

The proposed project is one portion of the Salinas Valley Solid Waste Authority's Regional Facility Project. This project involves only the partial expansion of the Johnson Canyon Landfill. This expansion includes a proposed 16.3 acre horizontal expansion on the existing landfill parcel and vertical expansion of an approximately 40 foot landfill elevation increase on the westerly boundary to a total landfill height of 100 feet above natural grade near the western side of the landfill facing the City of Gonzales. The proposed project allows a daily tonnage increase of an approximate 1,000 average tons, and approximately 4.5 million tons additional capacity including remaining permitted air space.

The proposed project also includes the relocation of the entrance facility to the adjoining parcel with the construction of new accessory structures, parking and circulation elements totaling approximately 287,500 square feet, or about 6.6 acres. The entrance facility development would include the construction of an approximately 234 square foot scale house, an approximately 4,380 square foot household hazardous waste collection and sorting facility, and staff facilities totaling approximately 1,383 square feet. To provide access to the new entrance facility, an existing gate across Johnson Canyon Road that limits access to local residents (only) that live east of the landfill will need to be relocated.

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared to assess the potential adverse environmental impacts from the

Salinas Valley Solid Waste Authority's (Authority) Regional Solid Waste Facility Project (Regional). The Regional EIR (SCH# 200021027) certified in September 2002 evaluated the environmental impacts associated with providing the waste disposal within the Authority's service area over a 70-year timeframe. Based on growth projections within the service area, landfill expansions were identified for three separate landfills including the Crazy Horse Sanitary Landfill, the Jolon Road Landfill, and the Johnson Canyon Road Landfill. The Regional project was approved by the Authority on November 14, 2002 and a portion was subsequently approved as amended on January 16, 2003 prior to submittal of the Notice of Determination. An Addendum to the Regional EIR was approved by the Authority on July 24, 2003 that evaluated the acceptance of waste from outside of the Authority's service area. Subsequently a second Addendum to the Regional EIR was approved on April 15, 2004 that evaluated an increase in the permitted tonnage limit at the Crazy Horse Sanitary Landfill, which is currently being implemented by the Authority. A third Addendum was prepared to evaluate any new environmental effects or increases in the severity of previously identified significant effects of proposed operational changes at the three landfills, including the proposed project. The third addendum was adopted by the Authority on September 16, 2004. These documents are contained in **Exhibit G** (compact disc).

The Regional EIR identifies mitigation measures for each specific solid waste facility including the Johnson Canyon Landfill expansion. Mitigation measures were identified for the Johnson Canyon Landfill to assure a less than significant impact to the environment for the following: Biological Resources, Geology and Soils, Traffic, Air Quality, Cultural Resources, Aesthetics, and Hazards and Hazardous Materials.

No other significant environmental issues have been identified for the project. All mitigation measures are included in the Condition Compliance and Mitigation Monitoring Reporting Plan (**Exhibit D**).

EXHIBIT C

RECOMMENDED FINDINGS AND EVIDENCE

- 1. FINDING: CONSISTENCY** – The project, as described in Condition No. 1 and as conditioned, conforms to the policies, requirements, and standards of the Monterey County General Plan, Central Salinas Valley Area Plan, and the Monterey County Zoning Ordinance (Title 21), which designates this area as appropriate for development.

EVIDENCE: (a) The text, policies, and regulations in the above referenced documents have been evaluated during the course of review of applications. No conflicts were found to exist. No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents.

- (b) The property is located 31400 & 31800 Johnson Canyon Road, Gonzales (Assessor's Parcel Numbers 223-042-017-000 and 223-042-018-000), Central Salinas Valley Area Plan. The parcels are zoned "PQP" (Public/Quasi Public) and "F/40" (Farmland 40 acres per unit). The subject property complies with all the rules and regulations pertaining to zoning uses and any other applicable provisions of Title 21, and is therefore suitable for the proposed development.
- (c) The project planners conducted site inspections on November 16, 2006 and November 30, 2006 to verify that the project on the subject parcel conforms to the plans listed above.
- (d) The project includes a request for a use permit to allow the expansion of the existing Johnson Canyon Landfill (Planning File No. PLN060239).
- (e) No Land Use Advisory Committee (LUAC) currently represents this area; therefore, no recommendation from such a group has been made.
- (f) A Final Environmental Impact Report (EIR) and Subsequent EIR Addendums Adopted by the Salinas Valley Solid Waste Authority were prepared, which determined that project may have a significant effect on the environment. See **Finding 4**.
- (g) See the following findings and related evidence.

- 2. FINDING: SITE SUITABILITY** - The site is physically suitable for the proposed use.

EVIDENCE: (a) The project has been reviewed for site suitability by the following departments and agencies: Monterey County Planning Department, Gonzales Rural Fire Protection District, Parks, Public Works, Environmental Health Division, Water Resources Agency, Monterey County Sheriffs Department, and the City of Gonzales. The Environmental Impact Report demonstrates that no physical or environmental constraints exist that would indicate the site is not suitable for the proposed development.

- (b) Technical reports by outside air quality, microbial food hazard, pavement, noise, biological, archaeological, and geological consultants indicated that there are not physical or environmental constraints that would indicate that the site is not suitable for the use propose. County staff concurs. The following reports have been prepared:
- i. Air Quality Impact Analysis and Air Toxics Risk Assessment Landfill Operational Emissions, Salinas Valley Waste Authority

- Regional Landfill Project, Monterey County, California prepared by SCS Engineers, Dublin, California, September 2002.
 - ii. Addendum Human Health Risk Assessment Report Diesel Exhaust Emissions, Salinas Valley Solid Waste Authority Regional Landfill Project, Monterey County, California prepared by SCS Engineers, Dublin, California, September 2002.
 - iii. Report of Disposal Site Information, Johnson Canyon Road Landfill prepared by Brown, Vence, and Associates, 1999.
 - iv. First Semiannual 2000 Detection Monitoring Report, Johnson Canyon Road Landfill, Monterey County, CA prepared by Geomatrix Consultants, 2000.
 - v. Evaluation Monitoring Report for Johnson Canyon Road Landfill prepared by Geomatrix Consultants, 2000.
 - vi. Materials Recovery Operations at Johnson Canyon Road and Jolon Road Landfills, Initial Study/Mitigated Negative Declaration prepared by Robert Bein, William Frost & Associates, 2000.
 - vii. Visual Pavement Conditions Assessment for Intersection of Hwy 101 with Gloria Road and Jolon Road prepared by Nichols Consulting Engineers, September 11, 2002.
 - viii. Consideration for Microbial Food Safety and Buyer Acceptance Impacts Associated with Proximity to Expand Landfill Operations at Johnson Canyon Road and Jolon Road prepared by Trevor V. Suslow, Ph.D. March 2001.
 - ix. Environmental Noise Analysis, Salinas Valley Solid Waste Authority Regional Solid Waste Facilities Bollard & Brennan, Inc., April 2001.
- (c) Staff conducted site inspections on November 16, 2006 and November 30, 2006 to verify that the site is suitable for the project.
- (d) The application, plans, and support materials submitted by the project applicant to the Monterey County Planning Department for the proposed development, found in Project File PLN060239.

3. FINDING: LANDFILL EXPANSION - The Project, with the incorporated mitigation and conditions, is consistent with applicable plans and policies, Central Salinas Valley Area Plan, and the Monterey County Zoning Ordinance (Title 21) which allows this area as appropriate for landfill expansion.

EVIDENCE: (a) Land Use. The Johnson Canyon Landfill is located approximately two miles east of the City of Gonzales. The Johnson Canyon Landfill has been operating as a municipal waste disposal facility since 1976. Operations are permitted under Solid Waste Facilities Permit No. 27-AA-0005 issued by the Monterey County Health Department in 2000. The facility is classified by the Regional Water Quality Control Board as a Class III refuse disposal Facility.

- (b) Zoning. The existing landfill is planned and zoned for Public/Quasi-public by the Monterey County General Plan, Central Salinas Valley Area Plan, and the Monterey County Zoning Ordinance (Title 21). Solid waste disposal facilities are allowed in Public/Quasi-public zoning districts subject to a Conditional Use Permit. The expansion is on a parcel zoned "F/40" (Farmland, 40 acres per unit).
- (c) Permits. The project involves an application for use permit to improve expansion of the existing Johnson Canyon Landfill, including a 16.3 acre horizontal expansion, approximately 4.5 million tons of additional

capacity, approximately 40 foot landfill elevation increase to total landfill height of 100 feet above natural grade along the western slopes (facing the City of Gonzales), and relocation of the entrance facility including the construction of new parking lots, scale house (234 square feet), staff facilities (1,383 square feet), and household hazardous waste building (4,380 square feet).

- (d) Plan/Code Conformance. The Planning and Building Inspection Department staff reviewed the project, as contained in the application and accompanying materials, for conformity with the:
 - (1) 1982 Monterey County General Plan, as amended.
 - (2) Central Salinas Valley Area Plan.
 - (3) Monterey County Zoning Ordinance (Title 21)
- (e) Application. The application, plans, and support materials submitted by the project applicant to the Monterey County Planning Department for the proposed development, found in Project File PLN060239.

4. FINDING: NO SUPPLEMENTAL OR SUBSEQUENT EIR IS NEEDED - No Supplemental or Subsequent EIR is needed pursuant to Public Resources Code Section 21166, or California Code of Regulations, Title 14, Sections 15162 or 15163 because, since certification of the Final EIR and EIR Addendums:

- (a) There have not been any substantial changes to the project which require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects.
- (b) No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (c) No information of substantial importance has become available, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, that shows any of the following:
 - (i) That the project will have one or more significant effects not discussed in the previous EIR;
 - (ii) That significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (iii) That mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the applicant declines to adopt the mitigation measure or alternative; or
 - (iv) That mitigation measures or alternatives which are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the applicant declines to adopt the mitigation measure or alternative.

EVIDENCE: (a) Final Environmental Impact Report (EIR) and EIR Addendums. A Final Environmental Impact Report (EIR) and EIR Addendums have been prepared and certified by the Salinas Valley Solid Waste Authority and are on file (File# PLN060239) in the Planning Department. All mitigation measures identified in the Environmental Impact Report and all project changes required to decrease significance of effects on the environment have been incorporated into the approved project or are made conditions of

approval. A Condition Compliance and Mitigation Monitoring Reporting Plan (hereafter “the MMRP”) has been prepared pursuant to Public Resources Code 21081.6 and is made a condition of approval. The MMRP is incorporated herein by reference. Potential environmental effects have been studied, and there is substantial evidence in the record, as a whole, that supports a fair argument that the project, as designed, may have a significant effect on the environment. The Environmental Impact Report reflects the independent judgment and analysis based upon the findings and conclusions drawn in the Environmental Impact Report and the testimony and information received, and scientific and factual data presented as evidence during the public review process. Findings of significant and unavoidable impacts were made, and associated Statements of Overriding Considerations were adopted pursuant to the California Environmental Quality Act, and can be viewed as Exhibit E. The Salinas Valley Solid Waste Authority located at 337 Melody Lane, Salinas is the custodian of the documents and the materials that constitute the record of proceedings upon which the certification of the Final Environmental Impact Report and subsequent adoption of the Addendums to that document is based.

(b) Impact Summary.

- (1) Aesthetics. The proposed project would result in aesthetic impacts to scenic vistas and the visual character. These impacts may result in a *potentially significant impact*. Mitigation measures are included, where feasible, to minimize the project impact on aesthetic resources, such as tree planting to soften views. Impacts to scenic vistas and the visual character can not be fully mitigated and the landfill expansion project will result in *significant and unavoidable impacts*. However, the overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.
- (2) Air Quality. The proposed project will result in air quality impacts in the form of particulate emissions, criteria pollutant emissions (NO_x), odors, and offside mobile source emissions. A violation of the Monterey Bay Unified Air Pollution Control District (MBUAPCD) significant thresholds would occur, resulting in a *potentially significant impact*. Mitigation measures are included to minimize construction emissions, operational emissions, and both on and off-site vehicle emissions which are based on recommendations of the MBUAPCD. Therefore, impacts to air quality resources are a *potentially significant impact that can be mitigated to a less than significant level*.
- (3) Biological Resources. The proposed project will result in impacts to wildlife species and their habitat. Grassland habitat, wetland meadow habitat, seasonal pond habitat, owl habitat, amphibian habitat, mouse habitat, raptors, scrub oak woodland, and lark habitat have all been identified on site and the landfill expansion project will have impact on each of them, resulting in a *potentially significant impact*. Mitigation measures are included based on recommendations provided by the project biologist to reduce biologic impacts to a level of less than significant. Therefore, impacts to biological resources are a *potentially significant impact that can be mitigated to a less than significant level*.

- (4) Cultural Resources. The proposed project could have impact on both historical and cultural resources with the landfill expansion site. An undocumented historic fence line exists on site and may be removed. Unknown archeological resources may be uncovered during site grading and soil disturbing activities, resulting in a *potentially significant impact*. Mitigation measures are included that require that a qualified archeologist be on-site in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring. The mitigation measures are intended to reduce impacts to a level of less than significant. Therefore, impacts to cultural resources are a *potentially significant impact that can be mitigated to a less than significant level*.
- (5) Geology and Soils. Segments of the proposed landfill expansion site are subject to geologic hazards related to seismic shaking, settlement, and slope instability. The integrity of the Johnson Canyon Landfill's liner system could be affected by sliding along the geosynthetic clay liner (GCL) and the geomembrane liner interface. Mitigation measures recommend that the liner would be installed with design criteria intended to limit the potential for sliding. The placement of waste in the Johnson Canyon Landfill could result in unstable slopes, depending upon the height and placement of waste piles. Waste fill slope failure could be a hazard to landfill employees. The piles will have interim evaluation for stability, if it is determined that a pile is not stable, a series of measures will be implemented to stabilize the slope. The proposed project could result in geologic hazards resulting in a *potentially significant impact*. Mitigation measures are included based on recommendations provided by the project geotechnical engineer to reduce the potential for geologic hazards. Therefore, impacts to Geology and Soil resources are a *potentially significant impact that can be mitigated to a less than significant level*.
- (6) Hazards and Hazardous Materials. The proposed project could result in impacts related to undocumented hazardous materials that could result in a *potentially significant impact*. Mitigation measures are recommended to reduce potential hazardous material impacts to a level of insignificance. Therefore, impacts to hazards and hazardous materials are a *potentially significant impact that can be mitigated to a less than significant level*.
- (7) Traffic and Circulation. The proposed project will result in future traffic volumes that will reduce several intersection operations to unacceptable Level of Service (LOS) rating, resulting in a *potentially significant impact*. Mitigation measures such as but not limited to fair share contribution funding for roadway improvements, roadway widening, and roadway signaling are included based on recommendation provided by the project traffic engineer to reduce impacts the affected intersections. Therefore, impacts to Traffic and Circulation resources are a *potentially significant impact that can be mitigated to a less than significant level*.

5. FINDING:

STATEMENT OF OVERRIDING CONSIDERATIONS - The FEIR indicates that if the Project is implemented, certain significant effects may be unavoidable. As required by the CEQA Guidelines (Section 15093), the Planning Commission finds that the unavoidable significant effects described in Finding 4 are acceptable due to the overriding considerations described below.

- a) The project will provide the solid waste disposal capacity necessary for the jurisdictions within the Salinas Valley Solid Waste Authority for at least the next 25 years. The project will enable the Authority to achieve and maintain at least 15 years of assured disposal capacity as required by State law.
- b) The project will allow the Authority's member jurisdictions to achieve their mandates under State law (AB 939), which require all cities and counties in California to divert 50 percent of their solid waste from landfills as of 2000.
- c) The project will allow the Authority to continue to fund its essential solid waste services to the Salinas Valley communities, one of the primary reasons the Authority was formed, through tipping fees collected at Authority landfills. In addition to funding day-to-day landfill operation activities, the tipping fees are also used to fund other solid waste services including:
 - Operation of recyclable household hazardous waste collection facilities at three locations in the Salinas Valley;
 - Operation of a centralized, full-service household hazardous waste facility in Salinas;
 - Household hazardous waste education and outreach programs for the member jurisdictions;
 - Selected AB 939 compliance programs and administrative services for the member jurisdictions;
 - Operation of materials recovery centers at three landfills;
 - Waste reduction and recycling education and outreach programs for the member jurisdictions;
 - Funding closure construction costs for four landfills; and,
 - Funding a minimum of 30 years' post-closure care at four landfills
- d) The project will allow the disposal of waste in a manner and location which protects public health and safety through compliance with applicable federal, state, and local laws and regulations.
- e) The project will minimize land use conflicts and environmental impacts. The project will utilize the existing landfill facilities of the Authority, first utilizing Johnson Canyon Road Landfill as an expanded facility on a phased basis. The use of Johnson Canyon minimizes land use conflicts by first utilizing lands adjacent to a fully permitted landfill disposal site.
- f) The project will provide a cost-effective solid waste disposal service to jurisdictions of the Authority who are directly served by the Authority's landfill disposal facilities.
- g) The project will minimize haul distances for local waste collection vehicles.

EVIDENCE: See Finding 4.

6. **FINDING:** **NO VIOLATIONS** - The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County's zoning ordinance. No violations exist on the property. Zoning violation abatement costs, if any, have been paid.

EVIDENCE: (a) Staff reviewed Monterey County RMA - Planning Department and Building Services Department records and is not aware of any violations existing on subject property.

7. **FINDING: HEALTH AND SAFETY** - The establishment, maintenance, or operation of the project applied for will not under the circumstances of this particular case be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

EVIDENCE: (a) Preceding findings and supporting evidence.

(b) The project as described in the application and accompanying materials was reviewed by the Planning Department, Environmental Health Division, Public Works Department, the appropriate Fire District (Gonzales Rural), Water Resources Agency, Parks, Monterey County Sheriffs Department, and the City of Gonzales. The respective departments have recommended conditions, where appropriate, to ensure that the project will not have an adverse effect on the health, safety, and welfare of persons either residing or working in the neighborhood; or the County in general.

(c) Adoption of the Environmental Impact Report includes mitigation measures that address potential impacts to Biological Resources, Geology and Soils, and Hazards and Hazardous Materials, Air Quality, Cultural Resources, Aesthetics, and Traffic. No other significant issues have been identified for the project.

(d) File and application materials, Environmental Impact Report with mitigation measures and Statement of Overriding Considerations, and Addendums contained in the project file.

8. **FINDING: USE PERMIT.** The establishment, maintenance, or operation of the use or structure applied for will not, under the circumstances of the particular case, be detrimental to health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvement in the neighborhood, or to the general welfare of the County.

EVIDENCE: (a) Preceding findings and supporting evidence.

9. **FINDING: APPEALABILITY** - The decision on this project is appealable to the Board of Supervisors.

EVIDENCE: Section 21.82.050.D. of the Monterey County Zoning Ordinance (*Title 21*).

EXHIBIT D Monterey County Resource Management Agency Planning Department Condition Compliance and/or Mitigation Monitoring Reporting Plan	Project Name: Johnson Canyon Sanitary Landfill Expansion File No: PLN060239 Approved by: Planning Commission	APNs: 223-042-017 & 223-042-018 Date: December 13, 2006
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**Monitoring or Reporting refers to projects with an EIR or adopted Mitigated Negative Declaration per Section 21081.6 of the Public Resources Code.*

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
1.		PBD029 - SPECIFIC USES ONLY This Development permit (PLN060239) allows a use permit to allow the expansion of the existing Johnson Canyon Landfill, including a 16.3 acre horizontal expansion, approximately 4.5 million tons of additional capacity, approximately 40 foot landfill elevation increase to total landfill height of 100 feet above natural grade along the western slopes (facing the City of Gonzales), and relocation of the entrance facility including the construction of new parking lots, scale house (234 square feet), staff facilities (1,383 square feet), and household hazardous waste building (4,380 square feet). The property is located at 31400 and 31800 Johnson Canyon Road, Gonzales (Assessor's Parcel Number 223-042-017-000 and 223-042-018-000), the current location of the existing Johnson Canyon Sanitary Landfill, Central Salinas Valley Area Plan. This permit was approved in accordance with County ordinances and land use regulations subject to the following terms and conditions. Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of RMA - Planning Department. Any use or construction not in substantial conformance with the terms and conditions of this permit is a violation of County regulations and may result in modification or revocation of this permit and subsequent legal action. No use or construction other than that specified by this permit is allowed	Adhere to conditions and uses specified in the permit.	Owner/ Applicant	Ongoing unless other- wise stated	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		unless additional permits are approved by the appropriate authorities. [Resource Management Agency (RMA) - Planning Department]				
2.		PBD025 - NOTICE-PERMIT APPROVAL The applicant shall record a notice which states: "A permit (Resolution No. [REDACTED]) was approved by the Planning Commission for Assessor's Parcel Number 223-042-017-000 and 223-042-018-000 on December 13, 2006. The permit was granted subject to 81 conditions of approval, which run with the land. A copy of the permit is on file with the Monterey County RMA - Planning Department." Proof of recordation of this notice shall be furnished to the Director of RMA - Planning Department prior to issuance of building permits or commencement of the use. (RMA - Planning Department)	Proof of recordation of this notice shall be furnished to RMA - PD.	Owner/ Applicant	Prior to Issuance of grading and building permits or start of use.	
3.		PD004 - INDEMNIFICATION AGREEMENT The property owner agrees as a condition and in consideration of the approval of this discretionary development permit that it will, pursuant to agreement and/or statutory provisions as applicable, including but not limited to Government Code Section 66474.9, defend, indemnify and hold harmless the County of Monterey or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees to attack, set aside, void or annul this approval, which action is brought within the time period provided for under law, including but not limited to, Government Code Section 66499.37, as applicable. The property owner will reimburse the county for any court costs and attorney's fees which the County may be required by a court to pay as a result of such action. County may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his obligations under this condition. An agreement to this effect shall be recorded upon demand of County Counsel or concurrent with the issuance of building permits, use of the property, filing of the final map, whichever occurs first and as applicable. The County shall promptly notify the property owner of any such claim, action or proceeding and	Submit signed and notarized Indemnification Agreement to the Director of RMA – Planning Department for review and signature by the County. Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to the RMA – Planning Department.	Owner/ Applicant	Upon demand of County Counsel or concurrent with the issuance of building permits, use of the property, filing of the final map, whichever occurs first and as applicable	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		the County shall cooperate fully in the defense thereof. If the County fails to promptly notify the property owner of any such claim, action or proceeding or fails to cooperate fully in the defense thereof, the property owner shall not thereafter be responsible to defend, indemnify or hold the county harmless. (RMA - Planning Department)				
4.		PD006 - MITIGATION MONITORING PROGRAM The applicant shall enter into an agreement with the County to implement a Mitigation Monitoring and/or Reporting Plan in accordance with Section 21081.6 of the California Public Resources Code and Section 15097 of Title 14, Chapter 3 of the California Code of Regulations. Compliance with the fee schedule adopted by the Board of Supervisors for mitigation monitoring shall be required and payment made to the County of Monterey at the time the property owner submits the signed mitigation monitoring agreement. (RMA - Planning Department)	1) Enter into agreement with the County to implement a Mitigation Monitoring Program. 2) Fees shall be submitted at the time the property owner submits the signed mitigation monitoring agreement.	Owner/ Applicant	Within 60 days after project approval or prior to the issuance of grading and building permits, whichever occurs first.	
5.		PD012 (B) - LANDSCAPE PLAN AND MAINTENANCE (OTHER THAN SINGLE FAMILY DWELLING) The site shall be landscaped. At least three (3) weeks prior to occupancy, three (3) copies of a landscaping plan shall be submitted to the Director of the RMA - Planning Department. A landscape plan review fee is required for this project. Fees shall be paid at the time of landscape plan submittal. The landscaping plan shall be in sufficient detail to identify the location, species, and size of the proposed landscaping and shall include an irrigation plan. The landscaping shall be installed and inspected prior to occupancy. All landscaped areas and/or fences shall be continuously maintained by the applicant and all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition. (RMA - Planning Department)	Submit landscape plans and contractor's estimate to the RMA - Planning Department for review and approval. All landscaped areas and fences shall be continuously maintained by the applicant; all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition.	Owner/ Applicant/ Licensed Landscape Contractor/ Licensed Landscape Architect	At least three (3) weeks prior to final inspection or occupancy	
6.		PDSP01 - NOTE ON MAP-STUDIES (NON STANDARD LANGUAGE) A note shall be placed on the final map or a separate sheet to be	Final recorded map with notes shall be submitted to the RMA - Planning Department and Public Works for review	Owner/ Applicant	Prior to recordation of final map	

