and provide this information to the EPA as part of the update to the operator's Hazardous Waste Handling Permit, and to the LEA as part of the update to the SWFP and RCSI.

In addition to the Load Checking Program, and as a requirement of the site's SWFP, the operator is required to conduct a self-monitoring program with quarterly reporting requirements. One of the programs required of the CVC operator is a report on the results of the Hazardous Waste Load Checking Program, including quantities and types of hazardous wastes, medical waste or other prohibited wastes found in the waste stream and the disposition of these materials.

Also, as part of the SWFP, the LEA has placed a number of conditions on the site and/or operator including the following:

a. The operator shall maintain a log of special/unusual occurrences. This log shall include, but is not limited to, fires, explosions, the discharge and disposition of hazardous or unpermitted wastes, and significant injuries, accidents or property damage. Each log entry shall be accompanied by a summary of any actions taken by the operator to mitigate the occurrence. The log shall be available to site personnel and the LEA at all times.

The operator will continue to implement the load checking program in compliance with County Ordinance No. 779 and as a condition of the SWFP. The SWFP and RCSI must be revised to include additional waste material being accepted at the site, as well as the expansion of the composting/processing area to develop and operate a new C&D sort line and processing area. This new element of the facility will also be subject to the load checking program.

The operator uses lubricants and diesel fuel for on-site equipment. These liquids are used and stored appropriately by trained personnel in accordance with the operators approved Spill Prevention and Counter Measure Plan. This Plan will be updated and submitted to the County's Environmental Health Department, Hazardous Materials Branch; and the County's Certified Unified Program Agency (CUPA). Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation:

HAZ-1 Handling, storage, and removal of hazardous waste at the facility site must be conducted in compliance with all applicable state laws and regulations. Therefore, prior to acceptance of any additional feedstock or increase in the amount of feedstock accepted at the site, the operator shall update the site's environmental plans and programs including but not limited to: (1) Hazardous Waste Load Checking Program; (2) Solid Waste Facility Permit; (3) Report of Composting Site Information; (4) Spill Prevention and Counter Measure Plan; (5) Emergency Response Plan; and others, to the satisfaction of the Riverside County Department of Water Resources, Riverside County Department of Environmental Health Hazardous Materials Division, and the Riverside County Fire Code Official.

HAZ-2 Load checked hazardous waste storage containers housed in the daily green waste tipping areas on the active composting pad will be moved to the designated hazardous waste storage area at the end of an operation day for secured overnight storage. HHW temporarily stored at load check points throughout the facility must also be moved to a secure hazardous waste storage area at the end of each business day.

Reference: Revised Draft EIR page 5.8-10 - 12

2. *Impacts: (Impact 5.8.3.2 j) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands*

The project site is not located within a high fire area or state responsibility area as indicated on the Riverside County Land Information System (accessed November 2012). However, the risks of fire from composting green waste, accidental spill or mishandling of fuel, or heavy equipment malfunctioning always exist and must be properly managed by the operator.

Spontaneous combustion of green waste windrows and stockpiles is prevented through the proper maintenance of these piles such as proper aeration, adding moisture at appropriate times, and turning the windrows at regular intervals – all of which are routinely evaluated and implemented as needed

by CVC operational personnel. Also, the CVC operator conducts regular inspections of the equipment used to handle combustible feedstock and composting materials for oil or fuel leakages to minimize fire hazard.

For fire protection, the composting/processing area is equipped with a fire protection and suppression system that includes fire hydrants, standpipes, and fire extinguishers. As indicated previously, CVC operational personnel are relatively self-sufficient and have been trained with regard to fire protection and the delivery of fire suppression technology. However, the diversification of materials to be handled, the increases in volume of the composting operation and general increase in human activity represents a potential increase in the on-site occurrence of a fire.

All fire hydrants and standpipes are active and equipped with hoses and additional hydrants and standpipes will be installed in the expansion areas (expanded composting/processing area and new C&D sorting area, employee area). All facility rolling stock (e.g. bucket loaders, trucks) are equipped with fire extinguishers. And any new rolling stock will also be so equipped. Fire extinguishers on rolling stock shall be equipped with fire extinguishers rated 4A:60BC as required by RCFDRiverside County Fire Department. All facility employees are trained in using fire suppression equipment and as new employees are added, they too will be trained in the use of fire suppression equipment. The Business Plan/Emergency Contingency Plan will be updated prior to any expansion of the facility as set forth in Mitigation measure HAZ-Fire protection and emergency medical services are provided to the general project vicinity by the Riverside County Fire Department through a cooperative fire protection agreement that is part of a regional fire protection system. The nearest fire station to the project site is the City of Indio Fire Station No. 5 – Terra Lago Fire Station - located at 42-900 Golf Center Parkway, approximately 4.5 miles from the entrance to the CVC site at Landfill Road. This station is equipped with one Staff Type I Engine and includes a medic on staff. The station is staffed with three firefighters at all times. It is likely that Fire Station No. 5 would be the first responder to the CVC site if a fire or medical emergency was to occur at the project site. If a medical emergency arises which needs transport to the hospital, one of the other three Indio stations would be called for ambulance services. If all three of the Indio ambulances happen to be in use, the fire department has a mutual aid agreement with American Medical Response and they

would be called to provide transport to the hospital. To date, the operator has not had cause to call on the Fire Department for service. Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation:

HAZ-3 Prior to the expansion of the facility or increase in the amount of feedstock or vehicles entering the site, the Emergency Response Plan shall be updated to include the additional activities in the expansion areas, the location of all fire hydrants and standpipes, and any other pertinent information. The Emergency Response Plan shall be submitted to the Riverside County Department of Waste Resources, the Riverside County Department of Environmental Health Hazardous Materials Division, and the Riverside County Fire Code Official, for review and approval.

Reference: Revised Draft EIR page 5.8-13 - 14

G. Hydrology and Water Quality

1. Impacts: (Impact 5.9.3.2 a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site

Construction

During construction of the new site elements including the widening of the site entry, construction of the low water crossing and facilities in the composting/processing area, the operator will employ Best Management Practices (BMPs) in compliance with the revised SWPPP prepared for the project to ensure that deposition, siltation or erosion do not occur either on- or off-site. NPDES regulations state that permittees are required to put in place BMPs to reduce the contamination, or potential for contamination, of storm water.

Grading and construction of the site improvements will involve some ground disturbance that could result in the generation of pollutants such as silt, debris, and incidental fluids associated with equipment and vehicles that could potentially affect water quality. As such, short-term water quality impacts would likely occur in the absence of any protective or avoidance measures. Proposed construction consists of (1) paving the entry road and improvements to the landfill drainage swale

adjacent to the road; (2) development of a concrete low water crossing and cut off wall where the access road crosses the major drainage; (3) grading and paving the northwest portion of the composting/processing area for the new scalehouse/office and scales, employee breakroom, maintenance building and parking lot, and (4) development of on-site detention basins will be identified and implemented through the site's updated SWPPP.

Best Management Practices (BMPs) are generally identified in a Construction SWPPP, but because the operator already has an Industrial SWPPP, these measures will be addressed in the existing SWPPP that will be updated. In order to clarify which BMPs are specific to construction activities they have been identified as mitigation measure HWQ-1.

Operations

Under existing conditions, the CVC site is operated under an Industrial SWPPP (WDID No. 7 331022995). Implementation of the SWPPP is an on-going activity as monitoring of the various site activities requires documentation. Site inspections and a monthly checklist must be filled out by the site's Pollution Prevention Team (PPT) leader. This checklist includes a list of questions designed to determine whether there are any problems that require additional BMPs to be employed. These include but are not limited to inspection of drainage areas for potential erosion or debris buildup, adequacy of dust control BMPs, adequacy of regular housekeeping procedures, and adequacy of temporary storage of prohibited material found in the waste stream awaiting transport off-site. The site's SWPPP must be updated to include the expanded lease boundary area, the expanded compost windrow area, new site entrance, and other improvements associated with the proposed project. Mitigation measure HWQ-2 requires the operator to update the SWPPP prior to construction of any new improvements. Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation:

HWQ-1 During construction of the (1) entrance and drainage improvements; (2) low water crossing; and (3) new development in the composting/processing area, the operator shall implement and comply with the following BMPs, or similar BMPs designed to accomplish the same purpose:

a. Good housekeeping: measures to maintain clean and pollution free work areas include designated vehicle parking away from the construction area, trash bins provided in the construction area; designated worker policing the construction area at the end of each work day, etc.

b. Preventive maintenance: measures taken to minimize, or eliminate, environmental exposure to pollutants during routine equipment and facilities maintenance. A dedicated location for the maintenance of equipment and vehicle maintenance shall be identified for each construction area and construction workers shall be informed of the location.

c. Storm water management practices: in advance of any construction activities where stormwater erosion/sediment control is necessary, identify potential storm water issues and provide BMPs such as hay bales, temporary diversion dams, or sediment control wattles to filter sediment and control erosion.

d. Training: the operator shall identify employees who will be trained to identify stormwater issues and be responsible for stormwater pollution management and monitoring.

e. Inspections: measurements taken by qualified employees to maximize effectiveness of stormwater BMPs include daily inspection of the construction site.

HWQ-2 The operator shall update the CVC Storm Water Pollution Prevention Plans to include construction and operation of activities in the lease boundary expansion area, the new composting/processing expansion area, and the improvements to the site entrance at Landfill Road and the low water crossing, and shall describe the potential sources of pollutants and the means to manage any identified sources to reduce storm water pollution. The SWPPP shall identify a suite of minimum BMPs, including but not limited to, good housekeeping practices, employee training, etc. The operator shall file a Notice of Intent with the State Water Quality Control Board and have a

copy of the Storm Water Pollution Prevention Plans and a Water Discharge Identification issued by the State Water Resources Control Board on file at the scalehouse/office.

Reference: Revised Draft EIR page 5.9-7 - 9

2. *Impacts: (Impact 5.9.3.2 b) Violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality*

Groundwater is currently protected through the use of a subsurface HDPE liner system on approximately 10 acres of the compost operations area. As part of the site improvements, any surficial flow in the composting/processing area, including on-site run-off and/or compost leachate, will be retained on-site by an engineered compacted earthen pad designed to drain to detention basins in the proposed, currently unlined, operations areas. The engineered earthen pad will be developed to minimize (if not eliminate) surface water infiltration in order to achieve comparable low permeability rates similar to the permeability rates achieved by the HDPE liner system. Compaction and permeability tests will be taken at intervals of one for every 5,000 cubic yards of compacted fill placed during construction. This method of establishing impermeability was approved by the Colorado River Basin Regional Water Quality Control Board.