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		<p>recorded with the final map stating that: "The following reports have been prepared for the development proposed on the subject property:</p> <ol style="list-style-type: none"> 1. Air Quality Impact Analysis and Air Toxics Risk Assessment Landfill Operational Emissions, Salinas Valley Waste Authority Regional Landfill Project, Monterey County, California prepared by SCS Engineers, Dublin, California, September 2002. 2. Addendum Human Health Risk Assessment Report Diesel Exhaust Emissions, Salinas Valley Solid Waste Authority Regional Landfill Project, Monterey County, California prepared by SCS Engineers, Dublin, California, September 2002. 3. Report of Disposal Site Information, Johnson Canyon Road Landfill prepared by Brown, Vence, and Associates, 1999. 4. First Semiannual 2000 Detection Monitoring Report, Johnson Canyon Road Landfill, Monterey County, CA prepared by Geomatrix Consultants, 2000. 5. Evaluation Monitoring Report for Johnson Canyon Road Landfill prepared by Geomatrix Consultants, 2000. 6. Materials Recovery Operations at Johnson Canyon Road and Jolon Road Landfills, Initial Study/Mitigated Negative Declaration prepared by Robert Bein, William Frost & Associates, 2000. 7. Visual Pavement Conditions Assessment for Intersection of Hwy 101 with Gloria Road and Jolon Road prepared by Nichols Consulting Engineers, September 11, 2002. 8. Consideration for Microbial Food Safety and Buyer Acceptance Impacts Associated with Proximity to Expand Landfill Operations at Johnson Canyon Road and Jolon Road prepared by Trevor V. Suslow, Ph.D. March 2001. 9. Environmental Noise Analysis, Salinas Valley Solid 	and approval.			

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		<p>Waste Authority Regional Solid Waste Facilities Bollard & Brennan, Inc., April 2001.</p> <p>These reports are on file with Monterey County Planning Department. The recommendations contained in said reports shall be followed in all further development of this property." The note shall be located in a conspicuous location, subject to the approval of the County Surveyor. (RMA - Planning Department)</p>				
Environmental Health Department						
7.		<p>EH11 - SEPTIC SYSTEM DESIGN Submit plans for review and approval showing the location and design of the proposed septic system meeting the standards found in Chapter 15.20 of the Monterey County Code (Septic Ordinance) and "Prohibitions", Central Coast Basin Plan, RWQCB. (Environmental Health)</p>	Division of Environmental Health must approve plans. Applicant shall obtain a permit to install the septic system.	CA Licensed Engineer /Owner/ Applicant	Prior to filing the final parcel map or issuance of building	
8.		<p>EH31 - HAZ MAT RMP Submit a Risk Management Plan to the Director of Environmental Health for review and approval. The RMP shall comply with Title 19, Chapter 4.5 of the California Code of Regulations and Chapter 6.95, Article 2 of the California Health & Safety Code. (Environmental Health)</p>	Submit plan to the Hazardous Materials Program of the Division of Environmental Health for review and approval.	Owner/ Applicant	Prior to commencement of operation.	
9.		<p>EHSP01 – LANDFILL PERMIT (NON-STANDARD LANGUAGE) Comply with all pertaining sections of Title 27 and Title 14 of the California Code of Regulations regarding requirements for a Solid Waste Facility Permit by the Local Enforcement Agency, Regional Water Quality Control Board, and the California Integrated Waste Management Board. (Environmental Health)</p>	Contact the Solid Waste Program of the Division of Environmental Health	Owner/ Applicant/Engineer	Continuous	
Water Resources Agency						
10.		<p>WR22 - FLOODPLAIN RECORDATION The owner shall provide the Water Resources Agency a recorded Floodplain Notice stating: "The property is located</p>	Submit the recorded floodplain notice to the Water Resources Agency for review and approval. (A copy of the	Owner/ Applicant	Prior to issuance of any grading	

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		within or partially within a floodplain and may be subject to building and/or land use restrictions.” (Water Resources Agency)	County’s standard notice can be obtained at the Water Resources Agency.)		or building permits	
11.		WR25 - STREAM SETBACK The proposed development shall be setback at least <u>50</u> feet from the “top of bank”, as defined in Chapter 16.16 of the Monterey County Code, unless it can be proven to the satisfaction of the Water Resources Agency that the proposed development will be safe from flow-related erosion hazards and will not significantly reduce the capacity of the existing watercourse. The top of bank shall be defined by a professional engineer and shown on the site plan. (Water Resources Agency)	Submit engineered cross-sections and the site plan to the Water Resources Agency for review and approval.	Owner/ Applicant/ Engineer	Prior to issuance of any grading or building permits	
12.		WR40 - WATER CONSERVATION MEASURES The applicant shall comply with Ordinance No. 3932, or as subsequently amended, of the Monterey County Water Resources Agency pertaining to mandatory water conservation regulations. The regulations for new construction require, but are not limited to: a. All toilets shall be ultra-low flush toilets with a maximum tank size or flush capacity of 1.6 gallons, all shower heads shall have a maximum flow capacity of 2.5 gallons per minute, and all hot water faucets that have more than ten feet of pipe between the faucet and the hot water heater serving such faucet shall be equipped with a hot water recirculating system. b. Landscape plans shall apply xeriscape principles, including such techniques and materials as native or low water use plants and low precipitation sprinkler heads, bubblers, drip irrigation systems and timing devices. (Water Resources Agency)	Compliance to be verified by building inspector at final inspection.	Owner/ Applicant	Prior to final building inspection/ occupancy	
13.		WR45 - WELL INFORMATION The applicant shall provide the Water Resources Agency information on the well to serve the project including a map showing the well location and any available well logs/e-logs.	Submit all applicable well information to the Water Resources Agency for review and approval.	Owner/ Applicant	Prior to issuance of any grading or building	

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		(Water Resources Agency)			permits	
14.		WRSP001 DRAINAGE PLAN (NON STANDARD WORDING) Prior to issuance of grading or building permits, a drainage plan shall be prepared by a registered civil engineer or architect to address on-site and off-site impacts, to include oil-grease water separators for the paved parking area. Necessary improvements shall be constructed in accordance with approved plans. (Water Resources Agency)	Submit 3 copies of the drainage plan to the Water Resources Agency for review and approval.	Owner/ Applicant	Prior to issuance of grading or building permits	
Public Works						
15.		PW0001 – ENCROACHMENT (COM) Obtain an encroachment permit from the Department of Public Works and construct 3 commercial driveway connections to Johnson Canyon Road including acceleration and deceleration tapers. The design and construction is subject to the approval of the Public Works Director. (Public Works)	Applicant shall obtain an encroachment permit from DPW prior to issuance of building permits and complete improvement prior to occupying or commencement of use. Applicant is responsible to obtain all permits and environmental clearances.	Owner/ Applicant	Prior to Building/ Grading Permit Issuance.	
16.		PW0007 – PARKING STD The parking shall meet the standards of the Zoning Ordinance and be approved by the Director of Public Works and the Director of Planning and Building Inspection. (Public Works)	Applicant's engineer or architect shall prepare a parking plan for review and approval.	Owner/ Applicant/ Engineer	Prior to Building/ Grading Permits Issuance	
17.		PWSP001 ECROACHMENT PERMIT (NON STANDARD WORDING) Obtain an encroachment permit from the Department of Public Works and reconstruct the alternative access route identified in the Regional Solid Waste Facilities Project EIR, March 2002. (Public Works)	Applicants engineer shall prepare improvement plans for the approval of the Department of Public Works	Applicant/Eng ineer	Prior to Building/ Grading Permits Issuance	
18.		PWSP002 TRAFFIC MANAGEMENT PLAN (NON STANDARD WORDING) Prepare a traffic management plan, subject to the approval of the Department of Public Works, with recommended measures to restrict vehicles to the alternative access route. (Public Works)	Upon approval by the Department of Public Works, applicant shall implement all approved recommendations.	Applicant/Eng ineer	Prior to Building/ Grading Permits Issuance	
19.		PWSP003 STOP INTERSECTION (NON STADARD	Applicant shall petition City of Gonzales	Applicant	Prior to	

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		WORDING) Petition the City of Gonzales and/or Caltrans for an all-way stop at the intersection of the US101 southbound ramps and Fifth Street and reimburse the City of Gonzales and/or Caltrans for all costs incurred. (Public Works)	and/or Caltrans for all-way stop at the intersections, and reimburse City of Gonzales and/or Caltrans for all costs incurred.		Building/ Grading Permits Issuance	
20.		PWSP004 STOP INTERSECTION (NON STADARD WORDING) Petition the County of Monterey for an all-way stop at the intersection of Gloria Road and Tavernetti Road and reimburse the County for all costs incurred. (Public Works)	Applicant shall petition the County and reimburse for all costs incurred.	Applicant	Prior to Building/ Grading Permits Issuance	
Gonzales Rural Fire Protection District						
21.		FIRE001 - ROAD ACCESS Access roads shall be required for every building when any portion of the exterior wall of the first story is located more than 150 feet from fire department access. All roads shall be constructed to provide a minimum of two nine-foot traffic lanes with an unobstructed vertical clearance of not less than 15 feet. The roadway surface shall provide unobstructed access to conventional drive vehicles including sedans and fire apparatus and shall be an all-weather surface designed to support the imposed load of fire apparatus (22 tons). Each road shall have an approved name. (Gonzales Rural Fire District)	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Applicant or owner	Prior to issuance of grading and/or building permit.	
			Applicant shall schedule fire dept. clearance inspection for each phase of development.	Applicant or owner	Prior to final building inspection	
22.		FIRE002 - ROADWAY ENGINEERING The grade for all roads shall not exceed 15 percent. Where road grades exceed 8 percent, a minimum structural roadway surface of 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base shall be required. The length of vertical curves in roadways, exclusive of gutters, ditches and drainage structures designed to hold or divert water, shall not be less than 100 feet. No roadway turn shall have a horizontal inside radius of less than 50 feet. A roadway turn radius of 50 to 100 feet is required to have an additional 4 feet of roadway surface. A roadway turn radius of 100 to 200 feet is required to have an additional 2 feet of roadway surface. Roadway	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Applicant or owner	Prior to issuance of grading and/or building permit.	
			Applicant shall schedule fire dept. clearance inspection for each phase of development.	Applicant or owner	Prior to final building inspection	

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		turnarounds shall be required on dead-end roads in excess of 150 feet of surface length. The minimum turning radius for a turnaround shall be 40 feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of 60 feet in length. (Gonzales Rural Fire District)				
23.		FIRE005 - DEAD-END ROADS (3) For parcels greater than 5 acres and not exceeding 20 acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed 2640 feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have turnarounds at its terminus and at no greater than 1320-foot intervals. The minimum turning radius for a turnaround shall be 40 feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of 60 feet in length. (Gonzales Rural Fire District)	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Applicant or owner	Prior to issuance of grading and/or building permit.	
			Applicant shall schedule fire dept. clearance inspection for each phase of development.	Applicant or owner	Prior to final building inspection	
24.		FIRE007 - DRIVEWAYS Driveways shall not be less than 12 feet wide unobstructed, with an unobstructed vertical clearance of not less than 15 feet. The grade for all driveways shall not exceed 15 percent. Where the grade exceeds 8 percent, a minimum structural roadway surface of 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base shall be required. The driveway surface shall be capable of supporting the imposed load of fire apparatus (22 tons), and be accessible by conventional-drive vehicles, including sedans. For driveways with turns 90 degrees and less, the minimum horizontal inside radius of curvature shall be 25 feet. For driveways with turns greater than 90 degrees, the minimum horizontal inside radius curvature shall be 28 feet. For all driveway turns, an additional surface of 4 feet shall be added. All driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the driveway.	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Applicant or owner	Prior to issuance of grading and/or building permit.	
			Applicant shall schedule fire dept. clearance inspection	Applicant or owner	Prior to final building inspection.	

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		Where the driveway exceeds 800 feet, turnouts shall be provided at no greater than 400-foot intervals. Turnouts shall be a minimum of 12 feet wide and 30 feet long with a minimum of 25-foot taper at both ends. Turnarounds shall be required on driveways in excess of 150 feet of surface length and shall long with a minimum 25-foot taper at both ends. Turnarounds shall be required on driveways in excess of 150 feet of surface length and shall be located within 50 feet of the primary building. The minimum turning radius for a turnaround shall be 40 feet from the center line of the driveway. If a hammerhead/T is used, the top of the “T” shall be a minimum of 60 feet in length. (Gonzales Rural Fire District)				
25.		FIRE008 - GATES All gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Gate entrances shall be at least the width of the traffic lane but in no case less than 12 feet wide. Where a one-way road with a single traffic lane provides access to a gated entrance, a 40-foot turning radius shall be used. Where gates are to be locked, the installation of a key box or other acceptable means for immediate access by emergency equipment may be required. (Gonzales Rural Fire District)	Applicant shall incorporate specification into design and enumerate as “Fire Dept. Notes” on plans.	Applicant or owner	Prior to issuance of grading and/or building permit.	
			Applicant shall schedule fire dept. clearance inspection	Applicant or owner	Prior to final building inspection.	
26.		FIRE010 - ROAD SIGNS All newly constructed or approved roads and streets shall be designated by names or numbers, posted on signs clearly visible and legible from the roadway. Size of letters, numbers and symbols for street and road signs shall be a minimum 4-inch letter height, ½-inch stroke, and shall be a color that is reflective and clearly contrasts with the background color of the sign. All numerals shall be Arabic. Street and road signs shall be non-combustible and shall be visible and legible from both directions of vehicle travel for a distance of at least 100 feet. Height, visibility, legibility, and orientation of street and road signs shall be meet the provisions of Monterey County	Applicant shall incorporate specification into design and enumerate as “Fire Dept. Notes” on improvement plans.	Applicant or owner	Prior to filing of final map.	
			Applicant shall schedule fire dept. clearance inspection for each phase of development.	Applicant or owner	Prior to issuance of building permit(s) for development on individual lots within the phase of the	

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		Ordinance No. 1241. This section does not require any entity to rename or renumber existing roads or streets, nor shall a roadway providing access only to a single commercial or industrial occupancy require naming or numbering. Signs required under this section identifying intersecting roads, streets and private lanes shall be placed at the intersection of those roads, streets and/or private lanes. Signs identifying traffic access or flow limitations (i.e., weight or vertical clearance limitations, dead-end road, one-way road or single lane conditions, etc.) shall be placed: (a) at the intersection preceding the traffic access limitation; and (b) not more than 100 feet before such traffic access limitation. Road, street and private lane signs required by this article shall be installed prior to final acceptance of road improvements by the Reviewing Fire Authority. (Gonzales Rural Fire District)			subdivision.	
27.		<p>FIRE011 - ADDRESSES FOR BUILDINGS</p> <p>All buildings shall be issued an address in accordance with Monterey County Ordinance No. 1241. Each occupancy, except accessory buildings, shall have its own permanently posted address. When multiple occupancies exist within a single building, each individual occupancy shall be separately identified by its own address. Letters, numbers and symbols for addresses shall be a minimum of 4-inch height, 1/2-inch stroke, contrasting with the background color of the sign, and shall be Arabic. The sign and numbers shall be reflective and made of a noncombustible material. Address signs shall be placed at each driveway entrance and at each driveway split. Address signs shall be and visible from both directions of travel along the road. In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter. Address signs along one-way roads shall be visible from both directions of travel. Where multiple addresses are required at a single driveway, they shall be mounted on a single sign. Where a roadway provides access solely to a single commercial occupancy, the address sign shall be placed at the nearest road intersection providing access to that site.</p>	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Applicant or owner	Prior to issuance of building permit.	
			Applicant shall schedule fire dept. clearance inspection	Applicant or owner	Prior to final building inspection	

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		Permanent address numbers shall be posted prior to requesting final clearance. (Gonzales Rural Fire District)				
28.		FIRE012 - EMERGENCY WATER STANDARDS - WATER SYSTEMS The provisions of this condition shall apply when new parcels are approved by a local jurisdiction. The emergency water system shall be available on-site prior to the completion of road construction, where a community water system is approved, or prior to the completion of building construction, where an individual system is approved. Approved water systems shall be installed and made serviceable prior to the time of construction. Water systems constructed, extended or modified to serve a new development, a change of use, or an intensification of use, shall be designed to meet, in addition to average daily demand, the standards shown in Table 2 of the Monterey County General Plan, NFPA Standard 1142, or other adopted standards. The quantity of water required pursuant to this chapter shall be in addition to the domestic demand and shall be permanently and immediately available (Gonzales Rural Fire District)	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans. Applicant shall schedule fire dept. clearance inspection for each phase of development.	Applicant or owner Applicant or owner	Prior to issuance of permit. Prior to final building inspection	
29.		FIRE014 - EMERGENCY WATER STANDARDS - FIRE PROTECTION WATER SUPPLY - (SINGLE PARCEL) For development of structures totaling less than 3,000 square feet on a single parcel, the minimum fire protection water supply shall be 4,900 gallons. For development of structures totaling 3,000 square feet or more on a single parcel, the minimum fire protection water supply shall be 9,800 gallons. For development of structures totaling more than 10,000 square feet on a single parcel, the reviewing authority may require additional fire protection water supply. Other water supply alternatives, including ISO Rural Class 8 mobile water systems, may be permitted by the fire authority to provide for the same practical effect. The quantity of water required by this condition shall be in addition to the domestic demand and shall be permanently and immediately available. (Gonzales Rural Fire District)	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans. Applicant shall schedule fire dept. clearance inspection	Applicant or owner Applicant or owner	Prior to issuance of grading and/or building permit. Prior to final building inspection	

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30.		<p>FIRE015 - FIRE HYDRANTS/FIRE VALVES A fire hydrant or fire valve is required. The hydrant or fire valve shall be 18 inches above grade, 8 feet from flammable vegetation, no closer than 4 feet nor further than 12 feet from a roadway, and in a location where fire apparatus using it will not block the roadway. The hydrant serving any building shall be not less than 50 feet and not more than 1000 feet by road from the building it is to serve. Minimum hydrant standards shall include a brass head and valve with at least one 2 1/2 inch National Hose outlet supplied by a minimum 4 inch main and riser. More restrictive hydrant requirements may be applied by the Reviewing Authority. Each hydrant/valve shall be identified with a reflectorized blue marker, with minimum dimensions of 3 inches, located on the driveway address sign, non-combustible post or fire hydrant riser. If used, the post shall be within 3 feet of the hydrant/valve, with the blue marker not less than 3 feet or greater than 5 feet above the ground, visible from the driveway. On paved roads or driveways, reflectorized blue markers shall be permitted to be installed in accordance with the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988. (Gonzales Rural Fire District)</p>	<p>Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.</p>	Applicant or owner	Prior to issuance of grading and/or building permit.	
			<p>Applicant shall schedule fire dept. clearance inspection</p>	Applicant or owner	Prior to final building inspection	
31.		<p>FIRE016 - SETBACKS All parcels 1 acre and larger shall provide a minimum 30-foot setback for new buildings and accessory buildings from all property lines and/or the center of the road. For parcels less than 1 acre, alternate fuel modification standards or other requirements may be imposed by the local fire jurisdiction to provide the same practical effect. (Gonzales Rural Fire District)</p>	<p>Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.</p>	Applicant or owner	Prior to issuance of grading and/or building permit.	
			<p>Applicant shall schedule fire dept. clearance inspection</p>	Applicant or owner	Prior to final building inspection	
32.		<p>FIRE019 - DEFENSIBLE SPACE REQUIREMENTS - (STANDARD) Remove combustible vegetation from within a minimum of 30 feet of structures. Limb trees 6 feet up from ground. Remove</p>	<p>Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.</p>	Applicant or owner	Prior to issuance of grading and/or building	

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		limbs within 10 feet of chimneys. Additional and/or alternate fire protection or firebreaks approved by the fire authority may be required to provide reasonable fire safety. Environmentally sensitive areas may require alternative fire protection, to be determined by Reviewing Authority and the Director of Planning and Building Inspection. (Gonzales Rural Fire District)	Applicant shall schedule fire dept. clearance inspection	Applicant or owner	permit. Prior to final building inspection	
48.		FIRE022 - FIRE PROTECTION EQUIPMENT & SYSTEMS - FIRE SPRINKLER SYSTEM - (HAZARDOUS CONDITIONS) The building(s) and attached garage(s) shall be fully protected with automatic fire sprinkler system(s). Installation shall be in accordance with the applicable NFPA standard. A minimum of four (4) sets of plans for fire sprinkler systems must be submitted by a California licensed C-16 contractor and approved prior to installation. This requirement is not intended to delay issuance of a building permit. A rough sprinkler inspection must be scheduled by the installing contractor completed prior to requesting a framing inspection. Due to substandard access, or other mitigating factors, small bathroom(s) and open attached porches, carports, and similar structures shall be protected with fire sprinklers. (Gonzales Rural Fire District)	Applicant shall enumerate as "Fire Dept. Notes" on plans.	Applicant or owner	Prior to issuance of building permit.	
			Applicant shall schedule fire dept. rough sprinkler inspection	Applicant or owner	Prior to framing inspection	
			Applicant shall schedule fire dept. final sprinkler inspection	Applicant or owner	Prior to final building inspection	
49.		FIRE023 - FIRE ALARM SYSTEM - (COMMERCIAL) The building(s) shall be fully protected with an approved central station, proprietary station, or remote station automatic fire alarm system as defined by NFPA Standard 72. Plans and specifications for the fire alarm system shall be submitted by a California licensed C-10 contractor and approved prior to requesting a rough sprinkler or framing inspection. (Gonzales Rural Fire District)	Applicant shall enumerate as "Fire Dept. Notes" on plans.	Applicant or owner	Prior to issuance of building permit.	
			Applicant shall submit fire alarm plans and obtain approval.	Applicant or owner	Prior to rough sprinkler or framing inspection	
			Applicant shall schedule fire alarm system acceptance test.	Applicant or owner	Prior to final building inspection	
50.		FIRE027 - ROOF CONSTRUCTION - (VERY HIGH	Applicant shall enumerate as "Fire Dept.	Applicant or	Prior to	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		HAZARD SEVERITY ZONE All new structures, and all existing structures receiving new roofing over 50 percent or more of the existing roof surface within a one-year period, shall require a minimum of ICBO Class A roof construction. (Gonzales Rural Fire District)	Notes" on plans.	owner	issuance of building permit.	
51.		FIRE030 – NON STANDARD WORDING Provide detail to the Fire District of evidence for secondary containment at hazardous materials collection building. (Gonzales Rural Fire District)	Applicant shall submit detail/evidence of secondary containment at hazardous materials collection building, to the satisfaction of the Fire District.	Applicant or owner	Prior to issuance of building permit.	
Office of the Sheriff County of Monterey						
52.		SECURITY MEASURES Highly recommended that business be equipped with an alarm system. Comprehensive security alarm systems should be provided for the following: <ul style="list-style-type: none"> • Perimeter building(s) and access route protections, • High valued storage areas, • Interior door to shipping and receiving area, • CCTV security cameras recommended coverage areas: <ul style="list-style-type: none"> ○ Exterior entrances ○ Building perimeter ○ Shipping and receiving areas ○ Parking Lot. CCTV monitors are recommended to be secured in a separate locked compartment to prevent theft or tampering of the tape. CCTV tapings shall not exceed a maximum of 10 recordings per tape. (Sheriff's Department)	Applicant shall incorporate Sheriff's department recommendations into final design. Compliance to be verified by building inspector at final inspection.	Owner/ Applicant	Prior to final building inspection/ occupancy	
53.		ADDRESSING Address numbers shall be illuminated during the hours of darkness and positioned so as to be readily readable from the street. Also they should be clearly mounted on a high contrast background. Commercial addressing shall be a minimum height of 8 inches. Commercial buildings shall have clearly marked doors with numbers corresponding to the alarm zones. The identification of alarm zone coverage will assist responding law enforcement and security units in faster	Applicant shall incorporate Sheriff's department recommendations into final design. Compliance to be verified by building inspector at final inspection.	Owner/ Applicant	Prior to final building inspection/ occupancy	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		identification and apprehension of criminals and locating emergency situations. The location within the complex would likely be the zone. Each building shall have its particular address or location displayed on its front and rear (if appropriate) doors or directly above the front door. Addressing must be illuminated or reflective during hours of darkness and contrasting to the background. (Sheriff's Department)				
54.		DOORS It is strongly recommended that all exterior entry doors should be of metal or solid, 1 ¾" hardwood construction. Adequate security hardware, e.g. dead bolt locks, shall be used. The locks must be so constructed that both the dead bolt and the deadlocking latch can be retracted by a single action of the inside/door/knob/lever/turn piece. Overhead rollup doors should also be secured on the inside so that the lock cannot be defeated from the outside. Cane bolts and sliding hasps may be used as supplemental inside locking. Other garage doors, for example, entry doors, shall be as secure as the front door. (Sheriff's Department)	Applicant shall incorporate Sheriff's department recommendations into final design. Compliance to be verified by building inspector at final inspection.	Owner/ Applicant	Prior to final building inspection/occupancy	
55.		WINDOWS Louvered windows shall not be used as they pose a significant security problem. Windows accessible from the side and rear and not viewable from the street should consist of rated burglary resistant glazing or its equivalent. The type of glazing recommended is the lock wrap that attaches to the frame. Sliding windows must be secured with an anti-slide lock. Crank type casement windows shall have a built-in key lock. (Sheriff's Department)	Applicant shall incorporate Sheriff's department recommendations into final design. Compliance to be verified by building inspector at final inspection.	Owner/ Applicant	Prior to final building inspection/occupancy	
56.		ROOFTOPS AND OPENINGS All air duct or air vent openings exceeding 8" x 12" on the roof top or exterior walls of any building shall be secured by covering the same with either of the following: <ul style="list-style-type: none"> • With Iron bars of at least ½" round or one by one fourth inch flat steel material, spaced no more than five 				

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		<p>inches apart and securely fastened. Or</p> <ul style="list-style-type: none"> • A steel grill of at least 1/8" material or two inch mesh and security fastened and • If the barrier is on the outside, it shall be secured with galvanized rounded head flush bolts of at least 3/8" diameter outside. 				
57		<p>LIGHTING</p> <ul style="list-style-type: none"> • Addresses shall be well lighted during darkness. • Proposed lighting shall be adequate for current safety concerns. • Premises, while closed for business after dark, shall be sufficiently lighted by use of interior night-lights. • Lighting of parking lots, shipping and receiving areas, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings should be provided with low pressure sodium lighting with sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of business darkness and provide a safe, secure environment for all persons, property, and vehicles on site. • Lighting design and data should be included in site plans. The legend on the associated blueprints did not identify lighting. Completion of this project must include lighting as addressed in this memorandum. Exterior entrances should be automatically lighted from dusk to dawn. • Yards and ground floor areas accessible to windows shall be lighted. • Using yard or lamppost type lighting shall eliminate night blind spots. • All exterior doors shall have their own light source that shall adequately illuminate door areas at all hours to make clearly visible the presence of any person on or about the premises and provide adequate illumination 				

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		for persons exiting the building.				
58		<p>LANDSCAPING</p> <ul style="list-style-type: none"> • Landscaping shall be of the type and situated in locations to maximize external observation while providing the desired degree of esthetics. Security planting materials (thorny bushes and shrubs) are encouraged along fence and property lines and under vulnerable windows. Keep doorways, windows and porches clear when planting bushes and flowers. Keep walks and driveways clear of plants that can conceal persons. • Proposed landscaping security concerns: <ul style="list-style-type: none"> ○ Doors and windows shall not be concealed from view. ○ Plants shall not obstruct parking lot visibility. ○ Types of trees etc. shall not be planted to close to the building, providing easy roof access. • Line of sight visibility concerns: <ul style="list-style-type: none"> ○ Recessed doorways and hallway designs. (Not an issue in this design.) ○ Trash enclosures should not block visibility of doors and windows, or be located too close to the building. 				
59		<p>SIGNAGE/PARKING LOT</p> <ul style="list-style-type: none"> • “No Trespassing /Loitering” with County code should be posted at the entrances of parking lots and located in other appropriate places. Signs must be at least 2’ x 1’ with white background and black 2” lettering. • All entrances to parking areas shall be posted with appropriate signs per 22658 (a) cvc, to assist in removal of vehicles at the property owner’s request. • Compact parking spaces should be clearly marked as such on the pavement. 				
60.		FENCING/BARRIERS	Applicant shall incorporate Sheriff’s	Owner/	Prior to final	

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		The following installation consideration are recommended to be done: <ul style="list-style-type: none"> Controlled access to high valued storage areas, Locked cages, rooms or safes, Shipping and receiving door screens. (Sheriff's Department) 	department recommendations into final design. Compliance to be verified by building inspector at final inspection.	Applicant	building inspection/ occupancy	
61.		MISCELLANEOUS Emergency notification shall be filed with the Sheriff's Office. Key coding shall be provided for public safety access to security gates. (Only if key coding is used in the project). (Sheriff's Department)	Applicant shall submit emergency notification and provide key coding (if applicable) to the Sheriff's Office.	Owner/ Applicant	Prior to final building inspection/ occupancy	
Mitigation Measures						
62.	1.	MITIGATION MEASURE #1 (GEOLOGY AND SOILS: LANDSLIDING): To increase the static factor of safety against sliding along the GCL/HDPE geomembrane interface, the bottom liner shall be stepped by periodically reversing the slope of the bottom liner. (RMA – Planning Department)	Confirm that individual liner systems are designed and constructed in conformance with Title 27 seismic safety requirements.	Owner/ Applicant/Au thority	Prior to commencement of use	
63.	2.	MITIGATION MEASURE #2 (GEOLOGY AND SOILS: SLOPE STABILITY): The stability of interim stages of waste fill placement shall be evaluated prior to finalizing the landfill's fill sequencing plan. The evaluation shall determine whether interim waste fill slopes identified in the fill-sequencing plan could pose a safety hazard. If potential hazards are identified, detailed measures to minimize any hazards shall be identified, including revising the fill sequencing plan to minimize the height of waste slopes, if necessary. (RMA – Planning Department)	Confirm that the stability of interim stages of waste fill placement is evaluated prior to finalizing the landfill's fill sequencing plan.	Owner/ Applicant/Au thority	Prior to finalizing the landfill's sequencing plan.	
64.	3.	MITIGATION MEASURE #3 (TRAFFIC: YEAR 2008 TRAFFIC): To reduce project traffic impact to pre-project conditions,	Ensure payment of the fair-share contribution to the appropriate agency upon implementation of the	Owner/ Applicant/Au thority	Prior to commencement of use	

Permit Cond. Number	Mitig. Number	Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department	Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.	Responsible Party for Compliance	Timing	Verification of Compliance (name/date)
		<p>transfer vehicles would be directed to travel east from US 101 on Gloria Road, north on Iverson Road, then east on Johnson Canyon Road to the JCRL entrance.</p> <p>The vehicles would travel the reverse route when departing the JCRL. In addition, the Authority shall contribute a fair share portion of the following mitigation measure:</p> <ol style="list-style-type: none"> 1. US 101 Southbound Ramps/Fifth Street - install all-way stop control. 2. Gloria Road/Tavernetti Road - install all-way stop control. 3. Gloria Road and Iverson Road - improve the alternative access route road conditions to county standards for heavy truck traffic. (RMA – Planning Department) 	recommended improvements.			
65.	4.	<p>MITIGATION MEASURE #4 (TRAFFIC: YEAR 2020 TRAFFIC): To reduce project traffic impact to pre-project conditions, transfer vehicles would be directed to travel east from US 101 on Gloria Road, north on Iverson Road, then east on Johnson Canyon Road to the JCRL entrance.</p> <p>The vehicles would travel the reverse route when departing the JCRL. In addition, the Authority shall contribute a fair share portion of the following mitigation measure:</p> <ol style="list-style-type: none"> 4. US 101 Southbound Ramps/Fifth Street - install all-way stop control. 5. Gloria Road/Tavernetti Road - install all-way stop control. 6. Gloria Road and Iverson Road - improve the 	Ensure payment of the fair-share contribution to the appropriate agency upon implementation of the recommended improvements.	Owner/ Applicant/Authority	Prior to commencement of use	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		alternative access route road conditions to county standards for heavy truck traffic. (RMA – Planning Department)				
66.	5.	MITIGATION MEASURE #5 (AIR QUALITY: PARTICULATE EMISSIONS): To minimize particulate emissions associated with site construction, the Authority shall implement the applicable emission control measures identified in the MBUAPCD CEQA Air Quality Guidelines (Table 8-2, MBUAPCD, 2000). (RMA – Planning Department)	The Authority shall define in the Article 5 permit application the appropriate mitigation measures, from the list provided in the MBUAPCD Air Quality CEQA Guidelines, necessary to reduce particulate emissions to less-than-significant levels. Confirm that the identified measures are being implemented at the site on a regular basis.	Owner/ Applicant/Au hority/MBUA PCD	Ongoing	
67.	6.	MITIGATION MEASURE #6 (AIR QUALITY: ODDORS): Because potential odor impacts could be significant, the Authority shall implement the following measures: <ol style="list-style-type: none"> 1. The Authority shall control per California Code of Regulations (CCR) Title 27, Section 20760. 2. The landfill operator shall bury excessively odorous wastes immediately with other landfill wastes, depending on their nature and source. 3. The landfill operator shall continue to conduct monitoring to ensure efficient destruction of odors, and to ensure that there are no major odor leaks to the atmosphere. 4. The landfill operator shall ensure that loading, unloading, and material handling activities are carried out efficiently and without delays to avoid excessive odors. The landfill operator shall collect and flare landfill gas as required under the NSPS/EG. (RMA – Planning	Ensure that on-site odor control measures are implemented on the site throughout the life of the project.	Authority/LE A/MBUAPCD	Ongoing	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		Department)				
68.	7.	MITIGATION MEASURE #7 (AIR QUALITY: OFFSITE MOBILE SOURCE EMISSIONS): In addition to implementation of Mitigation Measure 5, the Authority shall encourage the introduction of alternative fuel vehicles in fleet mixes in order to reduce NOx emissions. (RMA – Planning Department)	Ensure that the introduction of alternative fuel vehicles in fleet mixes is encouraged throughout the life of the project.	Owner/ Applicant/Au thority	Ongoing	
69.	8.	MITIGATION MEASURE #8 (BIOLOGICAL RESOURCES: GRASSLAND HABITAT): In order to reduce the impact to native grasses and herbaceous plant species to a less-than significant level, the Authority shall implement a grassland revegetation program following the closure of landfill modules. The revegetation program shall utilize native grassland plant species. (RMA – Planning Department)	Ensure that following the closure of landfill modules, a grassland revegetation program utilizing native grassland plant species is implemented.	Owner/Applic ant/Authority	Ongoing	
70.	9.	MITIGATION MEASURE #9 (BIOLOGICAL RESOURCES: WETLAND MEADOW HABITAT): In order to reduce the impacts on wet meadows and seasonal wetlands, the Authority shall preserve a minimum of 4.4 acres of wet meadow habitat on the site, for a 2:1 impact/preservation ratio. (RMA – Planning Department)	Ensure that prior to any grading or other construction activities, wet meadow habitat on the site is preserved at a 2:1 impact/preservation ratio	Owner/Applic ant/Authority	Prior to grading permits	
71.	10.	MITIGATION MEASURE #10 (BIOLOGICAL RESOURCES: SEASONAL POND HABITAT): In order to mitigate the loss of breeding and upland habitat for the California tiger salamander and the western spadefoot toad, the Authority shall preserve an equivalent area of seasonal pond habitat on the site with a buffer area of upland habitat (containing approximately 25 acres). (RMA – Planning Department)	Ensure that seasonal pond habitat with a buffer area of upland habitat (containing approximately 25 acres) equivalent to the seasonal pond habitat disturbed with site development is preserved on the site prior to landfill expansion.	Owner/Applic ant & Authority	Prior to grading permits	
72.	11.	MITIGATION MEASURE #11 (BIOLOGICAL RESOURCES: OWL HABITAT): In order to mitigate the loss of breeding habitat for the burrowing owl, a qualified biologist shall conduct pre-construction surveys for burrowing owls prior to any ground disturbance within the expansion area. Surveys shall be	Ensure that prior to construction of individual cells, pre-construction surveys are conducted and any mitigation measures required by CDFG are implemented.	Authority & CDFG	Prior to grading permits	

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		conducted prior to grading or excavation for each cell. If burrowing owls are present, Authority shall implement mitigation measures approved by California Department of Fish and Game, which may include manual or passive relocation of owls. In addition, Authority shall preserve on the site replacement habitat at a ratio of 6.5 acres of habitat preserved for each breeding pair or wintering individual found on the expansion site. (RMA – Planning Department)				
73.	12.	MITIGATION MEASURE #12 (BIOLOGICAL RESOURCES: AMPHIBIAN HABITAT): In the winter prior to construction, a qualified biologist shall trap and relocate individuals as they travel to breeding ponds in the expansion area. The placement of exclusionary or “one-way” fences to redirect amphibians away from construction areas shall also be used to protect the species. (RMA – Planning Department)	Ensure that in the winter prior to construction, individual amphibian species are trapped and relocated as they travel to breeding ponds in the expansion area and that exclusionary fences are placed in order to redirect amphibians away from construction areas.	Authority	Prior to grading permits	
74.	13.	MITIGATION MEASURE #13 (BIOLOGICAL RESOURCES: MOUSE HABITAT): The Authority shall conduct field surveys and, if necessary, trap and relocate Salinas Pocket Mice prior to ground disturbance within the expansion area. (RMA – Planning Department)	Ensure that field surveys are conducted and, if necessary Salinas Pocket Mice are trapped and relocated prior to ground disturbance within the expansion area.	Authority	Prior to grading permits	
75.	14.	MITIGATION MEASURE #14 (BIOLOGICAL RESOURCES: RAPTORS): A qualified biologist shall conduct nesting raptor surveys prior to any ground disturbance within the expansion area to determine if golden eagle, white tailed kite, and/or loggerhead shrike are nesting in the adjacent trees. Surveys shall be conducted prior to grading or excavation for each cell. If any raptors or loggerhead shrike are nesting adjacent to the construction zone, construction shall be scheduled to begin after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California State Department of Fish and Game (CDFG). The final determination of the appropriate mitigation shall be made	Ensure that nesting raptor surveys for adjacent trees are conducted prior to grading or excavation of each cell. Ensure that construction begins following the fledgling period (usually by August) for any cells adjacent to trees containing nesting raptors, or that mitigation is provided according to CDFG requirements.	Authority & CDFG	Prior to grading permits	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		on a case-by-case basis after consultation with CDFG. (RMA – Planning Department)				
76.	15.	MITIGATION MEASURE #15 (BIOLOGICAL RESOURCES: LARK HABIT): Prior to construction of new landfill expansion cells, a qualified biologist shall conduct pre-construction surveys for nesting and foraging horned lark. If present, construction of the new cell shall be scheduled after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California State Department of Fish and Game (CDFG). The final determination of the appropriate mitigation shall be made on a case-by-case basis after consultation with CDFG. (RMA – Planning Department)	Ensure that nesting horned lark surveys for adjacent trees are conducted prior to grading or excavation of each cell. Ensure that construction begins following the fledgling period (usually by August) for any cells adjacent to trees containing nesting horned lark, or that mitigation is provided according to CDFG requirements.	Authority & CDFG	Prior to grading permits	
77.	16.	MITIGATION MEASURE #16 (CULTURAL RESOURCES: UNDOCUMENTED HISTORIC RESOURCE): The fence shall be preserved in place if possible. If this is not possible, the fence shall be documented in terms of its age and origin and photographed prior to demolition. Documentation shall be in conformance with CEQA Guidelines Section 15064.5. (RMA – Planning Department)	Ensure that the fence is preserved in place if possible and if not possible, that the fence is documented in terms of its age and origin and photographed prior to demolition.	Owner/Applicant & Authority	Prior to grading permits	
78.	17.	MITIGATION MEASURE #17 (CULTURAL RESOURCES: UNKNOWN ARCHAEOLOGICAL RESOURCE): <u>Unknown Archaeological Resources:</u> A qualified archaeologist shall be retained in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring. If, during the course of construction/grading, unknown cultural, archaeological, historical or paleontological resources are uncovered at the site (surface or subsurface resources) work shall be halted immediately within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. The Monterey County Planning and Building Inspection	Ensure that a qualified archaeologist is retained in order to conduct spot checks of initial construction activities into native soils and assess the need for further archaeological monitoring. If an unknown archaeological resource is encountered, ensure that all work is halted in the vicinity of the find until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation is implemented.	Owner/Applicant & Authority	Ongoing	
			Stop work within 50 meters (165 feet) of uncovered resource and contact the Monterey County Planning and Building	Owner/Applicant & Authority	Prior to authorization to proceed	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
		Department and a qualified archaeologist (i.e., an archaeologist registered with the Society of Professional Archaeologists) shall be immediately contacted by the responsible individual present on-site. When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery. (RMA – Planning Department)	Inspection Department and a qualified archaeologist immediately if cultural, archaeological, historical or paleontological resources are uncovered. When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery.		with ground disturbance and ongoing	
79.	18.	MITIGATION MEASURE #18 (AESTHETICS: SCENIC VISTA): Any trees planted along the western boundary of JCRL shall be maintained to ensure their survival. The trees would partially screen views of the landfill expansion, and would soften the visual impacts on the Gabilan Range. (RMA – Planning Department)	Ensure that any trees planted along the western boundary of the Johnson Canyon Road Landfill are maintained.	Owner/Applicant & Authority	Ongoing	
80.	19.	MITIGATION MEASURE #19 (AESTHETICS: VISUAL CHARACTER): Refer to Mitigation 17	Ensure that any trees planted along the western boundary of the Johnson Canyon Road Landfill are maintained.	Owner/Applicant & Authority	Ongoing	
81.	20.	MITIGATION MEASURE #20 (HAZARDS AND HAZARDOUS MATERIALS: UNKNOWN HAZARDOUS MATERIALS): In the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor shall: 1. Immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area; 2. Notify the Project Engineer; 3. Secure the area as directed by the Project Engineer; 4. Notify the County of Monterey Hazardous Waste/Materials Coordinator and the Gonzales Volunteer Fire Department; and 5. Implement relevant procedures documented in the site's Emergency Response Plan. (RMA – Planning Department)	Ensure that appropriate actions are taken if hazardous waste materials are discovered during construction.	Owner/Applicant & Authority	Ongoing	

<i>Permit Cond. Number</i>	<i>Mitig. Number</i>	<i>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</i>	<i>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</i>	<i>Responsible Party for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>

EXHIBIT E
SALINAS VALLEY SOLID WASTE AUTHORITY
REGIONAL SOLID WASTE FACILITIES PROJECT

Findings Pursuant to the California Environmental Quality Act, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Plan

1. INTRODUCTION

The Salinas Valley Solid Waste Authority (Authority) Board hereby adopts the Regional Solid Waste Facilities Project (Project), as described in the Project Summary (Section 1.1) below. In so doing, the Authority Board approves the use of the identified sites to meet the long-term solid waste disposal requirements of the communities within the Authority's jurisdiction.