The proposed project includes new retention basins in the composting/processing area and the new C&D sorting/processing area, and a new siltation basin at the site entrance at landfill Road. The basins are designed to retain stormwater and any incidental site runoff rather than detain it for later release. Any water retained in the basins will be used to supplement the liquids used in the composting process. The new siltation basin at the site entrance has been designed to take the incidental stormwater flows from the closed landfill and convey them under the entry road then into a basin where water will percolate into the ground. This system will replace the existing swale currently used to serve this function.

The proposed expansion also includes the installation of three groundwater monitoring wells, (one upgradient and two downgradient), at such time as the active composting operation is expanded beyond the footprint of the existing 40-mil HDPE liner. Monitoring of these wells will be in

accordance with the Monitoring and Reporting Program Order approved by the CRWQCB as part of the revised WDRs for the site, and the well data will serve to replace the system in place.

Also, as indicated in mitigation measure, GEO-4, prior to the development of any habitable structures at the CVC site, the operator must have an On-site Wastewater Treatment (OSWT) Report prepared by a qualified professional such as a grading engineer with expertise in such designing systems or other qualified professional such as a registered civil engineer, registered engineering geologist, or registered environmental health specialist. The report shall describe how the OSWT will be installed/constructed, how sewage will be discharged or disposed of, and how the OSWT will be maintained. The OSWT Report shall be submitted for review and approval of the Riverside County Director of Environmental Health or his designated representative.

The SWPPP implements Best Management Practices to reduce potential water contamination that may also contribute to potential odor problems. The facility also holds current WDRs from the CRQWCB relating to the protection of water quality.

WDRs mandate that liquid grease trap waste only be accepted by permitted sources, that the operator take special efforts for treatment of such waste, as well as restricting the daily intake volume of liquid grease trap waste. WDRs also dictate that the operator not cause any degradation of any groundwater aquifer or water supply, nor contribute to the contamination or pollution of groundwater via the release of waste constituents in either liquid or gaseous phase. As part of the operator's approved, site specific OIMP, grease trap liquid waste is processed immediately to minimize odor and vector impacts.

Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation:

Adherence to mitigation measures HWQ-1 and HWQ-2, GEO-3, and GEO-4 would ensure that impacts associated with water quality are less than significant.

HWQ-1 During construction of the (1) entrance and drainage improvements; (2) low water crossing; and (3) new development in the composting/processing area, the operator

shall implement and comply with the following BMPs, or similar BMPs designed to accomplish the same purpose:

a. Good housekeeping: measures to maintain clean and pollution free work areas include designated vehicle parking away from the construction area, trash bins provided in the construction area; designated worker policing the construction area at the end of each work day, etc.

b. Preventive maintenance: measures taken to minimize, or eliminate, environmental exposure to pollutants during routine equipment and facilities maintenance. A dedicated location for the maintenance of equipment and vehicle maintenance shall be identified for each construction area and construction workers shall be informed of the location.

c. Storm water management practices: in advance of any construction activities where stormwater erosion/sediment control is necessary, identify potential storm water issues and provide BMPs such as hay bales, temporary diversion dams, or sediment control wattles to filter sediment and control erosion.

d. Training: the operator shall identify employees who will be trained to identify stormwater issues and be responsible for stormwater pollution management and monitoring.

e. Inspections: measurements taken by qualified employees to maximize effectiveness of stormwater BMPs include daily inspection of the construction site.

HWQ-2 The operator shall update the CVC Storm Water Pollution Prevention Plans to include construction and operation of activities in the lease boundary expansion area, the new composting/processing expansion area, and the improvements to the site entrance at Landfill Road and the low water crossing, and shall describe the potential sources of pollutants and the means to manage any identified sources to reduce storm water pollution. The SWPPP shall identify a suite of minimum BMPs, including but

not limited to, good housekeeping practices, employee training, etc. The operator shall file a Notice of Intent with the State Water Quality Control Board and have a copy of the Storm Water Pollution Prevention Plans and a Water Discharge Identification issued by the State Water Resources Control Board on file at the scalehouse/office.

GEO-3 The operator shall update the CVC SWPPP to include construction and operation of activities in the lease boundary expansion area, the new composting/processing expansion area, and the improvements to the site entrance at Landfill Road and the low water crossing, and shall describe the potential sources of pollutants and the means to manage any identified sources to reduce storm water pollution. The SWPPP shall identify a suite of minimum BMP's, including but not limited to, good housekeeping practices, employee training, etc. The operator shall file a Notice of Intent with the SWQCB and have a copy of the SWPPP and WDID issued by the SWQCB on file at the scalehouse/office.

GEO-4 The operator shall update the existing CVC PM_{10} Dust Control Plan to include the additional lease area and new site elements such as the expansion area for the C&D sorting/processing, and the compost windrow expansion area.

Reference: Revised Draft EIR page 5.9-9 - 11

3. *Impacts: (Impact 5.9.3.2 d) Create or contribute runoff water that would exceed the capacity of exiting or planned stormwater drainage systems or provide substantial additional sources of polluted runoff*

The CVC site drains in a general northeast to southwest direction. Earthen berms direct run-off and stormwater flows from the northeast away from and around the facility. On-site run-off is controlled through the perimeter berms. The site is presently graded to drain inward so that all storm flows are retained on-site and do not enter drainages to the north or the south.

Currently an HDPE liner system underlies approximately 10 acres of the compost operations area. The proposed expansion project includes the emplacement of a comparably functional, engineered

earthen pad that will line the proposed compost operations areas, as discussed previously in this section.

Percolation rates in unlined areas are not expected to differ substantially from the current and tested rates as a result of the proposed CVC expansion. The amount of surface run-off is similarly not expected to differ substantially; the area of expansion lies within an area of previously disturbed soils (historic borrow area for the Coachella Valley Landfill).

Proposed Detention Basins

The proposed project includes the construction of a series of detention basins that will effectively capture run-off from a 25-year, 24-hour storm event. Basins are as follows:

1. A detention basin near the entry to the composting/processing area at the new office;
2. A detention basin in the new C&D sorting/processing area;
3. A detention basin on the north side of the existing composting area; and
4. A detention basin near the southeast corner of the composting/processing area adjacent to an existing compost area and an expansion area.

In addition a new siltation basin will be developed at the site entrance. This has been designed to take the incidental stormwater flows from the closed landfill and convey them under the entry road then into a basin where water will percolate into the ground. This system will replace the existing swale currently used to serve this function.

The earthen basins will also prevent any surplus liquids draining from windrows from ponding around windrows and/or flowing off-site. However, if standing water occurs, the operator intends to vacuum out the water and reapply it in the compost area.

All containment structures and erosion and drainage control systems shall be designed and constructed under the direct supervision of a California Registered Civil Engineer or Certified Engineering Geologist, and shall be certified as meeting the prescriptive standards and performance goals (WDRs). These improvements are subject to review and approval as part of the site's Waste Discharge Authorization from the CRWQCB.

In general, the composting/processing area is not affected by off-site storm flows because it lies at a higher elevation than the surrounding terrain, except on the south side of the lease area. The small

drainage along the southern lease boundary carries intermittent stormwater flow from the local alluvial terrace; however, the operator has stated that to date, no stormwater in this drainage has affected the site.

Drainage

As under existing conditions, positive drainage will be maintained away from all structures (5 percent for 5 feet minimum) across unpaved areas to prevent ponding and subsequent saturation of the native soil. Adequate site drainage is essential to future performance of the facility. Infiltration of excess irrigation water (for the development of compost windrows) and stormwater can adversely affect the performance of the subsurface soil at the site. Therefore, all flows will be directed into proposed detention basins placed around the site. These basins will retain stormwater or leachate run-off. Any water that does not evaporate will be used to supplement the site's water supply for windrow development. Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation

Mitigation measure GEO-3 describes the requirement for development and implementation of the SWPPP, and would ensure that impacts are less than significant.

Reference: Revised Draft EIR page 5.9-15 - 16

4. *Impacts: (Impact 5.9.3.2 h) Include new or retrofitted stormwater Treatment Control Best Management Practices that could result in significant environmental effects (e.g. increased vectors or odors)*

The project site is located in the Coachella Valley where the average annual rainfall is approximately three inches, and average maximum temperatures range from a high of 72° F in January to 107° F in August. Evaporation of rainwater that may collect in basins can be rapid, especially during hot summer months.

The proposed project includes four new retention basins in the composting/processing area. The basins have been designed as retention basins in order to capture stormwater as well as residual water that may drain from the compost area, and reuse it in the composting process as windrows, which

must be kept at a moisture rate of 50 to 60 percent. The siltation basin proposed near the entrance to the CVC site at Landfill Road is designed to capture flows from the closed Coachella landfill and percolated. However, this is another source of additional water for dust control that would be utilized rather than allowed to stand in the basin. If a storm is of short duration such that only a minimum amount of water is standing in the detention basins, it is likely Therefore, any stormwater entering the basins would be quickly vacuumed up and reused, thus eliminating the potential for vectors or odor to occur. Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation

Adherence to mitigation measures HWQ-1 and HWQ-2 would ensure that impacts associated with water quality are less than significant.

Reference: Revised Draft EIR page 5.9-17 - 18

H. Land Use and Planning

1. Impacts: (Impact 5.10.3.2 e) Be compatible with existing and planned surrounding land uses

Current land uses surrounding the landfill site containing the CVC facility consist of vacant land (north, east and south), an agricultural site to the west (table grapes, dates and citrus groves) and the Vineyards Luxury Motor Coach Resort and Villas to the southwest. Under existing conditions, the CVC site is located approximately 1,990 feet (0.38 mile) north of the southerly property boundary of the landfill site, and approximately 2,530 feet (0.48 mile) west of the easterly property boundary. With the proposed expansion of the lease area, the distance to the southerly property boundary will not change. The distance from the easterly property boundary will be approximately 2,530 feet (0.48 mile). Views of the CVC site from off-site locations are distant from the property lines, and in some locations, are obscured by existing berms or the topography of the area. Views of the expanded CVC site will be very similar to those shown under existing conditions.

The Traffic Study prepared for the project concluded that an increase in trips associated with the expansion of the CVC site would not significantly reduce the Level of Service on area streets/intersections. This is because, of the projected 1,820 daily trips in passenger car equivalents, or PCE's (large trucks converted to passenger cars) associated with the project, 162 PCE's would

occur during the morning peak hour and 152 PCE would occur in the evening peak hour. This represents less than 10 percent of the vehicle trips associated with the project in either the morning or evening peak hours (combined, approximately 17 percent of the total number of daily trips).

The Air Quality Assessment prepared for the project included an assessment of odors, dust and other air quality impacts that are associated with the proposed project. Under current and future conditions, the operator must comply with a number of regulatory requirements in order to minimize adverse impacts on adjacent properties. Compliance with SCAQMD Rule 403 and 403.1 to control fugitive dust from leaving the site and is required to maintain and implement a Dust Control Plan that must be approved by SCAQMD. In addition, the operator must also comply with SCAQMD Rule 1133 and 1133.1, which regulates chipping, grinding and stockpiling of composted material. Because the project also includes a C&D sort line, the operator must also comply with Rule 1157 to reduce fugitive dust emissions related to the sorting and stockpiling of these materials. Finally, the operator must comply with the California Code of Regulations Title 14, Chapter 3.1 with regard to odors by preparing and maintaining an Odor Impact Minimization Plan (OIMP). Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation

With compliance with mitigation measures AQ-2 and AQ-3, in addition to applicable air quality regulations, impacts will be less than significant.

Reference: Revised Draft EIR page 5.10-9 - 10

2. *Impacts: (Impact 5.10.3.2 f) Be consistent with the land use designations and policies of the General Plan (including those of any applicable Specific Plan)*

Riverside County General Plan

As shown in Exhibit 5.10-1, the CVC facility is located on a County-owned, 640-acre site - the site of the closed Coachella Landfill. The County's site is designated "PF" (Public Facilities) on the Western Coachella Valley Area Plan. The Public Facilities Land Use Category specifically provides for the development of various public, quasi-public, and private uses with similar characteristics including uses such as landfills. The operation of a composting facility on the landfill site is consistent with this land use designation and the General Plan and is consistent with policies

associated with the Public Facilities Land Use Designation because the CVC facility, like the closed landfill (previous use of the site) and the CVTS on the north side of the landfill, offers essential solid waste services to the residents and businesses in the Coachella Valley. The expansion to the existing composting facility does not have a significant impact on sensitive uses, the facility's design configuration considers its surroundings and does not visually degrade the character of the surrounding area, provides for adequate and available support infrastructure adequate for its operation, and enhances an existing public facility that provides for a public need.

Other Plans

County Integrated Management Plan (CIWMP) and Nondisposal Facilities Element (NDFE)

As described in the Environmental Setting above, the County of Riverside operates its waste management system based on the CIWMP which identifies the County's goals, policies and objectives for achieving compliance with AB939, and describes the County's waste management system, programs, funding and implementation.

The NDFE is a required element of the CIWMP. The NDFE identifies and describes, at a minimum, existing and proposed facilities, other than landfills and transformation facilities, requiring a solid waste permit to operate. Nondisposal facilities are also those facilities that will be used by a jurisdiction to meet its diversion goals. The Riverside County NDFE identifies and describes those nondisposal facilities that will be needed to implement the Riverside County SRRE. Updates to the NDFE are identified in the Annual Report submitted to the State. The proposed improvements to the CVC facility are documented in the operator's Report of Composting Site Information (RCSI) which describes all of the revisions to the CVC Solid Waste Facility Permit (#33-AA-0292). In addition, the cities of Coachella and Indio depend on CVC and the CVTS to meet the diversions goals outlined in each city's Source Reduction and Recycling Element.

The existing facility was identified in the current CIWMP as a solid waste facility designated to provide composting services to the jurisdictions in the Coachella Valley. However, because there are other similar facilities operating in the valley, CVC generally takes in feedstock from more local areas including the cities of Coachella and Indio, and unincorporated areas in the eastern Coachella Valley. The operator operates a similar, smaller facility at the Edom Hill Landfill site in the City of

Cathedral City. To meet their mandated diversion goals, the cities of Coachella and Indio have identified the CVC site in their respective Source Reduction and Recycling Elements (SRRE).

The operator's intent in proposing the expansion of the CVC facility and other improvements at this time is to accommodate future population growth in the area which, in turn, will likely generate additional waste that must be diverted from the waste stream in order for the County and the cities of Coachella and Indio to continue to meet their AB 939 and AB 341 goals to reduce and recycle. Therefore, the proposed CVC expansion project is consistent with the CIWMP and related NDFE, as well as the SRRE's for the cities of Coachella and Indio.

Coachella Valley Multispecies Habitat Conservation Plan (MSHCP)

The project site is an existing operation and located in a former borrow area of the Coachella Landfill. The entire site has been disturbed by previous borrow activities associated with the closure of the Coachella Landfill and/or composting activities that have been on-going since 2000. Moreover, the project site is not located within an existing or proposed conservation area under the Coachella Valley MSHCP. However, although the CVC site is not located within a Conservation Area, it is located within the MSHCP development fee area and as such, prior to the issuance of grading permits, the operator must pay development fees in accordance with Riverside County Ordinance 875. The acreage subject to development fees shall be based on the increase in leased land (approximately 4.53 acres). Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation:

LU-1 Prior to the issuance of grading permits, the operator shall pay appropriate fees for the area of disturbance. The acreage subject to fees shall be based on the increase in leased land (approximately 4.53 acres). The area subject to the fee is in the northwest section of the composting/processing area as shown in Chapter 4, Project Description, Exhibit 4- 2, Preliminary Site Plan – Lease Agreement Amendment Area. Fees associated with the project are TUMF and MSHCP fees.

Reference: Revised Draft EIR page 5.10-11 - 13

I. Noise

1. Impacts: (Impact 5.12.3.2 f/g) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Construction Noise

The nearest sensitive receptors to the project site are single-family dwelling units located along the golf course, which is approximately one mile to the southwest of the existing CVC composting/processing area, where noise generating equipment would operate. The Vineyards Luxury Motor Coach Resort is also located approximately one mile west of the closest point of the existing CVC composting/processing area.

Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Expansion of the CVC facility will be completed in five phases, 1) site preparation, 2) grading, 3) paving, 4) facility construction, and 5) application of architectural coatings. The last phase may not be necessary because the buildings proposed are modular buildings that will not likely require painting. However, to err on the side of caution, architectural coatings were considered in the analysis of the proposed improvements.

Site preparation would consist of removing any vegetation and stones prior to grading and is expected to last for approximately two weeks. This phase only applies to (1) improvements to the entrance at Landfill Road, (2) relocation of the scalehouse/office and scale (including adding a second scale); (3) a new employee breakroom and related septic system; (4) the new C&D sorting area, and (5) the expansion of the windrow area. Equipment would consist of three rubber tired dozers, a water truck modeled (modeled as a dump truck), warning horn/beeping and a combination of four of the following: tractor, loader, or backhoe.

Grading would occur after the completion of the site preparation phase. Approximately 18 acres would be disturbed over 1.5 months and would require 20 worker trips per day. The proposed grading is balanced, which would result in no import or export of material from the project site. The on-site equipment would consist of two excavators, one grader, one rubber tired dozer, two scrapers, one water truck (modeled as a dump truck), and a combination of two of the following: tractor, loader, or backhoe. Warning horns/beeping are included on the on-site equipment.

Facility construction would occur after the completion of the grading phase. Approximately 1,500 square feet of facility structures would be brought to the site as modular buildings (scalehouse, employee breakroom, office, maintenance area), and assembled over approximately six to eight weeks. This would require 20 worker trips and five vendor trips per day. The on-site equipment to prepare the area of the site where these structures would be placed will likely consist of one crane, three forklifts, one generator set, one welder, one water truck modeled as a dump truck, and a combination of three of the following: a tractor, loader, or backhoe.

Paving would occur after the completion of the facility construction phase. Approximately two acres of roadway and parking areas would be paved over 1.5 months and would require up to 15 worker trips per day. The on-site equipment would consist of two pavers, two paving equipment, one water truck modeled as a dump truck, and two rollers. Paving would occur at the site entrance at Landfill Road, at the low water crossing, at the location of the new scalehouse/office and scales, and at the location of the new employee breakroom, maintenance building and parking lot.

Application of architectural coatings is not anticipated since the buildings are modular and are built off-site and only set up on-site.

Worst-case noise scenarios were modeled for each phase of construction. Noise levels associated with each piece of construction equipment were modeled using the Road Construction Noise Model (RCNM) provided by the FHWA. All equipment was modeled operating simultaneously at a distance of 5,000 feet from the composting/processing area, which represents the approximate distance to the nearest sensitive receptor. Usage factors were provided in the RCNM model and vary with each piece of equipment. RCNM modeling does not take into account any possible shielding

affects associated with existing or proposed intervening structures or topography and therefore represents a worst-case scenario.

Riverside County Ordinance 847 prohibits the creation of any sound, on any property that causes the exterior sound level property designated as "Residential" in the general plan to exceed 55 dBA Lmax between the hours of 7:00 AM and 10:00 PM or 45 dBA Lmax between the hours of 10:00 PM and 7:00 AM. However, construction is exempt from Ordinance 847 as long as it is limited to the hours of 6:00 AM to 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May. Project construction will comply with Ordinance 847.

The analysis shows that noise levels associated with the various construction phases at the project site could reach 47.4 dBA Leq and up to 45.0 dBA Lmax at the nearest sensitive receptor (single-family detached residential dwelling unit located south of the site adjacent to the golf course). This represents a worst case analysis and no intervening shielding was considered. Construction noise generated on site would not exceed the established thresholds and therefore a less than significant impact during construction would occur.

Operational Noise (On-site)

The proposed project is expected to create transportation noise sources typical of industrial land uses including, heavy trucks, backup alarms, truck idling, truck acceleration. The proposed project will also generate noise sources associated with materials processing including sorting, screening, materials and earthmoving and grinding. The noisiest on-site activity is and will be loading and operating the grinder and operation of the rock/asphalt crusher. The rock/asphalt crusher is a portable plant that will be brought to the site when a stockpile of inert material reaches approximately 5,000 tons. At that point, the portable plant will be brought to the site and operated until the material is reduced in size and transported to a recycling facility for reuse as road base, or other fill material. Representative measurements of the grinder were collected and applied to the project site in order to estimate project noise at the nearest sensitive receptors. Representative noise levels for crusher noise were taken by Kunzman Associates at the Mitsubishi Quarry (located in Lucerne Valley near the High Desert community of Lucerne and the Town of Apple Valley) on May 15, 2012.

On-site project operational noise will include trucks entering and exiting the site and moving around the site; movement of materials; sorting of materials; and grinding of materials. By far, grinding activities will generate the loudest and most sustained noise.