Section 1. Approved Project.

1. Development of a Salinas transfer station located at 1120 Madison Lane, Salinas California, as shown on Exhibit 3.4.4-1 and as described in Section 2.6.7 of the EIR (identified in Project Scenarios 1, 4 and Alternative 5) including:
 - a. Municipal solid waste transfer from franchise and commercial trucks and self-haulers to large capacity trailers
 - b. Recyclable materials drop-off/buy-back center
 - c. Processing of residentially collected recyclables and yard waste
 - d. Transfer of residentially collected yard waste to an offsite composting operation
 - e. Recyclables recovery from mixed municipal solid waste
 - f. Temporary collection and storage of all household hazardous waste material types for off-site processing/disposal
2. Vertical expansion of the Crazy Horse Landfill (identified in Project Scenarios 1 and 4) as shown in Exhibit 2.6.1-3 and described in 2.6.1 of the EIR, including:
 - a. Placement of waste from 605 feet mean sea level (MSL) to a maximum elevation of 635 feet MSL
 - b. A 30-foot increase above the currently permitted maximum elevation
 - c. Approximately 640,000 tons of additional capacity
3. Partial expansion of the Johnson Canyon Landfill (identified in Scenario 1 and Interim Capacity Alternative), including:
 - a. Horizontal expansion of an additional 16.3 acres on existing property currently owned by the Authority.
 - b. Daily tonnage increase of an approximate average 1,000 tons per day following closure of Crazy Horse Landfill (Table 2.6.2-4 of the EIR)
 - c. Approximately 4.5 million tons additional capacity including remaining permitted air space
 - d. Vertical expansion to approximately 100 feet above natural grade at westerly boundary
 - e. Enhanced diversion activities including targeted materials recovery from uncompacted waste loads, source-separated recyclables drop-off center and recyclable household hazardous waste drop-off center
4. Development of a King City area Transfer Station at Industrial Way as described in Section 2.6.8 and as shown on Exhibit 3.10.4-1 (identified in Scenario 1 of the EIR), including:
 - a. A municipal solid waste transfer from franchise and commercial trucks

- and self-haulers to large capacity trailers
 - b. Enhanced diversion activities including targeted materials recovery from uncompacted waste loads, source-separated recyclables drop-of/buy back center and recyclable household hazardous waste drop-off center
5. Partial expansion of the Jolon Road Landfill (identified in Scenario 4), including:
- a. Increase in maximum final elevation from 575 feet MSL to 850 feet MSL.
 - b. Horizontal expansion of the existing site by approximately 109 acres
 - c. Approximately 4.5 million tons of additional disposal capacity created
 - d. Vertical increase of a maximum of 335 feet above the existing topography
 - e. Enhanced diversion activities including targeted materials recovery from uncompacted waste loads, source-separated recyclables drop-off center and recyclable household hazardous waste drop-off center

Development of Supplemental Capacity

Prior to initiating the expansion of the Jolon Road Landfill in accordance with the Approved Project as described above, the Board shall receive a written technical status report from its staff and consulting advisors to determine if additional, supplemental solid waste disposal capacity for the Authority jurisdictions in an amount not less than 35 years of disposal capacity (“the Supplemental Capacity”) has been fully permitted and developed by the Authority. In the event the status report to the Board states that the Authority has developed fully permitted Supplemental Capacity not subject to any pending or threatened legal challenges or conditions that would preclude its use, the Board shall use the Supplemental Capacity.

1.2 CEQA Process

The Authority determined that the Regional Solid Waste Facilities Project could have a significant effect on the environment. Accordingly, an Environmental Impact Report (EIR) was prepared in compliance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The EIR provides full disclosure of the anticipated environmental impacts of construction and operation of the Project. The EIR is the basis for environmental review of the Project. The EIR consists of the Draft Environmental Impact Report (DEIR), the Responses to Comments, and revisions to the DEIR.

The Draft Environmental Impact Report was circulated for public comment (March 26, 2002 through June 30, 2002). All comments received during the comment period were responded to fully in the Final EIR.

Pursuant to CEQA Guidelines Section 21081.6, the Authority is also adopting a Mitigation Monitoring and Reporting Program (MMRP). The MMRP defines a program to ensure that adopted mitigation measures are implemented through the use of specified monitoring and reporting procedures. The MMRP is attached as Exhibit 1 to these findings.

2. FINDINGS

2.1 California Environmental Quality Act Requirements

The California Environmental Quality Act (CEQA), Public Resources Code, 21000 et seq., requires written findings of Project impacts, pursuant to CEQA Guidelines Section 21081. Regarding these findings, CEQA Guidelines, Title 14, California Code of Regulations (Guidelines), Section 15091, states the following:

- a) No public agency shall approve or carry out a project for which an EIR has been completed which identified one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those Significant Effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - h) Changes or alternative have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
 - i) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such agency or can and should be adopted by such agency.
 - j) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- b) The findings required by subsection (a) above shall be supported by substantial evidence in the record.

The changes or alterations referred to in State law, as quoted above, may be mitigation measures, alternatives to the Project, or changes to the Project by the Project proponent. The Final EIR identifies mitigation measures that will minimize significant effects of the Project or to mitigate other potential effects which may not be, strictly speaking, environmental effects under CEQA. These mitigation measures will be incorporated into the design of the Project. The Mitigation Monitoring and Reporting Program attached as Exhibit 1 is designed to ensure that all mitigation measures identified in the Final EIR and these Findings will be implemented and monitored by the appropriate regulatory agency.

2.2 Findings Regarding Independent Review and Judgment

Each member of the Authority Board was provided a complete copy of the FEIR for the Project. The Authority Board hereby finds that the FEIR reflects the independent judgment of the Authority Board. The Authority Board also finds that the Board has independently reviewed and analyzed the FEIR prior to taking any final action with respect to the Project.

2.3 Findings Regarding the Project

Having reviewed and considered the information contained in the FEIR, and the drafts of the Findings, Facts in Support of Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program, the Authority Board finds that the Project is an appropriate use at the Project sites.

The following represent the findings for each of the significant environmental impacts identified for the Project.

Impact 4.1.3.1-b: Landsliding: The integrity of the Johnson Canyon Landfill's liner system could be affected by sliding along the geosynthetic clay liner (GCL) and the geomembrane liner interface.

Mitigation: Landsliding: To increase the static factor of safety against sliding along the GCL/HDPE geomembrane interface, the bottom liner shall be stepped by periodically reversing the slope of the bottom liner. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified the potential for sliding along the geosynthetic clay liner and the geomembrane liner interface to affect the integrity of the landfill's liner system. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant through landfill design measures. By periodically reversing the slope of the bottom liner by including graded steps in the design, the potential for sliding along the GCL/HDPE geomembrane interface would be minimized.

Impact 4.1.3.1-c: Slope Stability: The placement of waste in the Johnson Canyon Landfill could result in unstable slopes, depending upon the height and placement of waste piles. Waste fill slope failure could be a hazard to landfill employees.

Mitigation: Slope Stability: The stability of interim stages of waste fill placement shall be evaluated prior to finalizing the landfill's fill sequencing plan. The evaluation shall determine whether interim waste fill slopes identified in the fill-sequencing plan could pose a safety hazard. If potential hazards are identified, detailed measures to minimize any hazards shall be identified, including revising the fill sequencing plan to minimize the height of waste slopes, if necessary. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified the placement of waste in the landfill as a potential hazard for landfill employees, depending upon the height and placement of waste piles. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant through landfill design measures. By evaluating the stability of interim stages of waste fill placement prior to finalizing the landfill's fill sequencing plan, the potential for interim waste fill slopes to

pose a safety hazard can be identified prior to the hazard occurring. If safety hazards are identified, detailed measures to minimize any hazards, including revising the fill sequencing plan to minimize the height of waste slopes, will be implemented.

Impact 4.4.2.1-a: **Year 2004 Traffic: The project would contribute to an unacceptable LOS F at the US 101/Crazy Horse Canyon Road intersection during the p.m. peak hours and an unacceptable LOS E at the North Main Street/Boronda Road intersection in Salinas during the a.m. peak hours.**

Mitigation: Year 2004 Traffic: To reduce the project traffic impact at the North Main Street/Boronda Road intersection to pre-project conditions, the Authority shall contribute a fair share portion of the following mitigation measure:

- North Main Street/Boronda Road - widen the eastbound Boronda Road approach to accommodate two left turn lanes, two through lanes and a dedicated right turn lane.

However the US 101/Crazy Horse intersection would continue to operate at an unacceptable level of service because feasible mitigation measures are not available to reduce the project's traffic contribution to this intersection to a less than significant level. (Significant and Unavoidable Impact)

Supporting Explanation:

Finding: The Authority hereby makes findings (a)(1), (a)(2) and (a)(3), as described in Section 2.1 above, as required by CEQA, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified the project's contribution to the US 101/Crazy Horse intersection as a significant and unavoidable impact because feasible mitigation measures to reduce this impact to less-than-significant levels are not available. The traffic analysis included in the FEIR concluded that because the US 101/Crazy Horse intersection currently operates at Level of Service (LOS) F conditions, any additional vehicles added to this intersection would be considered a significant impact. LOS F conditions assume extreme congestion with traffic flows exceeding design capacity, resulting in long queues and delays. The FEIR concluded that by adding vehicles to this congested intersection, the project could further degrade intersection operations.

The only effective mitigation measure for this intersection would be to grade separate the left-turn movements. This would require a substantial investment to resolve a short-term traffic impact. Recognizing the planning, engineering, environmental compliance, and construction requirements inherent in the Caltrans process for such a capital improvement project, the intersection improvements would most likely not occur for more than 7 years (Mr. Bob Hull, Caltrans Fresno Office, pers. comm. Sept. 19, 2002). Additionally, Caltrans is currently conducting detailed studies for a US 101 bypass that would provide an alternative route for vehicles that currently travel through

the intersection (Ms. Debbie Hale, Monterey County Transportation Department, pers. comm., Sept. 18, 2002). The construction of this bypass would eliminate the need for a grade separated left-turn movement at this intersection. Because the Crazy Horse Sanitary Landfill is projected to close in approximately 2007 (dependent upon future waste volumes), and because a US 101 bypass may be constructed in the future, the construction of a grade-separated left-turn movement would be of limited service or entirely ineffective. Therefore, such intersection improvements cannot be considered feasible within the timeframe of the project.

The FEIR identified a specific improvement that can and should be implemented by the City of Salinas for the North Main Street/Boronda Road Intersection. This improvement includes widening the eastbound Boronda Road approach to accommodate two left turn lanes, two through lanes and a dedicated right turn lane. The Authority will contribute their fair-share contribution to this improvement. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

The overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

Impact 4.4.2.1-b: Year 2007 Traffic: The project would contribute to an unacceptable LOS F at the US 101/Crazy Horse Canyon Road intersection during the p.m. peak hours and an unacceptable LOS E at the North Main Street/Boronda Road intersection in Salinas during the a.m. peak hours.

Mitigation: Year 2007 Traffic: To reduce the project traffic impact at the North Main Street/Boronda Road intersection to pre-project conditions, the Authority shall contribute a fair share portion of the following mitigation measure:

- North Main Street/Boronda Road - widen the eastbound Boronda Road approach to accommodate two left turn lanes, two through lanes and a dedicated right turn lane.

However the US 101/Crazy Horse intersection would continue to operate at an unacceptable level of service because feasible mitigation measures are not available to reduce the project's traffic contribution to this intersection to a less than significant level. (Significant and Unavoidable Impact)

Supporting Explanation:

Finding: The Authority hereby makes findings (a)(1), (a)(2) and (a)(3), as described in Section 2.1 above, as required by CEQA, Guidelines Section 21081, and as stated in the CEQA Guidelines Section 15091, with respect to the above-identified effect.

The FEIR identified the project's contribution to the US 101/Crazy Horse intersection as a significant and unavoidable impact because feasible mitigation measures to reduce this impact to less-than-significant levels are not available. The traffic analysis included in the FEIR concluded that because the US 101/Crazy Horse intersection currently operates at Level of Service (LOS) F conditions, any additional vehicles added to this intersection would be considered a significant impact. LOS F conditions assume extreme congestion with traffic flows exceeding design capacity, resulting in long queues and delays. The FEIR concluded that by adding vehicles to this congested intersection, the project could further degrade intersection operations.

The only effective mitigation measure for this intersection would be to grade separate the left-turn movements. This would require a substantial investment over a number of years to resolve a short-term traffic impact. Recognizing the planning, engineering, environmental compliance, and construction requirements inherent in the Caltrans process for such a capital improvement project, the intersection improvements would most likely not occur for more than 7 years (Mr. Bob Hull, Caltrans Fresno Office, pers. comm., Sept. 19, 2002). Additionally, Caltrans is currently conducting detailed studies for a US 101 bypass that would provide an alternative route for vehicles that currently travel through the intersection (Ms. Debbie Hale, Monterey County Transportation Department, pers. comm., Sept. 18, 2002). The construction of this bypass would eliminate the need for a grade separated left-turn movement at this intersection. Because the Crazy Horse Sanitary Landfill is projected to close in approximately 2007 (dependent upon future waste volumes), and because a US 101 bypass may be constructed in the future, the construction of a grade-separated left-turn movement would be of limited service or entirely ineffective. Therefore, such intersection improvements cannot be considered feasible within the timeframe of the project.

The FEIR identified a specific improvement that can and should be implemented by the City of Salinas for the North Main Street/Boronda Road Intersection. This improvement includes widening the eastbound Boronda Road approach to accommodate two left turn lanes, two through lanes and a dedicated right turn lane. The Authority will contribute their fair-share contribution to this improvement. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

The overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

Impact 4.4.3.1-a: Year 2008 Traffic: The project would contribute to an unacceptable LOS F at the US 101/Fifth Street Southbound ramps intersection in Gonzales during the p.m. peak hours.

Mitigation:

Year 2008 Traffic: To reduce project traffic impact to pre-project conditions, transfer vehicles would be directed to travel east from US 101 on Gloria Road, north on Iverson Road, then east on Johnson Canyon Road to the JCRL entrance. The vehicles would travel the reverse route when departing the JCRL. In addition, the Authority shall contribute a fair share portion of the following mitigation measures:

- US 101 Southbound Ramps/Fifth Street - install all-way stop control.
- Gloria Road/Tavernetti Road - install all-way stop control.
- Gloria Road and Iverson Road - improve the alternative access route road conditions to county standards for heavy truck traffic. (Less Than Significant With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes findings (a)(1) and (a)(2), as described in Section 2.1 above, as required by CEQA, Section 21081, and as stated in the CEQA Guidelines Section 15091, with respect to the above-identified effect.

The FEIR identified that the project would contribute to an unacceptable LOS F at the US 101/Fifth Street Southbound ramps intersection during the p.m. peak hours. The FEIR included an alternative access route for transfer trucks that would minimize vehicle traffic associated with the project on Fifth Street and Johnson Canyon Road in the City of Gonzales. However, the FEIR concluded that the US 101/Fifth Street Southbound ramps intersection would still be adversely affected. Therefore, the FEIR identified a specific improvement that can and should be implemented by the City of Gonzales to minimize this impact. This improvement includes the installation of all-way stop controls at the US 101 Southbound Ramps/Fifth Street intersection. The Authority will contribute their fair share contribution to this improvement.

The FEIR further concluded that the alternative access route would adversely affect the Gloria Road/Tavernetti Road intersection and the alternative access route roads (Gloria and Iverson). Therefore, the FEIR identified a specific improvement that can and should be implemented by the City of Gonzales at the Gloria Road/Tavernetti Road intersection. The FEIR also identified improvements to the alternative access route roads that bring them up to County standards for heavy truck traffic that can and should be implemented by the County of Monterey. The Authority will contribute their fair-share contribution to these improvements. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.4.3.1-b:

Year 2020 Traffic: The project would contribute to an unacceptable LOS D and LOS F at the US 101/Fifth Street Southbound ramps intersection in Gonzales during the a.m. and p.m. peak hours respectively.

Mitigation:

Year 2020 Traffic: To reduce project traffic impacts to pre-project conditions, transfer vehicles would be directed to travel east from US 101 on Gloria Road, north on Iverson Road, then east on Johnson Canyon Road to the JCRL entrance. The vehicles would travel the reverse route when departing the

JCRL. In addition, the Authority shall contribute a fair share portion of the following mitigation measure:

- US 101 Southbound Ramps/Fifth Street - install all-way stop control.
- Gloria Road/Tavernetti Road - install all-way stop control.
- Gloria Road and Iverson Road - improve the alternative access route road conditions to county standards for heavy truck traffic. (Less Than Significant With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes findings (a)(1) and (a)(2), as described in Section 2.1 above, as required by CEQA, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the project would contribute to an unacceptable LOS F at the US 101/Fifth Street Southbound ramps intersection during the p.m. peak hours. The FEIR included an alternative access route for transfer trucks that would minimize vehicle traffic associated with the project on Fifth Street and Johnson Canyon Road in the City of Gonzales. However, the FEIR concluded that the US 101/Fifth Street Southbound ramps intersection would still be adversely affected. Therefore, the FEIR identified a specific improvement that can and should be implemented by the City of Gonzales to minimize this impact. This improvement includes the installation of all-way stop controls at the US 101 Southbound Ramps/Fifth Street intersection. The Authority will contribute their fair share contribution to this improvement.

The FEIR further concluded that the alternative access route would adversely affect the Gloria Road/Tavernetti Road intersection and the alternative access route roads (Gloria and Iverson). Therefore, the FEIR identified a specific improvement that can and should be implemented by the City of Gonzales at the Gloria Road/Tavernetti Road intersection. The FEIR also identified improvements to the alternative access route roads that bring them up to County standards for heavy truck traffic that can and should be implemented by the County of Monterey. The Authority will contribute their fair-share contribution to these improvements. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.4.4.1-b: Year 2008 Traffic: The project would contribute to an unacceptable LOS E at the North Davis Road/Laurel Drive intersection in Salinas during the p.m. peak hour.

Mitigation: Year 2008 Traffic: To reduce the project traffic impact to pre-project conditions, the Authority shall contribute a fair share portion of the following mitigation measure:

- North Davis Road/Laurel Drive - add a northbound right turn traffic signal overlap phase on North Davis Road (Less Than Significant Impact With Mitigation)

Supporting

Explanation:

Finding: The Authority hereby makes findings (a)(1) and (a)(2), as described in Section 2.1 above, as required by CEQA, Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the project would contribute to an unacceptable LOS E at the North Davis Road/Laurel Drive intersection during the p.m. peak hour. The FEIR identified a specific improvement that can and should be implemented by the City of Salinas. This improvement includes the addition of a northbound right turn traffic signal overlap phase on North Davis Road. The Authority will contribute their fair-share contribution to this improvement. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.4.4.1-c:

Year 2020 Traffic: The project would result in unacceptable LOS E at the Boronda Road/Calle Del Adobe and US 101 Northbound ramps/Laurel Drive intersections in Salinas and contribute to an unacceptable LOS F at the North Davis Road/Laurel Drive intersection during the p.m. peak hour.

Mitigation:

Year 2020 Traffic: To reduce the project traffic impact to pre-project conditions, the Authority shall contribute a fair share portion of the following mitigation measures:

- Boronda Road/Calle Del Adobe - widen the westbound Calle Del Adobe approach to accommodate one left turn lane and one right turn lane.
- North Davis Road/Laurel Drive - add a northbound right turn traffic signal overlap phase on North Davis Road.
- US 101 Northbound Ramps/Laurel Drive - widen the off-ramp to accommodate one left turn lane, one shared left/right turn lane and one right turn lane. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes findings (a)(1) and (a)(2), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the project would contribute to an unacceptable LOS E at the Boronda Road/Calle Del Adobe and US 101 Northbound ramps/Laurel Drive intersections in Salinas and contribute to an unacceptable LOS F at the North Davis Road/Laurel Drive intersection during the p.m. peak hour. The FEIR identified specific improvements that can and should be implemented by the City of Salinas. These improvements include widening the westbound Calle Del Adobe approach to accommodate one left turn lane and one right turn lane; adding a northbound right turn traffic signal overlap phase on North Davis Road; and widening the off-ramp to accommodate one left turn lane, one shared left/right turn lane and one right turn lane. The Authority will contribute their fair-share contribution to these improvements.

The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.4.10.1-b: Year 2020 Traffic: The project would contribute to an existing unacceptable LOS E at the First Street/Broadway Street and US 101 NB Ramps/First Street intersections in King City.

Mitigation: Year 2020 Traffic: To reduce the project traffic impact to pre-project conditions, the Authority shall contribute a fair share portion of the following mitigation measures.

- First Street/Broadway - signalize the intersection.
- First Street/US 101 Northbound Ramps - signalize the intersection.
(Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes findings (a)(1) and (a)(2), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the project would contribute to an existing unacceptable LOS E at the First Street/Broadway Street and US 101 NB Ramps/First Street intersections. The FEIR identified specific improvements that can and should be implemented by the City of Salinas. These improvements include signalizing the First Street/Broadway intersection and signalizing the First Street/US 101 Northbound Ramps intersection. The Authority will contribute their fair-share contribution to these improvements. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.5.2.1-a: Particulate Emissions: Particulate emissions generated by the proposed project at the Crazy Horse Landfill would exceed the MBUAPCD's thresholds.

Mitigation: Particulate Emissions: To minimize particulate emissions associated with site construction, the Authority shall implement applicable emissions control measures identified in the MBUAPCD CEQA Air Quality Guidelines (Table 8-2, MBUAPCD, 2000) as necessary to control emissions.

Additionally, the Authority shall implement emission control measures associated with landfill gas-to-energy facility operations in compliance with MBUAPCD regulations. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that particulate emissions generated by the Crazy Horse Sanitary Landfill vertical expansion would exceed the MBUAPCD's thresholds. The FEIR stated that in order to minimize particulate emissions associated with site construction, the Authority shall implement the applicable mitigation measures identified in the MBUAPCD CEQA Air Quality Guidelines (Table 8-2, MBUAPCD, 2000). The Authority will identify the applicable mitigation measures from the list included in the Guidelines that will ensure particulate emissions are reduced to less-than-significant levels. The MBUAPCD has determined that use of these measures either separately or in combination will mitigate particulate emissions. In addition, the Authority shall implement emission control measures associated with landfill gas-to-energy facility operations in compliance with MBUAPCD regulations. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.5.2.1-b: Criteria Pollutant Emissions: The increase in NOx emissions associated with the proposed vertical expansion of the Crazy Horse Sanitary Landfill, when combined with the existing onsite NOx emissions, would exceed the MBUAPCD significance thresholds. Additionally, the onsite NOx emissions would combine with regional mobile-source emissions generated by the vertical expansion, further contributing to regional NOx emission loads. Therefore, this impact would be considered significant.