Representative noise measurements of 78.2 dBA Leq and 90.4 dBA Lmax were taken of the existing grinder operating together with the largest loader at the existing facility and noise levels of 75.1 dBA Leq were taken of a rock crusher and loader at a distance of 300 feet, utilizing an American National Standards Institute (ANSI Section SI4 1979, Type 1) Larson Davis model LxT sound level meter. Assuming a worst-case scenario of all of the above equipment operating simultaneously, at the southernmost property boundary, noise levels would reach up to 50.6 dBA Leq and up to 50.4 dBA Lmax at the nearest single-family detached residential dwelling unit. The ambient noise reading at this location is 45.7 dBA. Although this increase of 4.9 dBA Leq may be discernable at the quietest golf course homes, the increase would be less than 5 dBA Leq and would not be substantial. Furthermore, this analysis does not take into account the various berms and undulating landscapes which act to reduce noise levels in the surrounding community. Therefore, these values are anticipated to be even lower than the values provided in the analysis. Note: to date, neither the site operator nor the County has received any noise complaints from existing residents in the vicinity.

The project will also include employee and visitor parking areas. Typical noise that may be generated by the proposed parking lot include landscaping maintenance, conversations and/or yelling in parking lots, vehicle doors closing, and car alarms. Activity that typically occurs in parking lots can generate noise levels between 49 dBA (tire squeals) and 74 dBA (car alarms) at a distance of 50 feet. These noise levels would attenuate to 9.0 dBA and 34.0 dBA at the nearest sensitive receptor and would not be audible over existing ambient noise levels.

Riverside County General Plan Policy N 4.1 prohibits facility-related noise, received by any sensitive use, from exceeding 45 dBA-10-minute Leq between 10:00 PM and 7:00 AM (nighttime standard) or from exceeding a 65 dBA-10-minute Leq between 7:00 AM and 10:00 PM (daytime standard). As described above, the grinder/loader noise will be the loudest noise source generated by project operations. This noise, however, would attenuate to 38.2 dBA Leq at the nearest sensitive receptor.

Riverside County Ordinance 847 prohibits the creation of any sound, on any property that causes the exterior sound level property designated as "Residential" in the General Plan to exceed 55 dBA Lmax between the hours of 7:00 AM and 10:00 PM or 45 dBA Lmax between the hours of 10:00 PM and 7:00 AM. As discussed above, project generated maximum noise levels are not expected to exceed 57.1 dBA Lmax at the nearest sensitive receptor. It is important to note that this noise level estimate assumes hard terrain and does not take into account the intervening topography between the noise source and the noise receptors and is therefore a very conservative estimate. Typically a Noise Assessment assumes a level plane between a noise generator and a noise receptor in order to evaluate a worst case scenario. The worst case project noise scenario would not exceed the Riverside County Ordinance 847 daytime standards of 55 dBA but would exceed the nighttime standard of 45 dBA Lmax. When considering the change in topography between the compost area and the nearest sensitive receptors (a change in elevation of at least 100 feet) and the presence of a levee between the County's Public Facilities site and the nearest sensitive receptors, noise levels would be considerably lower. The impact would be less than significant between the hours of 7:00 AM and 10:00 PM. Operation of the rock crusher between the hours of 10:00 PM and 7:00 AM would be significant. Mitigation measure NOI-1 would prohibit the use of the rock crusher between 10:00 PM and 7:00 AM and would reduce impacts to less than significant.

Operational Noise (Off-Site)

The proposed project is expected to generate 80 passenger vehicle and 456 truck trips per day at the peak of daily intake of feedstock. All trucks were assumed to be heavy for noise modeling purposes. This is a very conservative assumption and takes into account noise associated with trucks hauling trailers. Existing and Existing Plus Project noise levels were modeled for each affected roadway segment using the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Modeling data and assumptions were taken from the traffic study prepared for the project by Kunzman Associates.

Existing traffic noise modeling resulted in noise levels of 59.4-72.1 dBA CNEL along affected roadways. Existing Plus Project traffic is expected to reach noise levels of 68.2-72.2 dBA CNEL along affected roadways and result in increases in ambient noise levels ranging from 0.1 to 3.5 dBA CNEL. It is important to note that modeled noise levels may be lower than measured ambient noise

levels due to other noise sources in the area. The purpose of this analysis was to calculate the project's contribution to an increase in noise levels due to project generated traffic. An Addendum to the Noise Impact Analysis was prepared based on the updated Traffic Impact Analysis (October 2015).

Project generated traffic would result in noise level increases greater than 3 dBA CNEL along Landfill Road. There are however, no sensitive receptors along that road segment. All other increases in ambient noise levels due to project generated traffic would be less than 3 dBA CNEL and would not result in substantial increases in ambient noise levels.

Additionally, as discussed under impact 5.12.3.2 c/d, impacts relating to the Porject (construction/operation) will not create a significant impact relating to ambient noise levels along affected roadways. Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation:

NOI-1 As part of the revised SWFP and RCSI to be approved by the LEA, the hours of site operation shall clearly state that no C&D sorting that involves crushing shall take place between the hours of 10:00 PM and 7:00 AM.

Reference: Revised Draft EIR page 5.12-15 - 21

J. Public Services

1. Impacts: (Impact 5.14.3.2 a-e) Would the project have an effect upon or result in a need for new or altered government services in any of the following areas: Fire Protection, Police Protection, Schools, Libraries and/or Health Services

Fire Protection

The project site is not located within a high fire area or state responsibility area as indicated on the Riverside County Land Information System. However, the risks of fire from composting green waste, accidental spill or mishandling of fuel or heavy equipment malfunctioning always exist and must be properly managed by the operator.

Spontaneous combustion of green waste windrows and stockpiles is prevented through the proper maintenance of these piles such as proper aeration, adding moisture at appropriate times, and turning

the windrows at regular intervals. Also, the CVC operator conducts regular inspections of the equipment used to handle combustible feedstock and composting materials for oil or fuel leakages to minimize fire hazard.

The CVC site operates with an approved Emergency Response Plan that will be updated to include the additional expansion area and new C&D sort line. For fire protection, the composting/processing area is equipped with a fire protection and suppression system that includes fire hydrants, standpipes, and fire extinguishers. All fire hydrants and standpipes are active and equipped with hoses and additional hydrants and standpipes will be installed in the expansion areas (expanded composting/processing area and new C&D sorting area, employee area). All facility rolling stock (e.g. bucket loaders, trucks) are equipped with fire extinguishers and any new rolling stock will also be so equipped. All facility employees are trained in using fire suppression equipment and as new employees are added, they too will be trained in the use of fire suppression equipment.

CVC operational personnel are relatively self-sufficient and have been trained with regard to fire protection and the delivery of fire suppression technology. However, the diversification of materials to be handled, the increases in volume of the composting operation and general increase in human activity represents a potential increase in the on-site occurrence of a fire, which will be addressed in the operator's revised/updated Emergency Response Plan. The plan must be revised/updated prior to any expansion of the facility as set forth in Mitigation measure PS-1.

Additionally, the project would be required to pay Development Impact Fees (DIF fees), to assist in providing revenue to acquire or construct necessary public facilities, in accordance with the County Ordinance No. 659.

Police Protection

Due to the remote location of the property, and the fact that the site is surrounded by agricultural land and open space, the CVC facility has not, nor is it expected to become a prime target for criminals. During hours when materials are received from the public, facility personnel monitor the entrance and operations areas to assure that members of the public do not enter active operations areas that could pose a safety hazard. During hours when the facility is closed, the main gate is

locked. Security cameras at the scalehouse provide constant security during both business hours and closed hours.

The increase in feedstock and vehicles entering the facility will not likely require the need for police protection because the feedstock entering the site will be similar to what is entering the site now. The site will remain remote due to its location near the center of the County's larger Public Facilities site, and the lack of urban uses nearby. Therefore, the proposed expansion of the CVC site will not cause the need for new or altered police services. Additionally, the project would be required to pay DIF fees, to assist in providing revenue to acquire or construct necessary public facilities, in accordance with the County Ordinance No. 659.

Schools / Libraries

The proposed project is not a growth inducing project and would not result in a need for new or altered services for schools. Approximately 41 new employees may be based at the CVC site, although the number of employees is not anticipated to increase dramatically, but gradually as the amount of feedstock entering the site increases due to increased growth in the region. These new employees are expected to be hired from within the local community so that few new residents would be generated as a result of the proposed project. Therefore, the proposed expansion of the CVC site will not cause the need for new or altered school services.

Health Services

Similar to other public services, the proposed project is not a growth inducing project and would not result in a need for new or altered health services. An additional 41 employees may be based at the CVC site, although the number of employees is not anticipated to increase dramatically, but gradually as the amount of feedstock entering the site increases due to increased growth in the region. These new employees are expected to be hired from within the local community so that few new residents would be generated as a result of the proposed project. The proposed expansion of the CVC site will not cause the need for new or altered health services.

Therefore, with mitigation and compliance with regulatory requirements, any impacts to public services will be reduced to less than significant.

Mitigation:

PS-1 Prior to the expansion of the facility or increase in the amount of feedstock or vehicles entering the site, the Emergency Response Plan shall be updated to include the additional activities in the expansion areas, the location of all fire hydrants and standpipes, and other relevant, and any other pertinent information. The Emergency Response Plan shall be submitted to the Riverside County Department of Waste Resources, Riverside County Department of Environmental Health Hazardous Materials Division, and the Riverside County Fire Code Official and Local Enforcement Agency (LEA) for review and approval.

Reference: Revised Draft EIR page 5.14-3 - 6

K. Transportation and Traffic

1. Impacts: (Impact 5.16.3.2 a/b) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system; or conflict with an applicable congestion management program

Applicable plans ordinances or policies

The existing composting operation is projected to generate approximately 452 daily vehicle trips in PCEs, 38 occurring during the morning peak hour and 44 during the evening peak hour. The breakdown of trips by vehicle type and traffic volumes in Passenger Car Equivalents (PCEs) based on the assumption that 985 tons of material and 55,000 gpd of liquids will be delivered. The proposed project is projected to generate approximately 1,768 daily vehicle trips in PCEs; 160 during the morning peak hour and 144 during the evening peak hour. The proposed project compared to the existing operation is projected to generate approximately 1,316 more daily vehicle trips in PCEs, 160 more of which will occur during the morning peak hour and 144 more of which will occur during the evening peak hour.

Existing Plus Project

Under existing plus project conditions all study area intersections and roadway segments are projected to operate within acceptable Levels of Service during the peak hours. All intersections will

operate at LOS A or LOS B except for Dillon (NS) at Vista Del Norte (EW) in the AM and PM peak period, which will operate at LOS C, still an acceptable Level of Service.

Existing Plus Ambient Growth Plus Project

Under existing plus ambient project conditions all study area intersections and roadway segments are projected to operate within acceptable Levels of Service during the peak hours.

Existing Plus Ambient Growth Plus Project Plus Cumulative

Under this scenario, the ambient growth in the area, plus the project and other cumulative projects were considered. The Traffic Analysis Zone represents other cumulative projects around the proposed CVC Expansion Project and represents cumulative projects, that when combined represents cumulative traffic trips in the area.

Under this scenario the study area intersections and roadway segments are projected to operate within acceptable levels of service during the peak hours.

Traffic Signals

Traffic signals are projected to be warranted at the following study area intersections for Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions:

Dillon Road (NS) at:

- I-10 Freeway WB Ramps (EW)
- I-10 Freeway EB Ramps (EW)

The two intersections do warrant traffic signals but they do not go deficient due to the proposed project or cumulative projects. Traffic signals can be warranted based upon volumes even though they operate at LOS C or better. Therefore, while the projected traffic signals along Dillon Road at the WB and EB I-10 Freeway ramps will improve traffic through those intersections, the signals are not direct or indirect mitigation required as part of the proposed project.

Unsignalized intersections were evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the Manual of Uniform Traffic Control Devices 2003 California Supplement, dated January 21, 2010. According to the TIA prepared for the project the affected intersections and road segments along Dillon Road would continue to operate at acceptable levels of service under the Existing Plus Ambient Growth

Plus Project Plus Cumulative scenario except for Dillon Road at the I-10 Freeway. Traffic signals are projected to be warranted at Dillon Road and both eastbound and westbound ramps. Under this scenario and at buildout of the proposed project, all intersections and roadway segments would operate at Level of Service C or better with improvements except Dillon Road at Vista Del Norte which will operate at Level of Service D; still an acceptable level of service.

Intersection Safety

The proposed project is projected to generate approximately 1,316 more daily vehicle trips in PCE's, 122 more PCE's will occur during the morning peak hour and 100 more PCE's will occur during the evening peak hour. The proposed project will continue to have access to Dillon Road via Landfill Road.

Due to the number of large trucks using Dillon Road, including those accessing the CVC site, the intersection of Dillon Road and Landfill Road was studied to determine if intersection improvements were required. Currently the northbound right turn lane meets the 150 foot storage length requirement. However, the City of Indio has requested that additional deceleration lane length be added. Based on the posted speed of 55 miles per hour and AASHTO guidelines, a 485 foot deceleration lane should be added to accommodate the vehicles slowing down for the right turn.

In addition, a southbound bypass lane for through vehicles should be constructed with the warranted southbound left turn lane from Dillon Road to Landfill Road. This is to accommodate a southbound left turn deceleration and storage lane and westbound left turn acceleration lane on Dillon Road for vehicles turning left from Landfill Road onto southbound Dillon Road. North of the intersection, the southbound bypass lane should be a minimum of 1,180 feet including a minimum approach-taper of 660 foot (speed x lane width), a minimum storage of 150 and a minimum deceleration lane of 370 feet8. South of the intersection, the bypass lane should be a minimum of 1,350 feet including an acceleration lane of 750 feet, and a minimum merge taper of 600 feet (50:1). A side road ahead warning sign (W2-2) should be placed on the north and south approaches.

The proposed project is not projected to yield any significant impacts upon traffic and circulation on the public street system (County of Riverside, City of Coachella, City of Indio) which have not already been incorporated into the design of the proposed project or required of the proposed project

via established rules and regulations such as the payment of TUMF in accordance with the latest fee schedule in effect, pursuant to Riverside County Ordinance No. 673.

However, the updated TIA identified mitigation measures that when incorporated into the project would contribute to improved traffic flow on Dillon Road. Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation

TRANS-1 During construction of the on-site improvements, the operator shall construct the following off- site improvements:

a. Install a southbound left turn lane on Dillon Road for transition to eastbound Landfill Road; and

b. Lengthen the existing northbound right turn lane taper from Dillon Road to Landfill Road to allow for a greater deceleration length prior to storage length of the right turn lane for Dillon Road which has a posted speed limit of 55 miles per hour.

c. A southbound bypass lane for through vehicles shall be constructed with the warranted southbound left turn lane to accommodate a southbound left turn deceleration and storage lane and westbound left turn (from Landfill Road) acceleration lane on Dillon Road. North of the intersection, the southbound bypass lane shall be a minimum of 1,180 feet including a minimum approach-taper of 660 foot (speed x lane width), a minimum storage of 150 and a minimum deceleration lane of 370 feet. South of the intersection, the bypass lane should be a minimum of 1,350 feet including an acceleration lane of 750 feet, and a minimum merge taper of 600 feet (50:1). A side road ahead warning sign (W2-2) should be placed on the north and south approaches.

TRANS-2 Prior to issuance of occupancy permits for the new buildings on-site, the operator shall pay applicable TUMF fees to the County of Riverside Department of Waste Resources (DWR), in accordance with the latest fee schedule in effect, pursuant to

Ordinance No. 673. DWR shall be responsible for transmitting the fees to CVAG to be placed in the Coachella Valley Transportation Mitigation Trust Fund.

Reference: Revised Draft EIR page 5.16-6 - 21

2. *Impacts: (Impact 5.16.3.2 e) Substantially increase hazards due to a design feature or incompatible use*

The existing entrance to the CVC site is restricted due to the distance between the fence posts on either side of the entry gate that limits one truck entering or leaving the site at one time. In addition, the current location of the scalehouse limits the number of trucks that can queue between the scale and the entry gate to approximately 10 vehicles. Under the proposed project, the operator intends to upgrade the entrance to increase sight distance along Landfill Road and to widen the entry to accommodate simultaneous ingress and egress to the site.

With regard to internal circulation, the TIA identified a number of measures that would minimize hazards on site. These are included as mitigation measures to be adopted as the proposed improvements are implemented.

The proposed expansion of the CVC facility will result in an increase in traffic safety by eliminating existing hazards associated with the CVC entrance. The mitigation proposed will enhance sight distance along Landfill Road and will widen the entry to accommodate simultaneous ingress and egress to the site during operating hours, allowing increased flow of traffic. Therefore, hazards related to any design defects at the site would be reduced to less than significant with the incorporated mitigation.

Mitigation:

TRANS-3 Sight distance at the project access roadway to Landfill Road shall be reviewed with respect to standard California Department of Transportation/County of Riverside sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.

TRANS-4 The following measures shall be implemented as part of the proposed improvements in order to provide a safe working environment at the CVC site:

- The operator shall provide sufficient parking spaces to meet County of Riverside parking code requirements in order to service on-site parking demand.
- Circulation within the project site shall allow relatively free flow of vehicular traffic with no constrictions.
- Adequate transfer truck turning radii shall be provided on-site.
- On-site traffic signing/striping shall be implemented in conjunction with detailed construction plans for the project site.

Reference: Revised Draft EIR page 5.16-21 - 22

3. *Impacts: (Impact 5.16.3.2 f) Cause an effect upon or a need for new or altered maintenance of roads*

The proposed project includes an increase in vehicle trips as the amount of tonnage increases during the life of the permit from 250 tons per day and 12,500 gallons per day of liquid waste, to 985 tons per day and 55,000 gallons per day of liquid waste. The increase in daily trips in passenger car equivalents will require the operator to pay Transportation Uniform Mitigation Fees (TUMF). TUMF fees are used to pay for road improvements throughout the Coachella Valley such as along highways and freeway access points.

The Coachella Valley Association of Governments has a Transportation Uniform Mitigation Fee (TUMF) Ordinance, which is in effect until 2039. The ordinance applies only to new development yet to receive final discretionary approval and or issuance of a building permit or other development right and to any reconstruction or new use of existing buildings that result in a change of use and generates additional vehicular trips. Therefore, the proposed improvements to the CVC facility are subject to the TUMF ordinance and the operator must pay applicable fees for traffic mitigation. The applicant's payment of TUMF fees mitigates the potential environmental effects associated with the increase in vehicle trips to the CVC site at intersections and along roads such as the intersection of Dillon Road and the I-10 Freeway and no further mitigation or mitigation monitoring is required for this issue.

With regard to the local area, specifically Dillon Road, trips associated with the CVC facility are part of a larger number of trips using this road. In addition to the CVC site, other trips on Dillon Road are to the Coachella Valley Transfer Station and trips associated with the transportation of aggregate materials at sites further north on Dillon Road. Passenger cars using Dillon Road are minimal by comparison and mostly associated with the small community of Indio Hills further north on Dillon Road and the Vineyards located on Dillon Road south of Landfill Road. The community of Terra Lago in the City of Indio to the east of Landfill Road has its main access from Golf Center Parkway. When adding future trips (in PCE) associated with the CVC expansion project (additional 1,316 trips) with other cumulative projects in the area (178,134 trips), the total number of future trips for these projects combined would be 179,450 trips, with approximately 0.5 percent of the trips attributed to the CVC Expansion project. This does not include existing heavy trucks associated with existing mining and related land uses on Dillon Road.

Payment of TUMF fees for regional improvements (see Mitigation measure TRANS-2), and participation in a road maintenance program for Dillon Road, will serve as adequate mitigation for the impacts associated with the future daily trips of the proposed project. Therefore, with mitigation, impacts are less than significant.

Mitigation:

TRANS-5 The operator of CVC shall coordinate with the County of Riverside and cities of Coachella and Indio, and pay a fair share of the maintenance cost, in order to ensure that Dillon Road is improved and maintained as the CVC project and other cumulative projects that would take access from Dillon Road, are developed.

Reference: Revised Draft EIR page 5.16-22 - 24

L. Utilities and Service Systems

1. Impacts: (Impact 5.17.3.2 b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed

Process Water

In 2012, CWA records indicated that the CVC facility used a total of 9,876,592 gallons for the calendar year or an average of 39,100 gpd of domestic water. Presently, the potable water is

supplemented by incoming loads of grease trap liquids. The facility is currently permitted to accept up to 12,500 gallons of grease liquid grease waste per day that is used in the composting process. Water usage varies by season with substantially more water being consumed during summer months. Under future conditions, water usage will vary depending upon the quantity of compost being produced versus other soil amendment products and mulches. Water is continually added throughout the active compost stage and is typically applied during windrow turning activities to add moisture and control dust and emissions. Assuming that each windrow is turned five times during active composting over the course of six weeks, approximately 231 gallons of water or other liquid per ton of active compost is needed through the active compost stage. Therefore, at peak operations of 450 tpd of active compost, approximately 103,950 gpd of water or other liquids is required to process water.