Mitigation: Criteria Pollutant Emissions: All operating equipment shall be well tuned and regularly serviced to minimize exhaust emissions. A regular and frequent check-up and service/maintenance program for the flare and other LFG control systems shall be implemented. Additionally, the flare systems and other control devices shall be maintained in compliance with the New Source Review requirements of the MBUAPCD regarding control of NOx emissions. If emissions are determined to be substantial relative to the MBUAPCD's Best Available Control Technology (BACT) rule, control equipment required by this rule shall be designed to reduce emissions. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the increase in NOx emissions associated with the vertical expansion of the Crazy Horse Sanitary Landfill, when combined with the existing onsite NOx emissions, would exceed the MBUAPCD significance thresholds. Additionally, the onsite NOx emissions would combine with regional mobile-source emissions generated by the vertical expansion, further contributing to regional NOx emission loads. The FEIR identified specific mitigation measures to reduce these impacts. Specifically, the FEIR requires that all operating equipment be well-tuned and regularly serviced to minimize exhaust emissions, a regular and frequent check-up and service/maintenance

program for the flare and other LFG control systems be implemented, and the flare systems and other control devices be maintained in compliance with the New Source Review requirements of the MBUAPCD regarding control of NOx emissions. These measures state that if emissions are determined to be substantial relative to the MBUAPCD's Best Available Control Technology (BACT) rule, control equipment required by this rule will be designed to reduce emissions. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.5.2.1-c: Odors: Odors would be generated from the daily operation of the Crazy Horse Landfill and with project implementation may result in a significant impact.

Mitigation: Odors: Because potential odor impacts could be significant, the Authority shall implement the following measures:

- The Authority shall control odors per California Code of Regulations (CCR) Title 27, Section 20760.
- The landfill operator shall bury excessively odorous wastes immediately with other landfill wastes, depending on their nature and source.
- The landfill operator shall continue to conduct monitoring to ensure efficient destruction of odors, and to ensure that there are no major odor leaks to the atmosphere.
- The landfill operator shall ensure that loading, unloading, and material handling activities are carried out efficiently and without delays to avoid excessive odors.

The landfill operator shall collect and flare landfill gas as required under the New Source Performance Standards/Emission Guidelines (NSPS/EG). (Less Than Significant With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA, Section 15091, with respect to the above-identified effect.

The FEIR identified that odors would be generated from the daily operation of the Crazy Horse Sanitary Landfill. The FEIR identified specific mitigation measures to reduce these impacts. Specifically, the FEIR requires that the Authority control odors per California Code of Regulations (CCR) Title 27, Section 20760; that the landfill operator bury excessively odorous wastes immediately with other landfill wastes, depending on their nature and source; that the landfill operator continue to conduct monitoring to ensure efficient destruction of odors and to ensure that there are no major odor leaks to the atmosphere; and that the landfill operator ensure that loading, unloading, and material handling activities are carried out efficiently and without delays to avoid excessive odors. The measures also require that the landfill operator collect and flare landfill gas as required under the New Source Performance Standards/Emission Guidelines (NSPS/EG). The Board finds that

implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.5.2.1-f: Offsite Mobile Source Emissions: Offsite Mobile Source Emissions: The stationary sources of NO_x at the Crazy Horse Landfill would exceed the MBUAPCD significance thresholds for this emission. Although mobile sources would only contribute marginally to these emission levels, because NO_x emissions are considered ozone precursors and ozone is designated as non-attainment in the air district, this impact would also be considered significant.

Mitigation: Offsite Mobile Source Emissions: In addition to implementation of Mitigation Measure 4.5.2.1-b, the Authority shall encourage the introduction of alternative fuel vehicles in fleet mixes in order to reduce NO_x emissions. (Less Than Significant Impact With Mitigation)

Supporting Explanation: *Finding:* The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the stationary sources of NO_x at the Crazy Horse Sanitary Landfill would exceed the MBUAPCD significance thresholds for this emission and that mobile-source emissions would contribute to these exceedances. The FEIR identified specific mitigation measures to reduce these impacts. Specifically, the FEIR requires that in addition to implementation of Mitigation Measure 4.5.2.1-b, the Authority shall encourage the introduction of alternative fuel vehicles in fleet mixes in order to reduce NO_x emissions. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.5.3.1-a: Particulate Emissions: Particulate emissions generated by the proposed project at the Johnson Canyon Landfill would exceed the MBUAPCD's thresholds.

Mitigation: Particulate Emissions: To minimize particulate emissions associated with site construction, the Authority shall implement the applicable emissions control measures identified in the MBUAPCD CEQA Air Quality Guidelines (Table 8-2, MBUAPCD, 2000) as necessary to control emissions.

Additionally, the Authority shall implement emission control measures associated with landfill gas-to-energy facility operations in compliance with MBUAPCD regulations. (Less Than Significant Impact With Mitigation)

Supporting Explanation: *Finding:* The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA, Guidelines Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that particulate emissions generated by the Johnson Canyon Road Landfill expansion would exceed the MBUAPCD's thresholds. The FEIR stated that in order to minimize particulate emissions associated

with project operations, the Authority shall implement the applicable mitigation measures identified in the MBUAPCD CEQA Air Quality Guidelines (Table 8-2, MBUAPCD, 2000). The Authority will identify the applicable mitigation measures from the list included in the Guidelines that will ensure particulate emissions are reduced to less-than-significant levels. The MBUAPCD has determined that use of these measures either separately or in combination will mitigate particulate emissions. In addition, the Authority shall implement emission control measures associated with landfill gas-to-energy facility operations in compliance with MBUAPCD regulations. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.5.3.1-b: Criteria Pollutant Emissions: The emissions of NO_x generated by the proposed expansion at the Johnson Canyon Landfill would exceed MBUAPCD significance thresholds.

Mitigation: Criteria Pollutant Emissions: All operating equipment shall be well tuned and regularly serviced to minimize exhaust emissions. A regular and frequent check-up and service/maintenance program for the flare and other LFG control system shall be implemented. Additionally, the flare systems and other control devices shall be maintained in compliance with the New Source Review requirements of the MBUAPCD regarding control of NO_x emissions. If emissions are determined to be substantial relative to the MBUAPCD's Best Available Control Technology (BACT) rule, control equipment required by this rule shall be designed to reduce NO_x emissions. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the increase in NO_x emissions associated with the expansion of the Johnson Canyon Road Landfill would exceed the MBUAPCD significance thresholds. The FEIR identified specific mitigation measures to reduce these impacts. Specifically, the FEIR requires that all operating equipment be well-tuned and regularly serviced to minimize exhaust emissions, a regular and frequent check-up and service/maintenance program for the flare and other LFG control systems be implemented, and the flare systems and other control devices be maintained in compliance with the New Source Review requirements of the MBUAPCD regarding control of NO_x emissions. These measures state that if emissions are determined to be substantial relative to the MBUAPCD's Best Available Control Technology (BACT) rule, control equipment required by this rule will be designed to reduce emissions. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.5.3.1-c: Odors: Odors would be generated from the daily operation of the Johnson Canyon Landfill and with project implementation may result in a significant impact.

Mitigation: Odors: Because potential odor impacts could be significant, the Authority shall implement the following measures:

- The Authority shall control per California Code of Regulations (CCR) Title 27, Section 20760.
- The landfill operator shall bury excessively odorous wastes immediately with other landfill wastes, depending on their nature and source.
- The landfill operator shall continue to conduct monitoring to ensure efficient destruction of odors, and to ensure that there are no major odor leaks to the atmosphere.
- The landfill operator shall ensure that loading, unloading, and material handling activities are carried out efficiently and without delays to avoid excessive odors.
- The landfill operator shall collect and flare landfill gas as required under the NSPS/EG. (Less Than Significant With Mitigation)

Supporting
Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA, Section 15091, with respect to the above-identified effect.

The FEIR identified that odors would be generated from the daily operation of the Johnson Canyon Road Landfill. The FEIR identified specific mitigation measures to reduce these impacts. Specifically, the FEIR requires that the Authority control odors per California Code of Regulations (CCR) Title 27, Section 20760; that the landfill operator bury excessively odorous wastes immediately with other landfill wastes, depending on their nature and source; that the landfill operator continue to conduct monitoring to ensure efficient destruction of odors and to ensure that there are no major odor leaks to the atmosphere; and that the landfill operator ensure that loading, unloading, and material handling activities are carried out efficiently and without delays to avoid excessive odors. The measures also require that the landfill operator collect and flare landfill gas as required under the New Source Performance Standards/Emission Guidelines (NSPS/EG). The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.5.3.1-f: Offsite Mobile Source Emissions: Mobile-source NO_x emissions at the Johnson Canyon Landfill, when combined with stationary sources, would exceed the MBUAPCD thresholds of significance.

Mitigation: Offsite Mobile Source Emissions: In addition to implementation of Mitigation Measure 4.5.3.1-b, the Authority shall encourage the introduction of alternative fuel vehicles in fleet mixes in order to reduce NO_x emissions. (Less Than Significant Impact With Mitigation)

Supporting

Explanation: *Finding:* The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that mobile-source NOx emissions associated with the Johnson Canyon Landfill expansion, when combined with stationary sources, would exceed the MBUAPCD thresholds of significance for this emission. The FEIR identified specific mitigation measures to reduce these impacts. Specifically, the FEIR requires that in addition to implementation of Mitigation Measure 4.5.3.1-b, the Authority shall encourage the introduction of alternative fuel vehicles in fleet mixes in order to reduce NOx emissions. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.6.2.1-b: **On-Site Operations Noise: The on-site operations at the Crazy Horse Landfill will not exceed the Monterey County Noise Element criteria or the Monterey County General Plan noise level criteria at adjacent residential uses. In addition, noise levels due to the landfill operation are not expected to exceed the recommended hourly average noise level criterion of 55 dBA Leq. Potential significant increases in noise levels at adjacent residences could occur due to on-site operations. Specifically, noise levels due to on-site operations could increase overall noise levels by up to 7 dBA Leq when the active face of the landfill is located in the northwest portion of the site, and the operations do not receive shielding from the active face. Increases in noise levels between 3 and 5 dBA Leq could occur at residences to the south of the landfill when the asphalt grinder and tub grinder are in operation.**

Mitigation: On-Site Operations Noise: The overall on-site operations noise increase of 7 dBA Leq from expansion activities cannot be fully mitigated. However, the increases in noise from asphalt and tub grinder operation can and shall be mitigated to a less than significant level by construction of a 20-foot tall barrier. (Significant and Unavoidable Impact)

Supporting Explanation: *Finding:* The Authority hereby makes findings (a)(1) and (a)(3), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that significant and unavoidable increases in noise levels at adjacent residences could occur due to on-site operations at the Crazy Horse Sanitary Landfill. Specifically, noise levels due to on-site operations could increase overall noise levels by up to 7 dBA Leq when the active face of the landfill is located in the northwest portion of the site, and the operations do not receive shielding from the active face. The FEIR concluded that this noise impact would be considered significant and unavoidable because no feasible mitigation is available that would reduce these noise levels below identified thresholds. The overriding social, economic, and other considerations set forth

in the statement of overriding considerations provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

The FEIR further identified that increases in noise levels between 3 and 5 dBA Leq could occur at residences to the south of the landfill when the asphalt grinder and tub grinder are in operation. However, the FEIR identified the construction of a 20-foot tall barrier to minimize this noise impact. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.6.4.1-b: On-Site Operations Noise: The noise levels due to on-site operations at the Madison Lane site would exceed the City of Salinas noise level criterion of 60 dB Ldn.

Mitigation: On-Site Operations Noise: The operations of the facility shall be designed to reduce potential noise impacts to adjacent residences to less than the City of Salinas's criteria of 60 dB Ldn. This may include construction of sound walls at the property line nearest the residences or other noise mitigating actions. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that noise levels due to on-site operations at the Madison Avenue site would exceed the City of Salinas noise level criterion of 60 dB Ldn. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that the operations of the facility shall be designed to reduce potential noise impacts to adjacent residences to less than the City of Salinas's criteria of 60 dB Ldn. This may include construction of sound walls at the property line nearest the residences or other noise mitigating actions. The Authority's commitment to achieve the requirements of the prescriptive and performance standards identified to mitigate this impact constitute substantial evidence that the impacts will be mitigated, and thus the Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.7.3.1-a: Grassland Habitat: The JCRL landfill expansion would remove grassland habitat. Although annual, non-native grasses dominate the grassland, the grassland does support a diversity of native wildflowers and inclusions of native perennial bunchgrasses. Due to the presence of these native species, potentially significant impacts would occur from the proposed landfill expansion.

Mitigation: Grassland Habitat: In order to reduce the impact to native grasses and herbaceous plant species to a less-than significant level, the Authority shall implement a grassland revegetation program following the closure of landfill modules. The revegetation program shall utilize native grassland plant species. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the JCRL landfill expansion would remove grassland habitat and that this habitat supports a diversity of native wildflowers and inclusions of native perennial bunchgrasses. Due to the presence of these native species, potentially significant impacts will occur from the landfill expansion. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that the Authority implement a grassland revegetation program that includes native grassland plant species following the closure of landfill modules. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.7.3.1-b: Wetland Meadow Habitat: Development of the Johnson Canyon Landfill expansion project would remove wet meadow and open water areas that are considered sensitive by State and Federal resource agencies.

Mitigation: Wetland Meadow Habitat: In order to reduce the impacts on wet meadows and seasonal wetlands, the Authority shall preserve a minimum of 4.4 acres of wet meadow habitat on the site, for a 2:1 impact/preservation ratio. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA GUIDELINES, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the JCRL landfill expansion would remove wet meadow and open water areas that are considered sensitive by State and Federal resource agencies. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in order to reduce the impacts on wet meadows and seasonal wetlands, the Authority will preserve a minimum of 4.4 acres of wet meadow habitat on the site, for a 2:1 impact/preservation ratio. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.7.3.1-c: Seasonal Pond Habitat: The full expansion of JCRL will partially impact one seasonal pond, resulting in loss of breeding habitat and upland habitat for the California tiger salamander and western spadefoot toad.

Mitigation: Seasonal Pond Habitat: In order to mitigate the loss of breeding and upland habitat for the California tiger salamander and the western spadefoot toad, the Authority shall preserve an equivalent area of seasonal pond habitat on the site with a buffer area of upland habitat (containing approximately 25 acres). (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the JCRL landfill expansion would partially impact one seasonal pond, resulting in loss of breeding habitat and upland habitat for the California tiger salamander and western spadefoot toad. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in order to mitigate the loss of breeding and upland habitat for the California tiger salamander and the western spadefoot toad, the Authority will preserve an equivalent area of seasonal pond habitat on the site with a buffer area of upland habitat (containing approximately 25 acres). The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.7.3.1-d: Owl Habitat: The proposed full expansion of JCRL would remove wintering and breeding habitat for the burrowing owl.

Mitigation: Owl habitat: In order to mitigate the loss of breeding habitat for the burrowing owl, a qualified biologist shall conduct pre-construction surveys for burrowing owls prior to any ground disturbance within the expansion area. Surveys shall be conducted prior to grading or excavation for each cell. If burrowing owls are present, Authority shall implement mitigation measures approved by California Department of Fish and Game, which may include manual or passive relocation of owls. In addition, Authority shall preserve on the site replacement habitat at a ratio of 6.5 acres of habitat preserved for each breeding pair or wintering individual found on the expansion site. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the JCRL landfill expansion would remove wintering and breeding habitat for the burrowing owl. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in order to mitigate the loss of breeding habitat for the burrowing owl, a qualified biologist will conduct pre-construction surveys for burrowing owls prior to any ground disturbance within the expansion area. Surveys will be conducted prior to grading or excavation for each cell. If burrowing owls are

present, the Authority will implement mitigation measures approved by California Department of Fish and Game, which may include manual or passive relocation of owls. In addition, Authority will preserve on the site replacement habitat at a ratio of 6.5 acres of habitat preserved for each breeding pair or wintering individual found on the expansion site. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.7.3.1-e: Amphibian Habitat: The JCRL expansion would result in the loss of breeding and foraging habitat for the California tiger salamander and the spadefoot toad.

Mitigation: Amphibian Habitat: In the winter prior to construction, a qualified biologist shall trap and relocate individuals as they travel to breeding ponds in the expansion area. The placement of exclusionary or “one-way” fences to redirect amphibians away from construction areas shall also be used to protect the species. (Less Than Significant Impact With Mitigation)

Supporting Explanation: *Finding:* The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the JCRL landfill expansion would result in the loss of breeding and foraging habitat for the California tiger salamander and the spadefoot toad. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in the winter prior to construction, a qualified biologist will trap and relocate individuals as they travel to breeding ponds in the expansion area. The placement of exclusionary or “one-way” fences to redirect amphibians away from construction areas will also be used to protect the species. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.7.3.1-f: Mouse Habitat: The proposed Johnson Canyon Landfill expansion would remove potential habitat for Salinas pocket mouse.

Mitigation: Mouse Habitat: The Authority shall conduct field surveys and, if necessary, trap and relocate Salinas Pocket Mice prior to ground disturbance within the expansion area. (Less Than Significant Impact With Mitigation)

Supporting Explanation: *Finding:* The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the JCRL landfill expansion would remove potential habitat for Salinas pocket mouse. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that the

Authority will conduct field surveys and, if necessary, trap and relocate Salinas Pocket Mice prior to ground disturbance within the expansion area. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.7.3.1-g: Raptors: Construction noise and dust from the proposed Johnson Canyon Landfill expansion may impact golden eagle, white-tailed kite and/or loggerhead shrike if they are nesting in the adjacent trees.

Mitigation: Raptors: A qualified biologist shall conduct nesting raptor surveys prior to any ground disturbance within the expansion area to determine if golden eagle, white tailed kite, and/or loggerhead shrike are nesting in the adjacent trees. Surveys shall be conducted prior to grading or excavation for each cell. If any raptors or loggerhead shrike are nesting adjacent to the construction zone, construction shall be scheduled to begin after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California State Department of Fish and Game (CDFG). The final determination of the appropriate mitigation shall be made on a case-by-case basis after consultation with CDFG. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that construction noise and dust from the JCRL expansion may impact golden eagle, white-tailed kite and/or loggerhead shrike if they are nesting in the adjacent trees. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that a qualified biologist will conduct nesting raptor surveys prior to any ground disturbance within the expansion area to determine if golden eagle, white tailed kite, and/or loggerhead shrike are nesting in the adjacent trees. Surveys will be conducted prior to grading or excavation for each cell. If any raptors or loggerhead shrike are nesting adjacent to the construction zone, construction will be scheduled to begin after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California Department of Fish and Game (CDFG). The final determination of the appropriate mitigation will be made on a case-by-case basis after consultation with CDFG. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.7.3.1-h: Lark Habitat: The proposed Johnson Canyon Landfill expansion would remove potential nesting and foraging habitat for California horned lark.

Mitigation: Lark Habitat: Prior to construction of new landfill expansion cells, a qualified biologist shall conduct pre-construction surveys for nesting and foraging horned lark. If present, construction of the new cell shall be scheduled after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California State Department of Fish and Game (CDFG). The final determination of the appropriate mitigation shall be made on a case-by-case basis after consultation with CDFG. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the JCRL landfill expansion would remove potential nesting and foraging habitat for California horned lark. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that prior to construction of new landfill expansion cells, a qualified biologist will conduct pre-construction surveys for nesting and foraging horned lark. If present, construction of the new cell will be scheduled after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California State Department of Fish and Game (CDFG). The final determination of the appropriate mitigation will be made on a case-by-case basis after consultation with CDFG. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.8.3.1-a: Undocumented Historic Resource: The proposed full expansion of the JCRL would alter one historic resource on the site, a fence line.

Mitigation: Undocumented Historic Resource: The fence shall be preserved in place if possible. If this is not possible, the fence shall be documented in terms of its age and origin and photographed prior to demolition. Documentation shall be in conformance with CEQA Guidelines Section 15064.5. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the JCRL landfill expansion would alter one historic resource on the site, a fence line. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that the Authority preserve the fence in place if possible. If this is not possible, the fence will be documented in terms of its age and origin and photographed prior to demolition. Documentation will be in conformance with CEQA Guidelines Section 15064.5. The Board finds that implementation of the

mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.8.3.1-b: Unknown Archaeological Resources: The proposed full expansion of the JCRL would not alter the significance of known archaeological resources on the site. However, unidentified archaeological resources could be disturbed during construction excavation activities on the subject site. The disturbance of unidentified archaeological resources could be considered a potentially significant impact.

Mitigation: Unknown Archaeological Resources: A qualified archaeologist shall be retained in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring.

In the event that an unknown archaeological resource is encountered during construction/grading activities, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented in accordance with CEQA Guidelines Section 15064.5. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the JCRL landfill expansion could disturb unidentified archaeological resources during construction excavation activities. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that a qualified archaeologist be retained in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring. In the event that an unknown archaeological resource is encountered during construction/grading activities, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented in accordance with CEQA Guidelines Section 15064.5. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.8.4.1-b: Unknown Archaeological Resources: The proposed new Salinas Area Transfer Station (TS)/Materials Recovery Facility (RF) at 1120 Madison Lane would not alter the significance of known archaeological resources on the site. However, unidentified archaeological resources could be disturbed during construction excavation activities on the subject site. The disturbance of unidentified archaeological resources would be considered a potentially significant impact. (Potentially Significant Impact If Not Mitigated)

Mitigation: Unknown Archaeological Resources: A qualified archaeologist shall be retained in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring.

In the event that an unknown archaeological resource is encountered during construction/grading activities, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented in accordance with CEQA Guidelines Section 15064.5. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the new Salinas Area TS/MRF at 1120 Madison Lane could disturb unidentified archaeological resources during construction excavation activities. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that a qualified archaeologist be retained in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring. In the event that an unknown archaeological resource is encountered during construction/grading activities, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented in accordance with CEQA Guidelines Section 15064.5. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.8.10.1-a: Cultural Resources: The proposed new King City area TS/RC at Industrial Way would not alter the significance of historic resources, but could unearth archaeological resources on the site in the form of chert flakes.