In 2012, CVC was producing approximately 150 tpd of active compost requiring approximately 33,100 gpd of process water. The increase in site activities will result in an increased demand for process water. The proposed expansion includes an increase in total liquids (grease trap and gray water) from 12,500 gpd to 55,000 gpd. Therefore, of the total process water demand of 103,950 gpd for composting, gray water and grease trap liquids will account for approximately 53 percent of the total process water for composting used on a peak day.

Dust Control

Presently, all unpaved roads are watered for dust control an average of twice per day. There is approximately 5,000 lineal feet of unpaved roads on-site between the entrance at Landfill Road and to/around the compost area. A 2,000 gallon water truck can spray approximately 1,200 lineal feet of roadway. Therefore, approximately 16,000 gallons of water or eight 2,000-gallon water truckloads is currently needed for dust control. The proposed expansion will increase the total unpaved roadways to approximately 8,500 lineal feet. Using the same assumption of water application, the expansion will require approximately 28,300 gallons for roadway dust control.

Additional water is used for dust control during organics grinding and screening activities. Although grinding and screening activities vary from day to day, an average of 2,500 gallons of water is used per day for such activities. It may be assumed that grinding and screening activities will increase

approximately three times with the expansion. Therefore, approximately 7,500 gpd will be used for process dust control at full operations. C&D activities will also require water for dust control. Sorting mixed C&D wastes using a shaker screen and sort line will require the application of water to the C&D wastes prior to loading onto the shaker screen. It is estimated that at 200 tpd, process dust control will require approximately 1,500 gpd of water.

Employee Sanitary Uses

Currently, employees use portable toilets stationed around the site and at the scalehouse, and bottled water is used for drinking water. Under the proposed expansion, the site operator will move the scalehouse to the entrance of the composting area and will add an employee breakroom, and maintenance area. The employee breakroom will have running water and be hooked up to a septic system. The site operator has calculated that up to 980 gpd of domestic water will be used for employee sanitary uses.

The total amount of water required for all of the site activities is 142,230 gpd. The site operator proposes to increase the amount of liquids accepted at the site from 12,500 to 55,000 gpd (gray water and grease trap) thus reducing the net domestic water use at the site to 87,230 gpd, or approximately 39 percent.

Water Supply

Water treatment for potable water is provided by CVWD, which provides water to the Coachella Water Authority (CWA), and Community Facilities District that serves the unincorporated eastern Coachella Valley area. The expansion of the CVC facility will require an increase in the amount of water received from the CWA, however, as discussed above, under existing conditions, on an annual basis, operating six days per week, the facility uses an annual volume of 12.2 million gallons. This represents approximately 30 percent of the total annual volume for industrial uses in the City of Coachella, but less than one percent of the total annual volume of water used in the City.

The 2010 UWMP also identifies the City's future water supplies and water demand, projected in five year increments through the year 2035.

The 2010 UWMP states that the City has a small number of non-residential uses including commercial and industrial uses, and that as the City continues to grow it is anticipated that non-

residential uses will also grow to provide services to an increasing population (2010 UWMP, Section 3.1.4). Thus, in its UWMP, the City has considered the balance between land uses competing for a finite commodity and has identified strategies for ensuring the water supply.

On an annual basis, with the facility operating seven days per week, water use would increase to an annual volume of 31.75 million gallons. This represents approximately 55 percent of the total annual volume for industrial uses in the City of Coachella in the future served by CWA, but still less than one percent of the total annual volume of water used in the CWA service area.

The City of Coachella General Plan Update Program EIR provided growth projections in the City through 2035. The CWA service area encompasses the City of Coachella, and also includes the CVC site. The City's population will increase dramatically over the next 20 years from approximately 50,000 to 134,890 people. The General Plan Update Program EIR also indicated that approximately 49.6 percent of households in the City had at least 5 people.

Per capita water use was calculated in the City's 2010 UWMP. As presented in the City's 2010 UWMP, water use is currently 191 gallons per capita per day (gpcd), with a projected reduction to 186 gpcd by 2015 and to 181 gpcd by 2020 and beyond in accordance with the requirements of SBx7-7. The estimated increase in annual water use from 2010 to 2035 is 6,074 million gallons or 18,642 acre-feet in the CWA service area. This is according to the City of Coachella General Plan Update Program EIR Section 4.16, Water Supply-Wastewater, interpolated from the City's 2010 UWMP. For the proposed expansion of the CVC, using a conservative number of 200 gpcd, the net increase in domestic water use at the CVC facility of 48,130 gpd represents approximately 241 City residents. The total daily water needs of the project not considering existing conditions or the use of grease trap liquid to supplement domestic water supply is 142,230 gpd. Again, using the 200 gpcd number, this would equate to 711 new residents. When considered with the population projections in 2020, the equivalent water use by 711 new residents equates to approximately 1 percent of the water use by residents.

Even though the City is planning for future growth and related water use and has indicated in the UWMP that water is available in the future to support planned growth in the City, the operator still

intends to reduce and conserve water at the CVC facility to the greatest extent feasible. Under proposed conditions, the operator is proposing to reduce the amount of water used on-site as follows:

1. Redesign the facility to add four detention basins around the site to capture and detain stormwater on-site for use to supplement the water supply for dust control or compost process water; and
2. Increase the amount of liquids from 12,500 gallons per day to 55,000 gallons per day (gray water and grease trap liquids).

Understanding that water use in the Coachella Valley is tenuous, especially in areas where significant population growth is forecasted, the site operator, in consultation with the CWA and the Local Enforcement Agency, could explore other alternatives to the use of CWA water including increasing the amount of non potable liquids used on-site, the use of recycled or reclaimed water that may be available in the future from CVWD, or the use of gray water when available. Mitigation Measure USS-1 will be implemented by the operator in an effort to minimize the impact on the water supply. The various water management plans CWA and CVWD have developed identify DMMs to include reducing water use through smart landscaping principals. Although not specifically called out in either agency's plans, the use of compost, mulch and other soil amendment products made at the CVC facility should be part of a landscaping strategy to reduce water consumption because when applied to soil, compost and related soil amendment products provide cover to reduce evaporation from the soil, as well as provide additional moisture. Both CWA and CVWD have public outreach programs and school programs that emphasize water conservation and landscaping with drought tolerant vegetation. The site operator, Burrtec, also conducts public outreach programs, including programs for schools where the use of CVCs products are introduced. Burrtec's product end users include farmers, golf courses, and landscaping firms with both public and private clients all using these products for soil nutrient enhancement and water conservation. Burrtec will continue to broaden its public outreach and school programs which will benefit future users in reducing water usage for landscaping. This would include coordinating with CWA, CVWD, the Indio Water Authority, and Community Facilities Districts that serve unincorporated areas of Riverside County, in order to include the use of compost and other soil amendment products that would reduce the

dependence on potable water for landscaping. Therefore, while not included as part of the analysis, the use of CVC's products by end users would translate to considerable reductions in water usage throughout the region.

The net increase in consumption of potable water to be obtained from the CWA due to project implementation (process water, dust control, employee breakroom) is an estimated 48,130 gallons per day. When assuming that an average household of four uses 400 gallons per day, the increase in water consumption at CVC would be equivalent to that of an additional 34 households for a total of 120 households. In this regard, the threshold for the preparation of a Water Supply Assessment to determine if a water provider has an adequate water supply is 500 homes.

As a consequence, the increase in potable water consumption at the site is well below this threshold and no significant effects on water supply are anticipated.

Although the proposed project represents approximately one percent of the water usage in the City in 2020, understanding that the State of California, including the Coachella Valley are experiencing drought conditions, the site operator will continue to work with the City of Coachella and the County of Riverside to conserve water on-site. Despite the less than significant impact on water resources, USS-1 will further reduce this already less than significant impact.

Mitigation:

USS-1 The operator shall coordinate with the Local Enforcement Agency (LEA) to identify additional acceptable alternative liquid supplies to supplement the use of potable water at the site.

Reference: Revised Draft EIR page 5.17-6 - 12

2. *Impacts: (Impact 5.17.3.2 c/d) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects; and result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments*

Under existing conditions, the eight employees at the site use portable toilets and mobile hand washing stations at the scalehouse and in the compost working area. Under the proposed expansion

of the CVC facility, the operator intends to move the scalehouse to a new location near the compost working area and add an office and employee breakroom at the site. The breakroom will include toilets and sinks for the employees. This will require the installation of a septic tank and leach field at the site. In addition, portable toilets will continue to be located throughout the organics/compost area and C&D processing area.

Riverside County Department of Environmental Health

Prior to development of the on-site wastewater treatment system, the operator must have an Onsite Wastewater Treatment System (OWTS) report prepared by a registered civil engineer, registered engineering geologist or registered environmental health specialist who has expertise in designing on-site wastewater treatment systems. The report must be prepared according to the specifications outlined in the Riverside County Department of Environmental Health Onsite Wastewater Treatment Systems Technical Guidance Manual (accessed June 21, 2013).

As part of the OWTS report a percolation test must be performed with a minimum of 4 percolation tests and 1 deep boring, and conducted in the area where the system will be developed. In addition, the report must include design recommendations that identify the design rate in minutes/inch converted to square feet/100 gallon of septic tank capacity for leach lines. As part of the geotechnical due-diligence for the project a total of four percolation tests were conducted in November 2012. The tests were performed in conformance with the Riverside County Department of Environmental Health standards for percolation tests. The tests results indicated that the stabilized soil percolation rate for the soil ranges from 1.51 to 6.67 minutes per inch, therefore, a maximum soil percolation of 6.67 minutes per inch would be used for the design of the leach field associated with the OWTS. The leach fields should be designed using a minimum of 20 square feet of leaching area per 100 gallons of septic tank capacity.

In addition to the percolation tests, soil borings were made around the site to depths of 28 feet below ground surface and no groundwater was encountered in the borings. According to the geotechnical due diligence report, historic groundwater records in the vicinity of the project site indicate that groundwater fluctuates between 90 and 97 feet below ground surface over the last 60 years.

Regional Water Quality Control Board, Colorado River Basin

The Colorado River Basin Region, Regional Water Quality Control Board is responsible for water quality in the Colorado River Basin which includes the Coachella Valley. The RWQCB may require that an applicant proposing the use of a septic system submit a Report of Waste Discharge (ROWD, also known as Form 200) pursuant to Section 13260 of the California Water Code and an Engineering Report in support of the ROWD, detailing the proposed discharge of wastes and method of treatment and disposal for a particular project, at a particular site. In general, the Engineering Report should make clear how the proposed system will be adequately protective of area ground and surface water quality.

The report must be prepared by either a California registered civil engineer or geologist (as the circumstances warrant) experienced in the design of wastewater treatment and disposal systems and hydrological investigations.

Upon receipt of a completed ROWD, Regional Board staff will evaluate the proposal's threat to water quality and will inform the applicant accordingly and whether the proposed discharge either (a) qualifies for coverage under existing general Waste Discharge Requirements; (b) should be regulated with individual WDRs adopted by the Regional Board; or (c) the discharge as proposed should be prohibited by the Regional Board.

While the RWQCB regulates this type of wastewater treatment technology for water quality protection purposes, the Riverside County Department of Environmental Health regulates the land uses that may employ said treatment facilities. As a consequence, certainty that these procedures will be followed will be assured by the operator's requirement to implement Mitigation measures USS-2 and USS-3.

Approval of the OWTS by the Riverside County Department of Environmental Health and the Regional Water Quality Control Board, Colorado River Basin will ensure that impacts on groundwater associated with the OWTS will be less than significant. Review and approval of the OWTS by these agencies will ensure the wastewater treatment system does not cause any significant impacts to groundwater or other potential impacts to human health or the environment. Therefore,

with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation:

USS-2 Prior to the issuance of building permits for the on-site employee break facility, the project proponent shall submit a Land Use Application that includes an Onsite Wastewater Treatment System (OWTS) Report outlining the testing conducted at the site and the design of the system, for review and approval by the Riverside County Department of Environmental Health.

USS-3 Prior to the issuance of building permits for the on-site employee break facility, the project proponent shall submit for review and approval a Report of Waste Discharge (ROWD) and an Engineering Report in support of the ROWD, detailing the proposed discharge of wastes and method of treatment and disposal for the proposed project to the Regional Water Quality Control Board, Colorado River Basin.

Reference: Revised Draft EIR page 5.17-12 - 14

3. *Impacts: (Impact 5.17.3.2 g) Would the project impact the following facilities; electricity, natural gas, communications systems, storm water drainage, street lighting, maintenance of public facilities (including roads), and other governmental services, which would require or result in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effect*

Electricity and Natural Gas

As under existing conditions, the proposed project will not require any natural gas.

Additional electric power will be required for the new C&D sort line, as well as the new scale house and employee building and maintenance building. The site currently receives water from the CWA through a water line within an existing easement that crosses the County's 640-acre Public Facilities site. According to IID staff, on-site electric facilities are adequate to accommodate this new use. As part of the proposed project, a power line will be extended from the existing distribution line that runs along the westerly boundary of the site along the existing water line easement to the scalehouse

and employee breakroom. This easement includes an existing unpaved access road that will be used to construct the new distribution line (power poles and wire).

Under existing conditions, the CVC facility uses an average of 1,295 kWh per month (actual usage averaged between July and October 2014). This usage was limited to the scalehouse and scale; as there is no electrical use at the composting area. Using the US Energy Information Administration's 2012 estimate of 903 kWh per month for single-family residential use nationwide (http://www.eia.gov/tools/faqs/faq.cfm?id=97&t=3), the 1,295 kWh used by the CVC facility would equate to approximately 1.5 households. Understanding that electrical usage in the Coachella Valley would likely be higher due to the extensive use of electricity during the late spring through mid-Fall months, this average estimate is considered conservative.

In addition to the electrical use at the CVC facility, the applicant has also provided electrical usage for a similar facility where a C&D sort line and maintenance building are operated; similar to the uses proposed at the CVC facility. Under existing conditions at a similar Burrtec facility located immediately north of the City of Riverside, the average electrical usage for the C&D sort line and maintenance building is 2,930 kWh per month (actual usage averaged between July and October 2014).

Elements of the proposed project that will use electricity include the relocated scalehouse and scale and an additional scale, an employee breakroom, a maintenance building and a C&D sort line. Using the existing 2014 electrical usage at the CVC and Burrtec's other facility, the proposed project would use an estimated 4,225 kWh per month. At an average of 903 kWh per month for a typical residence, this usage would equate to approximately 6.5 additional single family households in the IID service area, an increase that is considered to be negligible when compared to the projected growth expected to occur just in the City of Coachella over the next 20 years of approximately 15,205 dwelling units (including existing units).

Communications Systems

As under existing conditions, CVC personnel are provided with two-way radios and cellular telephones for on-site communications and emergency communications. Therefore, no new communication system or upgrade to an existing public utility system is required.

Storm Water Drainage

Drainage in the area generally trends from northeast to southwest. The project site is protected by a man-made earthen berm to the east that was created to protect the Coachella Landfill from storm flows. In addition, although the site is located in the wash, it is at an elevation that is above the drainage courses that flow past the site. Storm flows are routed around the CVC site on the north through the natural channel that is separated from the site by both elevation (the site is higher than the wash) and a rip-rap berm that was placed along the north side of the site prior to Burrtec taking over operation of the facility. There is another drainage feature that delineates the south side of the CVC site that empties into the larger wash, southwest of the CVC site. This drainage feature is also at an elevation below the facility so storm flows from this drainage do not flow onto the site.

On the northwest side of the site, the proposed project includes a new C&D sort line as well as a maintenance area, employee break room and parking lot, and a scale-house and scales. The site will be redesigned to accommodate four new retention basins to ensure that any runoff associated with future activities on the site will be retained on-site in accordance with an approved updated SWPPP.

At the entrance to the site, the intersection of Landfill Road and the CVC access road, portions of the north and west facing slopes of the existing closed landfill drain to an area immediately east of the access road. When storm flows leave the concrete lined drain, it enters an earthen shallow swale that has not been maintained. As part of the redesign of the entrance to the CVC, drainage associated with the landfill will be directed into an improved swale connecting to a corrugated pipe culvert which will convey flows under the new access road. On the west side of the new access road, flows will be directed into a new earthen channel and conveyed northward to Landfill Road and then distributed westerly in a manner consistent with existing drainage patterns.

Drainage improvements at the compost site and site entrance and an updated SWPPP that includes the new lease area and compost expansion area will ensure that impacts associated with stormwater drainage would remain less than significant. See mitigation measure USS-3.

Street Lighting

No street lighting will be used at the project site. The facility is intended to be open during daylight hours only. In cases where the employees are completing a task later in the day (during wintertime)

when lighting is required, the operator will use portable lights. This circumstance is not expected to be routine, only incidental. Portable lights are battery powered. Security lighting activated by motion sensors may be used at the site at the scalehouse.

Public Facilities Maintenance

Traffic associated with the existing site is limited to 156 vehicles per day and, according to the TIA prepared for the project, the Level of Service along Dillon Road is LOS A and B, which means that the main road to the site is relatively lightly traveled by other vehicles as well. Road maintenance also includes picking up litter along the road. Under existing conditions, the CVC facility requires loads to be covered to reduce the incidence of litter blowing out of trucks entering/exiting the site. Under future conditions with an increase in traffic trips and site activities (composting and C&D recycling) the requirement for covered loads will continue. With regard specifically to road maintenance, the site operator would pay a fair share of any road improvements identified by the County of Riverside along Dillon Road or Landfill Road. However, the TIA prepared for the project did not specifically identify any road maintenance required as the increase in the number of trips associated with the proposed project did not reduce the level of service on Dillon Road to an unacceptable level even under cumulative conditions.

Other Governmental Services

Office and Breakroom

The proposed expansion includes the installation of break rooms that will include restrooms and a kitchen. The main employee building could have five to six toilet fixtures and three sinks. According to the USGS Water Science School (http://ga.water.usgs.gov/edu/qa-home-percapita.html), typical water use per person per hand washing and toilet flush is four gallons. Assuming that each employee uses the restroom five times per work day, average water use for up to 49 employees would be 980 gallons per day.

In addition, the increase in the allowable gallons per day of liquids and gray water from 12,500 gpd to 55,000 gpd (gray water and grease trap liquids) would offset the increase in process water required to support the expansion of the compost area. Therefore, the project would not result in the need for the CWA to upgrade its water supply/distribution facilities.

With mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Mitigation:

USS-4 The CVC operator shall ensure proper maintenance of the drainage facilities such as periodically cleaning out debris that may be carried into the basin at the entrance to the facility to avoid runoff impacts to Landfill Road. Maintenance of the drainage facilities will be in accordance with the Best Management Practices set forth in the approved SWPPP.

Reference: Revised Draft EIR page 5.17-15 – 18

M. Environmental Justice

1. Impacts: (Impact 5.18.3.2)

As shown in the EIR, the census tracts with a higher Hispanic or Latino population have lower incomes, have more individuals on public assistance, higher proportions of those with no insurance and higher household sizes. These tracts also have higher proportions of renters as well as more individuals who do not speak English very well and less high school graduates. These tracts are also located further from the project site than tracts nearer the project site which are characterized by higher income levels, higher educational attainment, lower household sizes and more English speakers. Additionally, tracts nearer to the project site have a higher rate of vacant homes used for seasonal or vacation homes.

The general vicinity of the CVC site is characterized as vacant, undeveloped, largely rural open desert situated on a northeast-southwest sloping alluvial fan. Properties to the south and east are undeveloped desert land that the City of Coachella has designated for master planned communities. To the west, land uses include agricultural (citrus trees and table grapes) on the adjacent property, and the Vineyards Luxury Motor Home Resort between the agricultural site and Dillon Road. To the north, north of the landfill and CVTS site, the area is also undeveloped desert land. Active aggregate mine sites and related processing plants accessed from Dillon Road are also present north of the Coachella Landfill property.

The CVC site is located near the center of the 640-acre (one square mile) County landfill site that is designated Public Facilities. For the most part the CVC site is situated in a topographic depression caused by borrow activities associated with the closure of the Coachella Landfill. Specifically, the CVC is approximately 1,990 feet (0.38 mile) north of the southerly property boundary of the landfill site, and approximately 2,530 feet (0.48 mile) west of the easterly property boundary. With the proposed expansion of the lease area, the distance to the southerly property boundary will not change. The distance from the easterly property boundary will be approximately 1,800 feet (0.34 mile).