Mitigation: Cultural Resources: A qualified archaeologist shall be retained in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring.

In the event that an unknown archaeological resource is encountered during construction/grading activities, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented in accordance with CEQA Guidelines Section 15064.5. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in

the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the new King City area TS/RC at Industrial Way could unearth archaeological resources on the site in the form of chert flakes. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that a qualified archaeologist be retained in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring. In the event that an unknown archaeological resource is encountered during construction/grading activities, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented in accordance with CEQA Guidelines Section 15064.5. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.9.2.1-a: Scenic Vista: The vertical expansion of CHSL would alter or have an adverse effect on a scenic vista by increasing the permitted landfill elevation by approximately 30 feet.

Mitigation: Scenic Vista: No mitigation is feasible that would reduce the scenic vista impact to a less than significant level. (Significant and Unavoidable Impact)

Supporting Explanation: *Finding:* The Authority hereby makes findings (a)(1) and (a)(3), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the vertical expansion of CHSL would alter or have an adverse effect on a scenic vista by increasing the permitted landfill elevation by approximately 30 feet and that no feasible mitigation is available that would reduce the scenic vista impact to a less-than-significant level. This is primarily due to the proximity of residential uses to the west and the adverse visual effects of the expansion on the scenic vista located to the east of the site. The North County Area Plan designates the area to the east of the landfill and Crazy Horse Canyon Road as a Visually Sensitive Area. The size and height of the landfill expansion would make it infeasible to completely mitigate the obstruction of scenic vistas from residential areas to the west and views from Crazy Horse Canyon Road to a less-than-significant level. Therefore, the FEIR concluded that significant and unavoidable impacts would occur with landfill expansion.

The overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

Impact 4.9.2.1-c: **Visual Character: The vertical expansion of the CHSL would alter the visual character of the existing landfill site and its surroundings.**

Mitigation: Visual Character: No feasible mitigation is available that would reduce the visual character impact to a less than significant level. (Significant and Unavoidable Impact)

Supporting Explanation: *Finding:* The Authority hereby makes findings (a)(1) and (a)(3), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the vertical expansion of CHSL would alter the visual character of the existing landfill site and its surroundings and that no feasible mitigation is available that would reduce the visual character impact to a less-than-significant level. This is primarily due to the proximity of residential uses to the west. The size and height of the landfill expansion would make it infeasible to completely mitigate the obstruction of scenic vistas from residential areas to the west to a less-than-significant level. Therefore, the FEIR concluded that significant and unavoidable impacts would occur with landfill expansion.

The overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

Impact 4.9.3.1-a: **Scenic Vista: The full expansion of the JCRL landfill would alter or have an adverse effect on a scenic vista. The Gabilan Range, which is designated as a visually sensitive area in the Monterey County Central Salinas Valley Area Plan, would be partially blocked by the proposed landfill expansion.**

Mitigation: Scenic Vista: Any trees planted along the western boundary of JCRL shall be maintained to ensure their survival. The trees would partially screen views of the landfill expansion, and would soften the visual impacts on the Gabilan Range. (Significant and Unavoidable Impact)

Supporting Explanation: *Finding:* The Authority hereby makes findings (a)(1) and (a)(3), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the expansion of the JCRL landfill will alter or have an adverse effect on a scenic vista. The Gabilan Range, which is designated as a visually sensitive area in the Monterey County Central Salinas Valley Area Plan, will be partially blocked by the landfill expansion. The FEIR includes mitigation to minimize the visual impacts associated with expansion that includes the planting of trees along the western site boundary. However,

the planting of trees along the site boundary will not completely mitigate the visual impacts of the landfill expansion. Therefore, the FEIR concluded that significant and unavoidable impacts would occur with landfill expansion.

The overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

Impact 4.9.3.1-c: Visual Character: The full expansion of the JCRL would alter the visual character of the site and surrounding area by increasing the permitted landfill capacity through a 50-foot vertical expansion and a 213-acre horizontal expansion.

Mitigation: Visual Character: Refer to Mitigation 4.9.3.1-a (Significant and Unavoidable Impact)

Supporting Explanation:

Finding: The Authority hereby makes findings (a)(1) and (a)(3), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the expansion of the JCRL landfill will alter the visual character of the site and surrounding area by increasing the permitted landfill capacity. The FEIR includes mitigation to minimize the visual impacts associated with expansion that includes the planting of trees along the western site boundary. However, the planting of trees along the site boundary will not completely mitigate the visual impacts of the landfill expansion. Therefore, the FEIR concluded that significant and unavoidable impacts would occur with landfill expansion.

The overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

Impact 4.9.4.1-c: Light and Glare: The proposed TS/MRF at the 1120 Madison Lane site would result in new sources of light or glare similar to that which already exists at the Salinas Disposal Service Transfer Station. No day or nighttime views in the area would be adversely affected by the proposed TS/MRF at 1120 Madison Lane.

Mitigation: Light and Glare: To achieve a 1.5 foot-candle level or less, metal halide cut-off light fixtures will be used on the perimeter of the site and mounted to the buildings. In addition, pole mounted fixtures will be strategically placed at locations requiring higher levels of lighting to reduce off-site glare. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the TS/MRF at the 1120 Madison Lane site will result in new sources of light or glare similar to that which already exists at the Salinas Disposal Service Transfer Station. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in order to achieve a 1.5 foot-candle level or less, metal halide cut-off light fixtures will be used on the perimeter of the site and mounted to the buildings. In addition, pole mounted fixtures will be strategically placed at locations requiring higher levels of lighting to reduce off-site glare. The Authority's commitment to achieve the requirements of the prescriptive and performance standards identified to mitigate this impact constitute substantial evidence that the impacts will be mitigated, and thus the Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.9.10.1-c: Light and Glare: The proposed TS/RC in King City would introduce new buildings and operations that would create new sources of light and glare in the area. However, the amount of light and glare that would be created would be consistent with the land use designations of the site and the surrounding area.

Mitigation:

Light and Glare: To achieve a 1.5 foot-candle level or less, metal halide cut-off light fixtures will be used on the perimeter of the site and mounted to the buildings. In addition, pole mounted fixtures will be strategically placed at locations requiring higher levels of lighting to reduce off-site glare. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the King City TS/RC would introduce new buildings and operations that would create new sources of light and glare in the area. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in order to achieve a 1.5 foot-candle level or less, metal halide cut-off light fixtures will be used on the perimeter of the site and mounted to the buildings. In addition, pole mounted fixtures will be strategically placed at locations requiring higher levels of lighting to reduce off-site glare. The Authority's commitment to achieve the requirements of the prescriptive and performance standards identified to mitigate this impact constitute substantial evidence that the impacts will be mitigated, and thus the Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.11.2.1-a: Undocumented Hazardous Materials: The historic use of the Crazy Horse Landfill site as a solid waste disposal facility and for agricultural production may have resulted in undocumented waste or debris on-site which may pose a health risk to people if not properly handled and disposed. This health risk would be considered a potentially significant impact. (Potentially Significant Impact If Not Mitigated)

Mitigation: Undocumented Hazardous Materials: In the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the Project Engineer;
- Secure the area as directed by the Project Engineer;
- Notify the County of Monterey Hazardous Waste/Materials Coordinator and the North County Fire Protection District; and
- Implement relevant procedures documented in the site's Emergency Response Plan. (Less Than Significant With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the historic use of the Crazy Horse Sanitary Landfill as a solid waste disposal facility and for agricultural production may have resulted in undocumented waste or debris on-site which may pose a health risk to people if not properly handled and disposed. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor will immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area; notify the Project Engineer; secure the area as directed by the Project Engineer; notify the County of Monterey Hazardous Waste/Materials Coordinator and the North County Fire Protection District; and implement relevant procedures documented in the site's Emergency Response Plan. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.11.3.1-a: Undocumented Hazardous Materials: The historic use of the Johnson Canyon Landfill site as a solid waste disposal facility may have resulted in undocumented waste or debris on-site which may pose a health risk to people if not properly handled and disposed. This health risk would be considered a potentially significant impact.

Mitigation:

Undocumented Hazardous Materials: In the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the Project Engineer;
- Secure the area as directed by the Project Engineer;
- Notify the County of Monterey Hazardous Waste/Materials Coordinator and the Gonzales Volunteer Fire Department; and
- Implement relevant procedures documented in the site's Emergency Response Plan. (Less Than Significant With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the historic use of the Johnson Canyon Road Landfill as a solid waste disposal facility may have resulted in undocumented waste or debris on-site which may pose a health risk to people if not properly handled and disposed. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor will immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area; notify the Project Engineer; secure the area as directed by the Project Engineer; notify the County of Monterey Hazardous Waste/Materials Coordinator and the Gonzales Volunteer Fire Department; and implement relevant procedures documented in the site's Emergency Response Plan. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.11.4.1-a: Undocumented Hazardous Materials: The previous use of the 1120 Madison Lane, Salinas site for industrial and agricultural purposes may have resulted in residual contaminants and/or pesticides on site which may pose a health risk to people if not properly handled and disposed.

Mitigation:

Undocumented Hazardous Materials: In the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the Project Engineer;
- Secure the area as directed by the Project Engineer; and
- Notify the County of Monterey Hazardous Waste/Materials Coordinator and the Salinas Rural Fire Department. (Less Than Significant With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the historic use of the TS/MRF at the 1120 Madison Lane site for industrial and agricultural purposes may have resulted in residual contaminants and/or pesticides on site which may pose a health risk to people if not properly handled and disposed. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor will immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area; notify the Project Engineer; secure the area as directed by the Project Engineer; notify the County of Monterey Hazardous Waste/Materials Coordinator and the Salinas Rural Fire Department; and implement relevant procedures documented in the site's Emergency Response Plan. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.11.4.1-b: Documented Hazardous Materials: A review of hazardous materials database records for 1120 Madison Lane in Salinas conducted by VISTA indicates that a gasoline spill from an on-site Liquid Underground Storage Tank (LUST) has been fully remediated. However, a LUST release of gasoline/diesel from a construction company adjacent to the site may have affected the northern portion of the site.

Mitigation:

Documented Hazardous Materials: During grading activities, any stained soils encountered on the site shall be stockpiled and sampled. Soil and groundwater samples shall also be taken within the project site (i.e., the southern perimeter of the site) to determine the presence or absence of petroleum contaminants and methyl tertiary-butyl ether (MTBE) associated with the off-site gasoline/diesel release. If soil and/or groundwater sampling indicates the presence of any contaminant in hazardous quantities, the RWQCB and DTSC shall be contacted to determine the level of any necessary remediation efforts, and these soils and/or groundwater shall be remediated in compliance with applicable laws. (Less Than Significant With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that a prior LUST release of gasoline/diesel from a construction company adjacent to the TS/MRF at the 1120 Madison Lane site may have affected the northern portion of the site. The release is not an impact of the Approved Project activities, however the FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires

that during grading activities, any stained soils encountered on the site be stockpiled and sampled. Soil and groundwater samples will also be taken within the project site (i.e., the southern perimeter of the site) to determine the presence or absence of petroleum contaminants and methyl tertiary-butyl ether (MTBE) associated with the off-site gasoline/diesel release. If soil and/or groundwater sampling indicates the presence of any contaminant in hazardous quantities, the RWQCB and DTSC will be contacted to determine the level of any necessary remediation efforts, and these soils and/or groundwater will be remediated in compliance with applicable laws. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 4.11.10.1-a: Undocumented Hazardous Materials: The previous use of the King City Industrial Way site for industrial purposes may have resulted in residual contaminants on site which may pose a health risk to people if not properly handled and disposed.

Mitigation: Undocumented Hazardous Materials: In the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the Project Engineer;
- Secure the area as directed by the Project Engineer; and
- Notify the King City Hazardous Waste/Materials Coordinator and the King City Fire Department. (Less Than Significant With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

Although not a direct consequence of the Approved Project activities, the FEIR identified that the historic use of the King City TS/RC site for industrial purposes may have resulted in residual contaminants on site which may pose a health risk to people if not properly handled and disposed. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor will immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area; notify the Project Engineer; secure the area as directed by the Project Engineer; and notify the King City Hazardous Waste/Materials Coordinator and the King City Fire Department. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.1.4.1-b: Liquefaction: The Jolon Road Landfill site is located within an area susceptible to seismically induced liquefaction. The occurrence of liquefaction during a major earthquake could damage the integrity of the landfill containment system (i.e., liner and cover) through slope failure with associated threats to public health and the environment.

Mitigation: Liquefaction: In drainage bottoms containing alluvium and colluvium, the unconsolidated materials shall be removed and the liner systems and fill shall be placed on bedrock. All landslide materials, including any underlying colluvium and alluvium, remaining after cutting to the proposed grades shall be completely removed to expose bedrock. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill site is located within an area susceptible to seismically induced liquefaction. The occurrence of liquefaction during a major earthquake could damage the integrity of the landfill containment system (i.e., liner and cover) through slope failure with associated threats to public health and the environment. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in drainage bottoms containing alluvium and colluvium, the unconsolidated materials be removed and the liner systems and fill be placed on bedrock. All landslide materials, including any underlying colluvium and alluvium, remaining after cutting to the proposed grades will be completely removed to expose bedrock. The prescriptive and performance requirements of the Subtitle D regulations applicable to the design and construction of solid waste landfills require that the landfill be constructed to withstand the maximum probable earthquake and associated ground shaking. The Authority's commitment to achieve the requirements of the prescriptive and performance standards identified to mitigate this impact constitute substantial evidence that the impacts will be mitigated, and thus the Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.2.4.1-c: Groundwater Quality: Monitoring data at the existing Jolon Road Landfill shows a discernable impairment of the groundwater quality. The proposed landfill expansion could further impair groundwater quality, potentially resulting in a significant impact.

Mitigation: Groundwater Quality: In order to ensure that the proposed landfill expansion does not contribute to existing groundwater contamination at the site, the waste within the existing landfill that may be in contact with groundwater shall be relocated into a new Subtitle D lined cell in another area of the landfill. The area to be relocated is generally the most eastern tip of the landfill, adjacent to the existing sedimentation basin. The volume of refuse that may require relocation has been estimated to be approximately 200,000

cubic yards. This represents approximately one third of the existing landfill waste, which is estimated to contain approximately 624,000 cubic yards of waste.

- The excavation shall be trimmed to an appropriate angle of repose to prevent instability of the adjacent refuse mass. The slope shall be trimmed at approximately 3 to 1 (horizontal to vertical) to ensure slope stability.
- The entire relocation operation shall be conducted in single construction season in order to minimize site disturbance. The relocation procedures are expected to require approximately five months of continuous excavation using two full time excavators and an appropriate number of dump trucks to cycle between the excavation area and the newly constructed lined cell. Approximately 20,000 dump truck trips would be necessary to relocate the refuse using a ten-cubic-yard dump truck.
- Soil underlying the refuse shall be tested to confirm that potential contamination from the previously placed refuse will not remain in the soil. Areas exhibiting contamination shall be exhumed with the refuse and placed in the newly constructed lined cell.
- A leachate management system shall be implemented to ensure that any leachate that may be within the existing waste is captured during excavation activities. This could include implementation of a dewatering system during excavation activities in order to manage groundwater exposed during excavation.
- Dust control measures required as part of the landfill operations shall also be implemented during all phases of the waste relocation procedures in order to minimize fugitive dust generation from the site.
- Worker health and safety precautions required as part of the landfill operations shall also be followed during all phases of the waste relocation procedures in order to minimize potential human health risks associated with excavating and removing potentially contaminated waste.
- In order to control exposure to vectors and limit odors throughout the course of the relocation operations, the exposed refuse shall be covered with tarps or enzymatic spray foam at the end of daily excavation activities.
- The excavation procedures shall be scheduled to occur during days with minimal wind. Minimal wind is defined as the speed at which litter is lifted and carried from the excavation surface or activities at the site, or approximately 25 to 30 miles per hour.
- The excavation shall cease when the direction of high winds is toward nearby residents in close proximity to the excavation area.
- The operator shall develop and follow a daily litter management plan to ensure that wind blown litter is collected and properly disposed to assure that no litter exposed by the excavation leaves the boundaries of the landfill.
- When the excavation has reached the site where refuse is in contact with groundwater, all exposed refuse shall be removed and the affected leachate shall be evacuated and properly disposed of.

- Following removal of the refuse and any contaminated soil, the underlying soil shall be tested and confirmed to be free of deleterious materials and contamination.
- The site shall be filled with an engineered fill material prior to the construction of a new cell in the excavation area. The new landfill cell shall be separated from the groundwater table by at least five feet of fill material and shall contain a Subtitle D liner system. (Less Than Significant With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that monitoring data at the Jolon Road Landfill site shows a discernable impairment of the groundwater quality. The landfill expansion could further impair groundwater quality, potentially resulting in a significant impact. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in order to ensure that the landfill expansion does not contribute to existing groundwater contamination at the site, the waste within the existing landfill that may be in contact with groundwater will be relocated into a new Subtitle D lined cell in another area of the landfill. The area to be relocated is generally the most eastern tip of the landfill, adjacent to the existing sedimentation basin. The volume of refuse that may require relocation has been estimated to be approximately 200,000 cubic yards. This represents approximately one third of the existing landfill waste, which is estimated to contain approximately 624,000 cubic yards of waste. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.4.4.1-b: Year 2020 Traffic: The Jolon Road landfill Project would contribute to an unacceptable a.m. and p.m. peak hour LOS at the Jolon Road/Pine Canyon Road intersection.

Mitigation: Year 2020 Traffic: To reduce the project traffic impact at the Jolon Road/Pine Canyon Road intersection to pre-project conditions, the Authority shall contribute a fair share portion of the following mitigation measure:

- Jolon Road/Pine Canyon Road - install all way stop control. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes findings (a)(1) and (a)(2), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the project would contribute to an unacceptable a.m. and p.m. peak hour LOS at the Jolon Road/Pine Canyon Road intersection. The FEIR identified a specific improvement that can and should be

implemented by the County of Monterey. This improvement includes the installation of all-way stop controls at the Jolon Road/Pine Canyon Road intersection. The Authority will contribute their fair-share contribution to this improvement. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.5.4.1-a: Particulate Emissions: Particulate emissions generated by the proposed Jolon Road Landfill project would exceed the MBUAPCD's thresholds.

- **Mitigation:** Particulate Emissions: To minimize particulate emissions associated with site construction, the Authority shall implement the applicable emissions control measures identified in the MBUAPCD CEQA Air Quality Guidelines (Table 8-2, MBUAPCD, 2000) as necessary.

Additionally, the Authority shall implement emission control measures associated with landfill gas-to-energy facility operations in compliance with MBUAPCD regulations. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that particulate emissions generated by the Jolon Road Landfill expansion would exceed the MBUAPCD's thresholds. The FEIR stated that in order to minimize particulate emissions associated with project operations, the Authority shall implement the applicable mitigation measures identified in the MBUAPCD CEQA Air Quality Guidelines (Table 8-2, MBUAPCD, 2000). The Authority will identify the applicable mitigation measures from the list included in the Guidelines that will ensure particulate emissions are reduced to less-than-significant levels. The MBUAPCD has determined that use of these control measures, either separately or in combination, will mitigate particulate emissions. In addition, the Authority shall implement emission control measures associated with landfill gas-to-energy facility operations in compliance with MBUAPCD regulations. The Authority's commitment to achieve the requirements of the prescriptive and performance standards identified to mitigate this impact constitute substantial evidence that the impacts will be mitigated, and thus the Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.5.4.1-b: Criteria Pollutant Emissions: The increase in NOx emissions associated with the proposed expansion at the Jolon Road Landfill, when combined with the existing onsite NOx emissions, would exceed the MBUAPCD significance thresholds. Additionally, the onsite NOx emissions would combine with regional mobile-source emissions generated by the expansion, further contributing to regional NOx emission loads. Therefore, this impact would be considered significant.

Mitigation: Criteria Pollutant Emissions: All operating equipment shall be well tuned and regularly serviced to minimize exhaust emissions. A regular and frequent check-up and service/maintenance program for the flare and other LFG control system shall be implemented. Additionally, the flare systems and other control devices shall be maintained in compliance with the New Source Review requirements of the MBUAPCD regarding control of NO_x emissions. If emissions are determined to be substantial relative to the MBUAPCD's Best Available Control Technology (BACT) rule, control equipment required by this rule shall be designed to reduce NO_x emissions. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the increase in NO_x emissions associated with the expansion of the Jolon Road Landfill, when combined with the existing onsite NO_x emissions, would exceed the MBUAPCD significance thresholds. Additionally, the onsite NO_x emissions would combine with regional mobile-source emissions generated by the expansion, further contributing to regional NO_x emission loads. The FEIR identified specific mitigation measures to reduce these impacts. Specifically, the FEIR requires that all operating equipment be well-tuned and regularly serviced to minimize exhaust emissions, a regular and frequent check-up and service/maintenance program for the flare and other LFG control systems be implemented, and the flare systems and other control devices be maintained in compliance with the New Source Review requirements of the MBUAPCD regarding control of NO_x emissions. These measures state that if emissions are determined to be substantial relative to the MBUAPCD's Best Available Control Technology (BACT) rule, control equipment required by this rule will be designed to reduce emissions. The Authority's commitment to achieve the requirements of the prescriptive and performance standards identified to mitigate this impact constitute substantial evidence that the impacts will be mitigated, and thus the Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.5.4.1-c: **Odors: Odors would be generated from the daily operation of the Jolon Road Landfill and with project implementation may result in a significant impact.**

Mitigation: Odors: Because potential odor impacts could be significant, the Authority shall implement the following measures:

- The Authority shall control per California Code of Regulations (CCR) Title 27, Section 20760.

- The landfill operator shall bury excessively odorous wastes immediately with other landfill wastes, depending on their nature and source.
- The landfill operator shall continue to conduct monitoring to ensure efficient destruction of odors, and to ensure that there are no major odor leaks to the atmosphere.
- The landfill operator shall ensure that loading, unloading, and material handling activities are carried out efficiently and without delays to avoid excessive odors.
- The landfill operator shall collect and flare landfill gas as required under the NSPS/EG. (Less Than Significant With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that odors would be generated from the daily operation of the Jolon Road Landfill. The FEIR identified specific mitigation measures to reduce these impacts. Specifically, the FEIR requires that the Authority control odors per California Code of Regulations (CCR) Title 27, Section 20760; that the landfill operator bury excessively odorous wastes immediately with other landfill wastes, depending on their nature and source; that the landfill operator continue to conduct monitoring to ensure efficient destruction of odors and to ensure that there are no major odor leaks to the atmosphere; and that the landfill operator ensure that loading, unloading, and material handling activities are carried out efficiently and without delays to avoid excessive odors. The measures also require that the landfill operator collect and flare landfill gas as required under the New Source Performance Standards/Emission Guidelines (NSPS/EG). The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.5.4.1-f:

Offsite Mobile Source Emissions: Mobile-source NO_x emissions at the Jolon Road Landfill would exceed the MBUAPCD thresholds of significance.

Mitigation:

Offsite Mobile Source Emissions: In addition to implementation of Mitigation Measure 7.5.4.1-b, the Authority shall encourage the introduction of alternative fuel vehicles in fleet mixes in order to reduce NO_x emissions. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the mobile sources of NO_x generated by the Jolon Road Landfill expansion would exceed the MBUAPCD significance thresholds. The FEIR identified specific mitigation measures to reduce these

impacts. Specifically, the FEIR requires that in addition to implementation of Mitigation Measure 7.5.4.1-b, the Authority shall encourage the introduction of alternative fuel vehicles in fleet mixes in order to reduce NOx emissions. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.7.4.1-a: **Grassland Habitat: Development of the Jolon Road Landfill expansion project would remove grassland habitat. Although annual, non-native grasses dominate the grassland areas, some areas support a diversity of native wildflowers (including Jolon clarkia, a CNPS List 4, locally unique species) and inclusions of native perennial bunchgrasses. Due to the presence of these native species, these impacts are considered significant.**

Mitigation: Grassland Habitat: In order to reduce the impact to native grasses and herbaceous plant species, the Authority shall implement a grassland revegetation program following closure of landfill modules. The revegetation program shall utilize native grassland plant species and include seed collected from the existing Jolon Clarkia population. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion would remove grassland habitat and that this habitat supports a diversity of native wildflowers and inclusions of native perennial bunchgrasses. Due to the presence of these native species, potentially significant impacts will occur from the landfill expansion. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that the Authority implement a grassland revegetation program following closure of landfill modules. The revegetation program shall utilize native grassland plant species and include seed collected from the existing Jolon Clarkia population. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.7.4.1-b: **Owl Habitat: The proposed Jolon Road Landfill expansion may remove wintering and breeding habitat for the burrowing owl.**

Mitigation: Owl Habitat: Prior to any ground disturbance within the expansion area, a qualified biologist shall conduct pre-construction surveys for burrowing owls. If burrowing owls are present, implement the mitigation measures approved by California Department of Fish and Game at that time, which may include manual or passive relocation of owls. The Authority shall preserve on the site replacement habitat at a ratio of 6.5 acres of habitat preserved for each breeding pair or wintering individual. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion would remove wintering and breeding habitat for the burrowing owl. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in order to mitigate the loss of breeding habitat for the burrowing owl, a qualified biologist will conduct pre-construction surveys for burrowing owls prior to any ground disturbance within the expansion area. Surveys will be conducted prior to grading or excavation for each cell. If burrowing owls are present, the Authority will implement mitigation measures approved by California Department of Fish and Game, which may include manual or passive relocation of owls. In addition, Authority will preserve on the site replacement habitat at a ratio of 6.5 acres of habitat preserved for each breeding pair or wintering individual found on the expansion site. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.7.4.1-c:

Raptors: Construction noise and dust from the proposed Jolon Road Landfill expansion may impact golden eagle, white-tailed kite and/or loggerhead shrike if they are nesting in the adjacent trees.

Mitigation:

Raptors: A qualified biologist shall conduct nesting raptor surveys prior to any ground disturbance within the expansion area to determine if golden eagle, white tailed kite, and/or loggerhead shrike are nesting in the adjacent trees. Surveys shall be conducted prior to grading or excavation for each cell. If any raptors or loggerhead shrike are nesting adjacent to the construction zone, construction shall be scheduled to begin after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California State Department of Fish and Game (CDFG). The final determination of the appropriate mitigation shall be made on a case-by-case basis after consultation with CDFG. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that construction noise and dust from the Jolon Road Landfill expansion may impact golden eagle, white-tailed kite and/or loggerhead shrike if they are nesting in the adjacent trees. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that a qualified biologist will conduct nesting raptor surveys prior to any ground disturbance within the expansion area to determine if

golden eagle, white tailed kite, and/or loggerhead shrike are nesting in the adjacent trees. Surveys will be conducted prior to grading or excavation for each cell. If any raptors or loggerhead shrike are nesting adjacent to the construction zone, construction will be scheduled to begin after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California Department of Fish and Game (CDFG). The final determination of the appropriate mitigation will be made on a case-by-case basis after consultation with CDFG. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.7.4.1-d: Lark Habitat: The proposed Jolon Road Landfill expansion would remove potential nesting and foraging habitat for California horned lark.

Mitigation: Lark Habitat: Prior to construction of new landfill cells, a qualified biologist shall conduct pre-construction surveys for nesting horned lark. If present, construction shall be scheduled after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California State Department of Fish and Game (CDFG). The final determination of the appropriate mitigation shall be made on a case-by-case basis after consultation with CDFG. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion would remove potential nesting and foraging habitat for California horned lark. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that prior to construction of new landfill expansion cells, a qualified biologist will conduct pre-construction surveys for nesting and foraging horned lark. If present, construction of the new cell will be scheduled after fledging is complete, usually by August of any given year. Alternatively, buffer zones could be established between the nesting sites and the construction area, in consultation with the California State Department of Fish and Game (CDFG). The final determination of the appropriate mitigation will be made on a case-by-case basis after consultation with CDFG. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.7.4.1-e: Mouse Habitat: The proposed Jolon Road Landfill expansion would remove potential habitat for Salinas pocket mouse.

Mitigation: Mouse Habitat: Authority shall conduct field surveys and, if necessary, trap and relocate Salinas Pocket Mice prior to ground disturbance within the expansion area. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion would remove potential habitat for Salinas pocket mouse. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that the Authority will conduct field surveys and, if necessary, trap and relocate Salinas Pocket Mice prior to ground disturbance within the expansion area. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.7.4.1-f:

Wetland Meadow Habitat: Development of the Jolon Road Landfill expansion project would remove wet meadow and open water areas that are considered sensitive by State and Federal resource agencies.

Mitigation:

Wetland Meadow Habitat: Authority shall preserve a minimum of 0.8 acres (2:1 ratio of impacted to preserved habitat) of wet meadow habitat on the site. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: **The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.**

The FEIR identified that the Jolon Road Landfill expansion would remove wet meadow and open water areas that are considered sensitive by State and Federal resource agencies. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in order to reduce the impacts on wet meadows and seasonal wetlands, the Authority will preserve a minimum of 0.8 acres (2:1 ratio of impacted to preserved habitat) of wet meadow habitat on the site. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.7.4.1-g:

Oak Woodland: Grading and construction for the Jolon Road Landfill expansion would require the removal of native scrub oak woodland, a sensitive plant community. As currently proposed, the JRL expansion plan would result in the direct removal of approximately 77 acres of scrub oak woodland. Direct impacts may also be incurred to the adjacent woodland through inadvertent vegetation trimming and/or ground disturbances. Due to the limited distribution of these resources and the wildlife value of the woodland habitat, this is a significant impact to regional biological resources.

Mitigation:

Oak Woodland: Impacts to scrub oak woodland shall be minimized to the greatest extent feasible. Compensatory mitigation for unavoidable impacts

shall be provided through habitat preservation. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion would remove native scrub oak woodland, a sensitive plant community. The JRL expansion plan would result in the direct removal of approximately 77 acres of scrub oak woodland. Direct impacts may also be incurred to the adjacent woodland through inadvertent vegetation trimming and/or ground disturbances. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that impacts to scrub oak woodland shall be minimized to the greatest extent feasible. Compensatory mitigation for unavoidable impacts shall be provided through habitat preservation. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.8.4.1-a: Undocumented Historic Resources: The proposed reduced expansion of the JRL would alter two historic resources on the site, a pair of windmills.

Mitigation: Undocumented Historic Resources: The two windmills shall be documented in terms of its age and origin and photographed prior to demolition. Documentation shall be in conformance with CEQA Guidelines Section 15064.5. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion would alter two historic resources on the site, a pair of windmills. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that the two windmills be documented in terms of their age and origin and photographed prior to demolition. Documentation will be in conformance with CEQA Guidelines Section 15064.5. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.8.4.1-c: Unknown Archaeological Resources: The proposed reduced expansion of the JRL would not alter the significance of archaeological resources of the site. However, unidentified archaeological resources could be disturbed during construction excavation activities on the subject site. The disturbance of unidentified archaeological resources could be considered a potentially significant impact.

Mitigation: Unknown Archaeological Resources: A qualified archaeologist shall be retained in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring.

In the event that an unknown archaeological resource is encountered during construction/grading activities, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented in accordance with CEQA Guidelines Section 15064.5. (Less Than Significant Impact With Mitigation)

**Supporting
Explanation:**

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion could disturb unidentified archaeological resources during construction excavation activities. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that a qualified archaeologist be retained in order to conduct spot checks of initial construction activities into native soils and assess the need at that time for further archaeological monitoring. In the event that an unknown archaeological resource is encountered during construction/grading activities, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (if necessary) is implemented in accordance with CEQA Guidelines Section 15064.5. The Board finds that implementation of the mitigation measure described above and discussed herein will mitigate this impact to a level of less than significant.

Impact 7.9.4.1-a: **Scenic Vista: The reduced expansion of JRL would have a substantial adverse effect on a scenic vista.**

Mitigation: Scenic Vista: The project includes plantings on the vegetative soil layer of the cap on the disposal areas of the landfill that can be seen from offsite. To improve the appearance of the site, landscaping shall include the minimum: one cluster of 10-15 scrub oaks (one gallon) and shrubs for every ten acres of appropriate landfill side slopes. (Significant and Unavoidable Impact)

**Supporting
Explanation:**

Finding: The Authority hereby makes findings (a)(1) and (a)(3), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion would have a substantial adverse effect on a scenic vista and that no feasible mitigation is available that would reduce the scenic vista impact to a less-than-significant level. The FEIR identified specific mitigation measures to minimize this

impact. Specifically, the FEIR requires plantings on the vegetative soil layer of the cap on the disposal areas of the landfill that can be seen from offsite. To improve the appearance of the site, landscaping will include the minimum: one cluster of 10-15 scrub oaks (one gallon) and shrubs for every ten acres of appropriate landfill side slopes. However, the FEIR concluded that this mitigation would not reduce the impacts on the scenic vista to less-than-significant levels and that significant and unavoidable impacts would occur with landfill expansion.

The overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

Impact 7.9.4.1-b: Scenic Resources: The proposed reduced expansion of the JRL would damage scenic resources, including canyons, trees, and oak-covered hillsides.

Mitigation: Scenic Resources: There are no feasible mitigation measures. (Significant and Unavoidable Impact)

Supporting Explanation:

Finding: The Authority hereby makes findings (a)(1) and (a)(3), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion would have a substantial adverse effect on a scenic resources and that no feasible mitigation is available that would reduce the scenic resource impact to a less-than-significant level. The FEIR therefore concluded that this impact would remain significant and unavoidable with landfill expansion.

The overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

Impact 7.9.4.1-c: Visual Character: The reduced expansion of the JRL would alter the existing visual character or quality of the site and its surroundings.

Mitigation: Visual Character: Refer to Mitigation Measure 7.9.4.1-a. (Significant and Unavoidable Impact)

Supporting Explanation:

Finding: The Authority hereby makes findings (a)(1) and (a)(3), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the Jolon Road Landfill expansion would have a substantial adverse effect on a visual character and that no feasible mitigation is available that would reduce the visual character impact to a less-than-significant level. The FEIR therefore concluded that this impact would remain significant and unavoidable with landfill expansion.

The overriding social, economic, and other considerations set forth in the statement of overriding considerations and in the findings regarding alternatives provide additional facts in support of these findings. Any remaining, unavoidable significant effect after available mitigation is implemented is acceptable when balanced against the facts set forth therein.

Impact 7.11.4.1-a: Undocumented Hazardous Materials: The historic use of the Jolon Road site as a solid waste disposal facility may have resulted in undocumented waste or debris on-site which may pose a health risk to people if not properly handled and disposed. This health risk would be considered a potentially significant impact.

Mitigation: Undocumented Hazardous Materials: In the event that an unknown waste or debris is discovered during construction/grading activities which is believed to involve hazardous waste and/or materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the Project Engineer;
- Secure the area as directed by the Project Engineer;
- Notify the King City Hazardous Waste/Materials Coordinator and the South Monterey County Fire Protection District; and
- Implement relevant procedures of the site's Emergency Response Plan. (Less Than Significant Impact With Mitigation)

Supporting Explanation:

Finding: The Authority hereby makes finding (a)(1), as described in Section 2.1 above, as required by CEQA Guidelines, Section 21081, and as stated in the CEQA Guidelines, Section 15091, with respect to the above-identified effect.

The FEIR identified that the historic use of the Jolon Road Landfill site as a solid waste disposal facility may have resulted undocumented waste or debris on the site, which may pose a health risk to people if not properly handled and disposed. The FEIR identified specific mitigation measures to reduce this impact. Specifically, the FEIR requires that in the event that an unknown waste or debris that is believed to involve hazardous waste and/or materials is discovered during construction/grading activities, the contractor will immediately stop work in the vicinity of the suspected contaminant, and remove workers and the public from the area; notify the Project Engineer; secure the area as directed by the Project Engineer; and notify the King City Hazardous Waste/Materials Coordinator and the South Monterey County Fire Protection District. The Board finds that implementation of the mitigation measures described above and discussed herein will mitigate this impact to a level of less than significant.

3. CUMULATIVE IMPACT FINDINGS

The Final EIR assessed cumulative impacts, taking into consideration existing conditions plus the proposed projects, in combination with projects currently under construction, approved (unbuilt) projects, projects in review and reasonably foreseeable projects in the project area.

The Board finds that projected cumulative impacts of the project over the 70-year life span cannot be determined let alone forecasted simply by addressing impacts created by projects. Large-scale plans and projects that have yet to be proposed will have the greatest potential for impact. Since it is not possible to forecast or predict all the development that will occur, the cumulative impacts analysis is based on projections and formal plan documents within the areas proposed for the Approved Project and served by the Johnson Canyon Road and Jolon Road landfills. The following documents were utilized in the analysis:

- Monterey County General Plan
- Greater Salinas Area Plan
- Central Salinas Valley Area Plan
- North County Area Plan
- City of Salinas General Plan
- City of Gonzales Economic Profile
- King City General Plan

This Board finds that the Approved Project and the alternatives have been analyzed for consistency with these plans. The cumulative impacts section identifies potential significant impacts on a regional scale

Findings Regarding Specific Impacts

The Board finds that the potential impacts associated with cumulative development of the Approved Project and future growth in the respective communities throughout Monterey County, have been analyzed for the following impact areas:

- Soils/Geology;
- Water Resources;
- Land Use;
- Traffic;
- Air Quality;
- Noise;
- Biological Resources;
- Cultural Resources;
- Aesthetics;
- Public Services, Facilities, and Utilities; and
- Hazards and Hazardous Materials.

The Board further finds that cumulative impacts into the foreseeable future were included in the detailed Project-level impact analysis for Traffic, Air Quality and Noise. Thus, the findings and conclusions set forth in the Final EIR for these resource areas represent a cumulative impacts analysis and finding. The Board findings regarding the specific resource areas are set forth below.

Soils/Geology

The Board finds that nearby developments would encounter geologic and seismic risks based on their individual site constraints. The geologic impacts of developing individual projects would be specific to each site, and would not combine to cause cumulative impacts.

Water Resources

The Board finds that development in the project area would result in alterations to the drainage pattern and flow rates. Impacts would be mitigated on a project-by-project basis as each project would be required to be designed to minimize both the volume and velocity of surface runoff through proper design of subsurface drains, on-site retention, and appropriate grading and landscaping programs. Also, with implementation of regional drainage plans, cumulative impacts to drainage plans, and flood control would not be significant. Mitigation will be most effective through implementation of local policies and implementation strategies established by each jurisdiction within Monterey County.

Land Use

The Board finds that cumulative projects in the area would increase land use intensity and would result in the loss of vacant open space areas, increased human activities, and increased traffic, air emissions, and noise. As cumulative land use impacts are difficult to individually mitigate, mitigation is most effective through implementation of local policies and implementation strategies established by each City within Monterey County. This project would not divide a community or induce any inconsistencies within the land use plan outlined for Monterey County, the City of Salinas, or King City.

Traffic

The Board finds that Approved Project generated traffic combined with traffic generated by other future developments would result in an incremental increase in local and regional traffic levels. Local traffic volumes, roadway Level of Service (LOS) and intersection LOS would be impacted by future developments in the project vicinity. Future cumulative traffic impacts would be mitigated on a large-scale basis. The State and U.S. Department of Transportation will have to coordinate with local jurisdictions to maintain adequate travel service levels and the timing of the required improvements. Traffic generation by the plans and developments will create a significantly larger amount of traffic than this project. On a regional basis, the proposed project would have minor effects on traffic. However, on several local intersections, the impacts generated by the project would contribute to significant and unavoidable cumulative traffic conditions.

Air Quality

The Board finds that future development within the Monterey Bay Air Basin would generate new emissions in the region. These emissions would be primarily associated with increased auto traffic and construction activities that occur with new development. However, development projects would be required to comply with the State Implementation Plan requirements and the regulatory control of the Monterey Bay Unified Air Pollution Control District. This regulatory control includes the requirement that project specific air quality mitigation measures be implemented for individual developments. Additionally, with the implementation of mandated emission control technologies for

internal combustion engines, emission levels per vehicle will drop in the future, reducing total emission levels. Based on these reasons and the fact that the proposed project would not be expected to cause significant and unavoidable air quality impacts, significant cumulative air quality impacts would not be anticipated.

Noise

The Board finds that increased traffic volumes resulting from development of the Approved Project and build-out of the surrounding area are anticipated to result in cumulatively significant increases in vehicular noise levels along major thoroughfares in the project area. Although residences and others sensitive land uses located along these segments may be currently impacted by existing traffic noise, baseline conditions would be further impacted by cumulative conditions. In addition to traffic noise, cumulative development projects would increase the ambient noise levels within Monterey County as a result of short-term construction activities and long-term operations. Acoustical studies shall be required and noise attenuation features incorporated into new development where necessary to comply with specific interior and exterior noise levels.

Biological Resources

The Board finds that the Approved Project would not result in any significant biologic resource impacts. Cumulative projects would be required to mitigate any such impacts on an individual basis. Following implementation of mitigation, such as habitat avoidance, replacement, and/or enhancement, the proposed project would not significantly contribute to a loss of potentially jurisdictional seasonal aquatic, non-native grassland, ruderal or developed habitat, nor would the proposed project result in significant cumulative impacts to special status plant species in the region. In addition, following implementation of mitigation, such as avoidance, construction and operational buffers, salvaging of species individuals, and preservation of on- and off-site habitat, the proposed project would not significantly contribute to a loss of special status animal or protected bird species. Cumulative projects would be required to individually mitigate their respective potentially significant biological resources impacts. As a result, the proposed project's incremental contribution to biological resource impacts would be less than significant.

Cultural Resources

The Board finds that as discussed in Sections 4.8, 5.8, 6.8 and 7.8 of this EIR, the review of historic literature and maps on file with the California Historical Resources Information System and site reconnaissance conducted by qualified archaeologists gave no indications of historic structures aside from two windmills at JRL, one fence line at JCRL and the Boronda Adobe (CA-MNT-941H), off-site of the proposed TS/MRF at 1120 Madison Lane and Boronda Road and S.P. Railroad. The Boronda Adobe would not be impacted by the construction or operation of either proposed TS/MRF; the windmills and fence line would require mitigation to reduce impacts to a less than significant level if their respective landfills are chosen for expansion. In addition, no other archaeological resources aside from chert flakes, present at the proposed TS/RC at Industrial Way, were found in the project area. However, because the project involves construction excavation activities within native soils of an alluvial plain, potential exists for the unearthing of unknown cultural resources. As such, the proposed project, as well as the cumulative projects in the project vicinity, would require the analysis of cultural resource impacts at a minimum level equivalent to that required for CEQA clearance.

All future development within the project vicinity is subject to the federal, state, and local compliance regulations regarding the discovery, treatment, preservation, and recordation of cultural resources. The proposed project would not result in any significant cultural resource impacts. Compliance with federal, state and local requirements would result in a less-than-significant impact on a project-by-project basis. Therefore, no cumulative cultural resource impacts would occur.

Aesthetics

The Board finds that the proposed expansion of the CHSL, JCRL and JRL landfills as part of the Approved Project would result in significant cumulative impacts to the scenic vista and visual character in the immediate vicinity of the sites. While only an incremental increase in height, the vertical expansion of CHSL would alter the view of the hillsides and grasslands seen by residences to the west of the landfill. The full and reduced expansion of JCRL would partially block the view of the Gabilan Range seen from the City of Gonzales. The unnatural topography of the landfill would be visually distinct from the surrounding agricultural land and hillsides adjacent to the landfill. A row of trees is planned to be planted along the western border of the landfill in the near term. The trees would provide a partial visual screen of the JCRL expansion and would over time grow and soften the visual impacts on the Gabilan Range. However, the trees would not completely mitigate the visual impacts of the landfill expansion to a less than significant level. The full and reduced expansion of JRL would also substantially alter the view of the existing hillsides. To reduce the impact and improve the appearance of the JRL site, a mitigation measure has been identified to plant clusters of scrub oaks and shrubs on the eastward facing landfill site slope. However, the significant size and height and unnatural form of the proposed landfill expansion for JRL would nonetheless make it impossible to completely mitigate the cumulative aesthetic impact to a less than significant level. The new King City Area TS/RC would result in new sources of light or glare similar to that which already exists at the Salinas Disposal Service Transfer Station and Recycling Center (Madison Lane). However, the amount of light and glare that would be created would be consistent with the industrial land use designation of the sites. In addition, lighting would be directed to the interior of a site and would be shielded to reduce off-site glare. Therefore, no cumulative aesthetic impacts would occur.

Public Services, Facilities and Utilities

The Board finds that the Approved Project would not result in any significant impacts related to public services in the project area. However, on a project-by-project basis, development of proposed and approved projects in Monterey County and the respective cities surrounding area, as well as build-out of the respective General Plans and Area Plans may result in increased demands upon existing public services. The proposed project would not substantially lower the current level of service of any respective public service department. The potential growth induced by the Approved Project may have a significant impact on all facilities and utilities. Inherent with the intensification of land use is an increase in the demand for municipal and public services including utilities, fire and police protection. Indirectly, this project would create an increased demand on these services. By allowing an adequate waste service level over a long term, other services may have to take on development pressure. Agencies may not have the capacity to meet this demand. This may limit the growth potential in the short term; however, continued development pressure may cause a reallocation of funds, tax initiative, and/or a funding and policy mechanism that will allow expansion of these services. Once a funding solution is secured, development will not be constrained by the capacities of other public services. Although development may not be constrained, this project will not have a direct impact on Public Services, therefore there will be no significant cumulative impacts on Public Services.

Hazards and Hazardous Materials

The Board finds that the Approved Project and the cumulative projects in the vicinity would require hazardous materials analysis at a minimum level equivalent to that required for evaluation pursuant to CEQA. All future development within the vicinity is subject to the federal, state, and local compliance regulations regarding the treatment, storage, and clean-up of hazardous materials. None of the proposed scenarios would involve facilities that accept hazardous materials, with the exception of household hazardous materials. This will prevent this project from inducing growth of land uses involving hazardous materials. In addition, each of the proposed scenarios would maintain a hazardous waste load checking program to ensure that hazardous materials are not incidentally disposed of at the facilities. Each of the proposed scenarios would feature disease vector control operational practices that would reduce impacts related to vectors. The Project would not result in any significant hazardous materials impacts and compliance with federal, state, and local requirements would result in less than significant impacts on a project-by-project basis. Therefore, no cumulative hazards impacts would occur.

4. FINDINGS REGARDING PROJECT ALTERNATIVES

Rail Haul to Remote Landfills

During the EIR preparation, shipment of waste to one or more remote regional landfills via rail-haul was identified as a potential alternative to the proposed Project. The Board finds that this potential alternative should be eliminated from detailed consideration.

Rail-haul with out-of-region disposal was eliminated from detailed consideration for the following reasons:

- Two of the five rail-haul compatible landfills in the western U.S. identified above (Mesquite Regional Landfill and Eagle Mountain Landfill) have not been developed to-date and their future availability for the Salinas Valley waste stream is speculative.
- To-date, one community in California (including the city of Napa and portions of Napa County), has employed rail-haul and out-of-state disposal as its primary means of municipal waste management. However, Napa recently suspended its use of rail-haul and the Roosevelt Regional Landfill for, in part, economic reasons. The Napa community's cost for intermodal transfer of waste, rail hauling, and disposal at the Roosevelt Regional Landfill was about \$60 per ton. Assuming the Authority could develop an intermodal facility and negotiate a rail-haul/disposal agreement for a similar cost as Napa, that cost would still be significantly (i.e., about 54 percent) above the current cost of disposal in the Salinas Valley.
- The Authority funds all of its solid waste services to the Salinas Valley communities through tipping fees collected at the landfills. In addition to funding day-to-day landfill operation activities, the tipping fees are also used to fund other solid waste services including:
 - Operation of recyclable household hazardous waste collection facilities at three locations in the Salinas Valley;

- Operation of a centralized, full-service household hazardous waste facility in Salinas;
 - Household hazardous waste education and outreach programs for the member jurisdictions;
 - Selected AB 939 compliance programs and administrative services for the member jurisdictions;
 - Operation of materials recovery centers at three landfills;
 - Waste reduction and recycling education and outreach programs for the member jurisdictions;
 - Funding closure construction costs for four landfills; and,
 - Funding a minimum of 30 years' postclosure care at four landfills
- The Board therefore finds that in addition to the approximately \$60/ton "out-of-pocket" fees paid to an out-of region rail-haul/disposal service provider, the Authority would still need to levy additional fees for the ongoing provision of many of these solid waste-related services. The current estimated cost per ton for these additional services is about \$27. Therefore, the total potential cost associated with this alternative may be approximately \$87 per ton (more than twice the current disposal fees in the Salinas Valley). The Board finds that this cost is economically unviable for the Salinas Valley communities.

The Board finds that the rail-haul alternative is infeasible and should be eliminated from detailed consideration.

No Project Alternative

CEQA Guidelines (15126 (d)(4)) require that the specific alternative of no project be evaluated along with its impact. The no-project alternative discusses what would be reasonably expected to occur in the foreseeable future if the project were not approved based on current plans and consistent with available infrastructure and community services.

This alternative assumes that none of the four proposed project scenarios is implemented. In the event that none of the proposed scenarios is selected, the member jurisdictions of the Authority would still be required to dispose of their wastes in an environmentally and regulatory acceptable manner. Therefore, this alternative would reasonably be described to involve each community continuing to use its historic disposal site (CHSL for Salinas and north County areas; JCRL for Gonzales, Soledad, Greenfield and environs; and Jolon Road Transfer Station for King City and environs) until each facility's current permitted capacity is expired. At current rates, CHSL capacity is anticipated to expire in approximately 2004, therefore, for the majority of the Authority waste stream, the no-project alternative would provide disposal capacity only until 2004. The JCRL, at its current usage rates, is anticipated to expire in about 2040. An economic decision would need to be made as to whether King City and environs waste streams would continue to be transferred via the Jolon Road Transfer Station to the JCRL for disposal, or the final permitted

modules of JRL be constructed and filled. If constructed, the remaining site life of JRL would be about 17 years.

The Board finds that the No Project alternative is infeasible and will not meet or in any way assist the Authority in attaining the goals and objectives of the Approved Project.

The Board finds that given the limited life span of the CHSL through 2004, it is not known at this time where the Salinas area waste stream will be disposed of after the CHSL closure. If the waste were proposed to be disposed of at the JCRL, the life span of the JCRL would be reduced from 2040 to approximately 2016 based on known fill rates and anticipated growth in the region. It is unknown if the current Salinas area transfer station at Madison Lane would be available to provide transfer capability for transport of Salinas area wastes. If it is not available, transport of Salinas waste to the JCRL will necessarily involve the use of collection (packer) trucks on arterials and U.S. 101 to transport the waste to the JCRL. In considering the No Project alternative, it is therefore anticipated that there will be significant traffic and related air quality impacts associated with this activity. The Board further finds that transport of the waste to the JCRL would not be economically feasible without a transfer facility to transfer and transport the waste, since the use of route collection (packer) vehicles will involve extensive wear and maintenance for the vehicles, and will greatly affect the route collection efficiencies for the Salinas collection service given the longer haul to JCRL in the absence of a transfer station arrangement. The Board also finds that the No Project alternative likely involves traffic and related air quality impacts associated with either or both increased collection vehicle traffic on arterial routes and U.S. 101, and the siting of a transfer station to facilitate transport of the waste. At this time, analysis of such impacts is speculative and the degree of impacts cannot be reasonably estimated.

The Board finds that the transfer of waste to the Monterey Regional Waste management District facility is not feasible given the District's opposition to such disposal. Under the current state law, the Authority is required to demonstrate 15 years of assured disposal capacity. The Board finds that the no-project alternative would likely not meet this requirement for the majority of the Authority waste stream.

Monterey Regional Waste Management District Alternative

The Monterey Regional Waste Management District is a disposal site owned and operated by the Monterey Regional Waste Management District. The site is located about two miles north of the City of Marina, approximately 12 miles from Salinas. The facility currently serves the disposal needs of Monterey County communities including Big Sur, Carmel-by-the-Sea, Carmel Highlands, Carmel Valley, Castroville, Corral De Tierra, Del Rey Oaks, Laguna Seca, Marina, Monterey, Moss Landing, Pacific Grove, San Benancio, Sand City, Seaside, Toro Park and the unincorporated areas of Pebble Beach and Carmel environs. The EIR found that use of the Monterey Regional Waste Management District would partially achieve the Project's objective of providing long-term disposal capacity for the Authority jurisdictions. The EIR also concluded that significant impacts would occur with use of the District site, including traffic and exhaustion of District disposal capacity.

In addition to the fact that this alternative would not avoid significant traffic and disposal capacity depletion effects, disposal at the District alternative would also entail the loss of all Authority revenues from its landfill operations, which fund the Authority's ongoing environmental compliance expenditures for the Authority's landfills, and also fund the Authority waste diversion programs for the member agencies. The ongoing compliance expenditures on activities such as ground water

monitoring and landfill gas control are significant and must be undertaken on a daily, monthly and annual basis even were the Authority facilities to cease active operations.

As noted above, the Authority funds all of its solid waste services to the Salinas Valley communities through tipping fees collected at the landfills. In addition to funding day-to-day landfill operation activities, the tipping fees are also used to fund other solid waste services including:

- Operation of recyclable household hazardous waste collection facilities at three locations in the Salinas Valley;
- Operation of a centralized, full-service household hazardous waste facility in Salinas;
- Household hazardous waste education and outreach programs for the member jurisdictions;
- Selected AB 939 compliance programs and administrative services for the member jurisdictions;
- Operation of materials recovery centers at three landfills;
- Waste reduction and recycling education and outreach programs for the member jurisdictions;
- Funding closure construction costs for four landfills; and,
- Funding a minimum of 30 years' post-closure care at four landfills

In the public review process, the District notified the Authority in writing as a comment on the Draft EIR that the District did not wish to consider taking the Authority's waste stream. The District cited the traffic impacts, particularly those affecting the City of Marina, and permitting and capacity depletion issues as significant obstacles to import of the Authority's wastes to the District landfill.

The Board also notes that in importing waste outside of the Authority jurisdiction, the Authority is not able to effectively control the receiving landfill's compliance with environmental laws and regulations, thus exposing the Authority to unknown future CERCLA liability (Superfund) for clean up costs at such landfills.

Thus, the Board finds that based on the impacts evaluation in the EIR and the District's opposition to use of its landfill for Authority wastes, this alternative is not feasible and cannot attain the goals and objectives of the Approved Project.

Alternative Landfill Sites 1, 9, And 12 From Brown Vence and Associates "New Landfill Search"-Phase 1 And 2 Reports

Under this alternative, a new large regional landfill would be sited, constructed, and operated within the Salinas Valley to serve the long-term disposal capacity needs of the Authority communities. The Authority's waste streams would be directed to the new landfill once the Authority's existing permitted capacity had expired. Assuming Salinas and north County waste streams are directed to the JCRL after CHSL closure in 2004, then the likely start date for this alternative would be about 2016 (upon expiration of JCRL capacity). For economic efficiency purposes, this alternative would

likely require a Salinas area transfer station to consolidate waste loads from Salinas and north County areas, and one to two additional transfer stations to consolidate waste loads from central (e.g., Gonzales, Soledad, Greenfield and environs) and south (e.g., King City and environs) County sources, depending on landfill location. Given a projected waste disposal need of about 300,000 tons per year by 2020, this would equate to the generation of approximately 13,700 transfer trailer loads per year, increasing to about 15,900 transfer trailer loads per year by 2030.

In 1997, the Authority undertook a preliminary landfill siting study to assess the potential for new landfill sites in the Salinas Valley. That first study “New Landfill Site Search, Phase 1 Report” incorporated as Appendix A to the “Disposal System Options Analysis”, Brown, Vence & Associates, June 1997, identified a total of 11 sites. A second study, “Salinas Valley Solid Waste Authority New Landfill Search -Phase 2 Report”, Brown, Vence & Associates, June 1997, identified one additional potential site location. At a June 1997 meeting of the Authority Board, the Board opted to consider, via CEQA analysis, new landfill sites 1, 9, and 12 as alternatives to the expansion of existing Authority facilities.

The Board finds that given the Authority needs for compliance with State law requirements for securing and maintaining 15 years of permitted disposal capacity, this alternative is not currently feasible for meeting the goals and objectives of the Approved Project. The Board finds that the process of detailed siting characterization studies and required site environmental assessments will take several years to complete, with no assurance that any of the locations would be considered as technically feasible for development as a solid waste disposal site.

The Board further finds that such a further study to determine feasibility would likely cost in the millions of dollars, which would require the obtaining and expenditure of substantial public monies to pursue such alternatives. The Board finds that there is no assurance such funding would be available for this or any other purpose.

The Board further finds that the process of permitting for new landfill sites is a lengthy and uncertain process which takes on the order of 8-10 years based on recent California siting history. Evidence before the Board in public hearings was that only 2 new landfills had been sited and opened in California in the last 12 years. Others, including the Eagle Mountain site, have obtained permits but are still involved in litigation and have not been constructed. The Eagle Mountain landfill permitting process lasted over 12 years, from 1988 to 2000.

The Board further finds that as with development of either the Johnson Canyon Road Landfill or the Jolon Road Landfill, the development of new sites will entail environmental consequences that must be evaluated by the public in the CEQA process. The three identified sites all involve the potential for adversely affecting species and habitat, traffic as well as air quality and groundwater resources.

The Board finds that although alternative sites are worthy of additional review and study for feasibility, no alternative sites represent feasible alternatives to the Approved Project to provide needed disposal capacity for the Authority. The project scenarios evaluated in the EIR all maintained shorter/interim term capacity while developing the longer-term capacity. The Alternative Sites do not meet the Authority’s needs to maintain at least 15 years of secured disposal capacity, given the length of time involved to evaluate such a new site, and length of time required to undertake environmental review to permit and actually construct such a site.

Out Of County Landfill Alternative

Under this alternative, Authority waste streams would be directed to one or more landfills located outside of Monterey County via transfer trailer for disposal once the Authority's existing permitted capacity was expired. Assuming Salinas and north County waste streams are directed to the JCRL after CHSL closure in 2004, then the likely start date for this alternative would be about 2016 (upon expiration of JCRL capacity). For economic efficiency purposes, the alternative would likely require a Salinas area transfer station to consolidate waste loads from Salinas and north County areas, and one to two additional transfer stations to consolidate waste loads from central (e.g., Gonzales, Soledad, Greenfield and environs) and south (e.g., King City and environs) County sources. Given a projected waste disposal need of about 300,000 tons per year by 2020, this would equate to the generation of approximately 13,700 transfer trailer loads per year (about 38 per day), increasing to about 15,900 transfer trailer loads per year (about 44 per day) by 2030.

The Board finds that based on the evidence in the record, it is unlikely that any of these out-of-county facilities could individually provide for the long-term disposal capacity sought by the Authority Board. The selection of one or more of these, or other, facilities would be as the result of future long-term contract negotiations and cannot be speculated upon at this time.

The Board finds that there are several significant obstacles to the feasibility of this alternative. Each such facility has permit limits that would restrict the amount of waste accepted at such a facility. As an example, the Altamont Landfill, the largest regional landfill in the Bay Area, cannot take imported wastes from out of County pursuant to a settlement agreement reached as a result of a legal challenge to an expansion permit for that facility. The Vasco Road Landfill in Alameda County would need discretionary permit amendments from the County and the Alameda County Waste Management Authority to take wastes from the Authority area. Any such permit proposals to amend the permitted tonnages acceptable at such landfill or to change the area from which wastes can be received are discretionary approvals which are subject to CEQA, and thus the outcome of any such environmental review cannot be predicted.

The Board also finds that the likely additional environmental impact for this alternative would arise from the additional haul time associated with transporting waste to a more distant landfill. There is a significant haul distance to Forward Landfill in San Joaquin County and Keller Canyon Landfill in Contra Costa County, particularly given the congested freeway system in the greater Bay Area and Alameda County-San Joaquin County environs. The use of diesel tractor trailers for long-hauling of waste to the out-of-county landfill site(s) would likely present a potentially significant mobile air quality impact particularly considering that the landfill sites (with the possible exception of the Forward Inc. Landfill) would be accessed through the Bay Area which is already a non-attainment area for several criteria pollutants. Identification of potential impacts to sensitive uses in the immediate vicinity of the landfill sites is to some degree speculative at this time and would be subject to a detailed supplemental air quality analysis pursuant to CEQA.

Given the substantial waste volumes that would require disposal after 2016, use of one or more out-of-county landfills (as is the case with disposal at the Monterey Regional Waste Management District landfill) could significantly reduce the permitted disposal capacity of the site(s) thereby presenting a potentially significant and unavoidable impact.

In addition, the Board also finds that as with the Rail Haul Alternative and Monterey Regional Waste Management District alternatives, the loss of landfill tipping fee revenue would be significant and severely impact Authority funded programs for the member jurisdictions.

The Authority funds all of its solid waste services to the Salinas Valley communities through tipping fees collected at the landfills. In addition to funding day-to-day landfill operation activities, the tipping fees are also used to fund other solid waste services including:

- Operation of recyclable household hazardous waste collection facilities at three locations in the Salinas Valley;
- Operation of a centralized, full-service household hazardous waste facility in Salinas;
- Household hazardous waste education and outreach programs for the member jurisdictions;
- Selected AB 939 compliance programs and administrative services for the member jurisdictions;
- Operation of materials recovery centers at three landfills;
- Waste reduction and recycling education and outreach programs for the member jurisdictions;
- Funding closure construction costs for four landfills; and,
- Funding a minimum of 30 years' postclosure care at four landfills

The Board also notes that in importing waste outside of the Authority jurisdiction, the Authority is not able to effectively control the receiving landfill's compliance with environmental laws and regulations, thus exposing the Authority to unknown future CERCLA liability (Superfund) for clean up costs at such landfills. Such liability would be in addition to whatever potential CERCLA liability exists for the Authority with respect to its own landfill sites.

The Board therefore finds that this alternative is not feasible.

Interim Capacity Assurance Alternative

This alternative consists of the development of a Salinas-area transfer station with disposal of wastes at the JCRL. Under this alternative, the JCRL is not expanded horizontally onto adjacent new fill areas, but the daily rate of tonnage for the JCRL will be increased. The purpose of this alternative is to assure interim disposal capacity for the City of Salinas (Salinas) and north County areas within the Authority's service area.

The Board finds that this alternative will not accomplish the goal and objective of securing longer term disposal capacity, but does provide shorter term capacity to assist the Authority in meeting the 15-year requirement of State law for maintaining disposal capacity.

The Board finds that the Interim Capacity alternative presents offsetting advantages and disadvantages, and cannot be considered superior to the Approved Project. This alternative will entail environmental impacts including those associated with traffic and exhaustion of disposal capacity, without assurance of any longer term disposal capacity. As such, the Board finds that the Approved Project presents a superior alternative given that additional capacity is provided beyond

the short and interim term, meeting the goals and objectives of the projects as studied in the EIR. The interim capacity alternative would still require the selection of one or more long-term disposal sites at some future point to fully achieve the long term disposal capacity objective. The Board finds that its analysis and findings for the Alternative Site Locations and Out-of-County Alternatives would apply here.

5. WILLIAMSON ACT FINDINGS

The Board finds that with respect to the Phase II and III portion of the Approved Project relating to the phased use of an expanded Johnson Canyon Road Landfill, cancellation of Williamson Act contracts and acquisition of property by the Authority will be required. The Board finds that pursuant to State law, in order to nullify the Williamson Act contract and establish an expanded landfill site by eminent domain, that (1) the location of the Johnson Canyon Road Landfill expansion is not based on lower land costs due to the presence of the Agricultural Preserve contracts pursuant to the Williamson Act, and (2) further finds that there is no other land within or outside the preserve adjacent to the Johnson Canyon Road Landfill which is reasonably feasible for purposes of locating a solid waste disposal site as described in the Johnson Canyon portion of the Approved Project. The location of the Johnson Canyon Road Landfill expansion is based on the fact that the lands to be used for the expansion are adjacent to the existing permitted landfill disposal site, and present the most economical and reasonable means to secure additional disposal capacity for the Authority. The Board has exercised its discretion in determining that no proximate available lands are feasible for an expanded landfill site to achieve the Approved Project goal of securing disposal capacity by utilizing the existing Johnson Canyon Road Landfill, taking all relevant factors into account.

The Board finds that it is most feasible to structure the Approved Project so as to utilize the currently permitted and operating Johnson Canyon Road Landfill facility, given that extensive time and permitting would be required to utilize other locations, including Jolon Road Landfill for this phase of the Approved Project. The Board finds that “feasible”, defined in CEQA, means that which is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal social and technological factors.

The Board also finds that in the event the lands adjacent to the Johnson Canyon Road Landfill are acquired by the Authority in advance of the need for construction of disposal containment systems and ancillary facilities, the Authority and /or the optionee of the property could also provide notice of cancellation of existing contracts, thus not requiring an “early termination“ under the Williamson Act.

The Board finds that other project alternatives are not feasible for attaining the objectives of the Approved Project as stated in these Findings.

6. STATEMENT OF OVERRIDING CONSIDERATIONS

The FEIR indicates that if the Project is implemented, certain significant effects may be unavoidable. As required by the CEQA Guidelines, 15093, the Authority Board finds that the unavoidable significant effects described in Section 2 of this document are acceptable due to the overriding considerations described below.

- d) The Project will provide the solid waste disposal capacity necessary for the jurisdictions within the Authority for at least the next 25 years. The Approved Project will enable the

Authority to achieve and maintain at least 15 years of assured disposal capacity as required by State law.

- e) The Project will allow the Authority's member jurisdictions to achieve their mandates under State law (AB 939), which require all cities and counties in California to divert 50 percent of their solid waste from landfills as of 2000.
- f) The Project will allow the Authority to continue to fund its essential solid waste services to the Salinas Valley communities, one of the primary reasons the Authority was formed, through tipping fees collected at Authority landfills. In addition to funding day-to-day landfill operation activities, the tipping fees are also used to fund other solid waste services including:
 - Operation of recyclable household hazardous waste collection facilities at three locations in the Salinas Valley;
 - Operation of a centralized, full-service household hazardous waste facility in Salinas;
 - Household hazardous waste education and outreach programs for the member jurisdictions;
 - Selected AB 939 compliance programs and administrative services for the member jurisdictions;
 - Operation of materials recovery centers at three landfills;
 - Waste reduction and recycling education and outreach programs for the member jurisdictions;
 - Funding closure construction costs for four landfills; and,
 - Funding a minimum of 30 years' post-closure care at four landfills
- k) The Project will allow the disposal of waste in a manner and location which protects public health and safety through compliance with applicable federal, state, and local laws and regulations.
- l) The Project will minimize land use conflicts and environmental impacts. The Approved Project will utilize the existing landfill facilities of the Authority, first utilizing Johnson Canyon Road Landfill as an expanded facility on a phased basis. The use of Johnson Canyon minimizes land use conflicts by first utilizing lands adjacent to a fully permitted landfill disposal site.
- m) The Project will provide a cost-effective solid waste disposal service to jurisdictions of the Authority who are directly served by the Authority's landfill disposal facilities.
- n) The Project will minimize haul distances for local waste collection vehicles.

EXHIBIT F
SITE PLAN, FLOOR PLANS AND ELEVATIONS