The immediate vicinity of the project site is essentially devoid of those environmental attributes which adversely contribute to disadvantageous socio-economics and heightened public health risk, e.g. sources of toxic wastes and/or emissions, polluted water, disproportionate high unemployment and nominal employment opportunities, economic dislocation and the like. Said differently, adjacent properties, even if developed with sensitive receptors, would likely not be representative of the demographic represented in the eastern Coachella Valley at a greater distance from the project site. This is because both the cities of Coachella and Indio intend to encourage the development of master planned communities for higher end buyers likely including golf courses or other open space amenities.

The environmental analysis undertaken in this EIR consisted of a number of special studies including an Air Quality/Global Climate Change/Health Risk Assessment, a Noise Assessment, a Traffic Study, and a Geotechnical Study that included a percolation test to determine the adequacy of the soils to support a septic system for future employees. Analysis of each of these issues showed that the expansion of the CVC facility would be less than significant or less than significant when mitigation measures are implemented, and therefore, the project would not have a significant impact on the environment. Mitigation measures may take the form of compliance with the regulatory requirements placed on composting facilities by State, regional and local agencies or site specific mitigation measures that when implemented would reduce impact to less than significant levels.

The greatest cumulative operational impact on the air quality of the regional air basin will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. In accordance with SCAQMD methodology, projects that do not exceed

SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The ozone and PM10 emissions associated with the proposed project's operations have been calculated for the project. The analysis found that operation of the proposed project would result in emissions of VOC and NOx, in excess of the SCAQMD regional thresholds for these criteria pollutants, which are both ozone precursors. Mitigation measures AQ-1 and AQ-2 identified in Section 5.3, Air Quality, has been provided to reduce the fugitive dust and VOC during construction. Mitigation measure AQ-3 provides a summary of the standard conditions that would apply to the operation of the CVC facility as set forth in SCAQMD and CARB Rules to control generation of VOCs and NOx, and compliance will be documented through the Project's Mitigation Monitoring and Reporting Program. The Air Quality analysis showed that with compliance with all applicable Rules, emissions levels from the construction and operation of the CVC facility would be less than significant.

The State has adopted Section 2449.1 of the California Code of Regulations that requires commercial operations such as the proposed project to reduce NOx emissions each year between 2014 and 2023 from its off-road diesel equipment. The allowed NOx emissions rates in 2023 are less than half of the emissions rates allowed at the start of the regulations in 2014. The State has also adopted Section 2025 of the California Code of Regulations that reduces NOx emissions each year between 2013 and 2023 from on-road diesel truck fleets that operate in California. The allowed NOx emissions rates in 2013 are approximately nine times higher than the allowed NOx emissions rates in 2023. Since Sections 2449.1 and 2025 of the California Code of Regulations will reduce the NOx emissions by more than half of what was calculated above for the operation of the project, the proposed project would be within the SCAQMD threshold for NOx by 2023, even on days where the CVC site takes in the maximum allowable tonnage of feedstock (785 tpd) and 55,000 gallons of gray water and grease trap liquids Therefore, NOx emissions would remain below significance thresholds and no significant impact would occur.

The Air Quality analysis concluded that through implementation of mitigation measures including compliance with SCAQMD and CARB Rules for operation of compost facilities, including the operation of diesel vehicles and equipment, composting and the recycling and processing of

construction and demolition debris, emissions of criteria pollutants can be reduced to less than significant levels. Regardless, because of the location of the CVC facility in a relatively remote area, air emissions associated with the operation of the facility do not disproportionately affect a low-income or minority community because emissions affect the region as a whole and not just a particular population. Therefore, there is no direct impact on a low-income or minority community;however, with mitigation and compliance with regulatory requirements, air quality impacts will be reduced to less than significant.

Mitigation:

AQ-1 During construction, no more than 5 acres per day shall be disturbed for site preparation and grading activities.

AQ-2 The following standard conditions shall be implemented during construction and operation of the CVC facility. These are required by SCAQMD as part of standard practice related to the generation and control of fugitive dust and VOCs.

a. Rule 403 governs emissions of fugitive dust during construction and operational activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity, if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures (BACM), which includes but is not limited to the measures below. Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors.

- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving project site.
- Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all tracks out at the end of each workday.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.

- The facility operator shall prepare a Fugitive Dust Control Plan for project construction and operations.
- The facility operator shall conduct on-site wind monitoring during project construction and operations to suspend or curtail all grading and/or organic materials management activities when wind speeds exceed 25 miles per hour.
- The facility operator shall conduct watering as necessary to prevent visible emissions and/or apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive areas.

b. Rule 1108 governs the sale, use, and manufacturing of asphalt and limits the volatile organic compounds (VOC) content in asphalt used in the Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the proposed project must comply with SCAQMD Rule 1108.

c. Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

Operations Activities

AQ-3 The standard conditions will apply to the operation of the CVC facility and were included in the assumptions used in the CalEEMod model to evaluate the project's construction emissions.

SCAQMD Rules

SCAQMD Rule 203 requires that a person shall not operate or use any equipment, the use of which may cause the issuance of or control of air contaminants without first obtaining a written permit to operate from the SCAQMD. Rule 203 also requires that the equipment shall not be operated contrary to the conditions specified in the permit to operate.

Rule 1133 – Composting General Administrative Requirements

Rule 1133 governs chipping and grinding activities and composting operations and details registration and fee requirements with the SCAQMD for all composting that occurs within the SCAQMD's jurisdiction. The facility operator shall complete Rule 1133 Registration and Annual Updates, comply with the chipping and grinding and stockpile operations requirements of Rule 1133.1, and Rule 1133.3 emissions reductions from green waste composting operations.

Rule 1133.1 – Chipping and Grinding Activities

Rule 1133.1 governs chipping and grinding activities within the SCAQMD and places limitations on food waste. It also requires that mixed green waste be chipped within 48 hours of receipt, excluding holidays. Rule 1133.1 also requires operators to maintain operational records for the prior five year period and shall include daily amounts of green waste received, daily weather conditions and moisture content of the piles.

Rule 1133.2 – Emissions Reductions from Co-Composting Operations

Rule 1133.2 governs co-composting, which is defined as where biosolids and/or manure are mixed with bulking agents to produce compost. Rule 1133.2 requires that all new co-composting activities either occur within an enclosure that has set air flow rates or through development of a compliance plan that demonstrates an overall emission reduction of 80 percent for both ammonia and VOC emissions. Rule 1133.2 also requires that co-composting operations do not result in a measurable increase in background levels of ammonia or VOC, which is required to be verified through regular measurements of the co-composting operations.

The facility operator shall require that all food waste composting greater than 5,000 tons per year throughput and/or any active phase composting more than 10 percent food waste, by weight, shall be conducted using an emission control device designed and operated with an overall system control efficiency of at least 86 percent, by weight, each for VOC and ammonia emissions. Note: This would require the combined VOC emissions from both the active and curing phases of food waste composting to be reduced to 0.65 pounds per ton of compost throughout.

Rule 1133.3 – Emissions Reductions from Green waste Composting Operations

Rule 1133.3 governs green waste composting operations within the SCAQMD and requires that any active composting that contains more than 10 percent food waste is required to be operated with either an emission control system that has an overall control efficiency of at least 80 percent for VOC and ammonia emissions or a control alternative that achieves the same reductions. Rule 1133.3 also requires that each active pile is covered with a minimum of 6 inches of finished compost, requires that water be applied before turning a pile, and is required to limit manure to 20 percent or less of the compost pile. Rule 1133.3 also requires regular measurements to be taken of the ammonia and VOC emissions from the piles in order to ensure compliance with the 80 percent control efficiency requirements and that record of the source testing of the piles are maintained for a minimum of five years.

Rule 1157 – PM10 Emissions Reductions from Aggregate Operations

Rule 1157 governs the PM10 emissions from aggregate operations within the SCAQMD that would occur as part of the C & D activities. Rule 1157 provides specific limitations on the amount of discharge of PM10 that may occur from the project site as well as specific PM10 emission reduction measures that are required to be implemented such as the utilization of dust suppressants on piles and dirt roads.

Rule 1193 – Clean On-Road Residential and Commercial Refuse Collection Vehicles

Rule 1193 applies to government agencies that operate solid waste collection fleets with 15 or more solid waste collection vehicles and private operators that provide solid waste collection services to governmental agencies within the SCAQMD. Rule 1193 requires that any governmental agency that obtains new solid waste collection services from a private company shall require that 100 percent of the vehicles are powered by alternative fuel. For existing services, Rule 1193 provides a 5 year phase in period before all vehicles are required to be powered by alternative fuel. Although, this rule does not directly regulate the proposed project, it has been included here since several of the customers of the compost facility are required to meet the requirements of Rule 1193.

CARB Rules

The following lists the State of California rules that are applicable to all industrial projects in the State. If specialized uses or stationary emissions sources are developed on the project site, additional rules may apply.

CARB Regulations for In Use Off Road Diesel Vehicles

On July 26, 2007, the California Air Resources Board (CARB) adopted a regulation that amended Sections 2449, 2449.1, and 2449.2 of the California Code of Regulations in order to reduce diesel particulate matter (DPM) and NOx emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NOx emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirement making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less).

Note: The Off Road Regulation imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; requires all vehicles to be reported to ARB (using the Diesel Off Road Online Reporting System, DOORS) and labeled; restricts the adding of older vehicles into fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, VDECS (i.e., exhaust retrofits).

CARB Resolution 08-43 for On-Road Diesel Truck Fleets

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4 Final) or latter emission

standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. For the anticipated project opening year of 2015, 50 percent of a truck fleet is required to have installed Best Available Control Technology (BACT) for NOx emissions and 100 percent of a truck fleet installed BACT for PM10 emissions. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California. All on-road diesel trucks operating on the project site will be required to comply with Resolution 08-43.

California Code of Regulations (CCR) Title 14, Chapter 3.1 Materials Odors

CCR Title 14, Chapter 3.1, Compostable Materials Handling Operations and Facilities Regulatory Requirements, was adopted to implement the California Integrated Waste Management Act of 1989 and provides a variety of regulatory requirements for composting operations including the preparation of an Odor Impact Mitigation Plan that includes an odor monitoring protocol, a complaint response protocol, and methods for implementing additional mitigation to reduce odor impacts. The facility operator shall prepare and maintain an Odor Impact Minimization Plan required by California Code of Regulations (CCR), Title 14.

Note: During construction and operations, the Project must comply with Title 14, Chapter 3.1. An Odor Impact Minimization Plan (OIMP) was prepared for the proposed project and is provided in the Air Quality Assessment (EIR Appendix D). The OIMP details potential odor impacts from the operation of the proposed project, develops a complaint response protocol and provides design considerations and operational procedures to minimize odors. Through compliance with the OIMP, the operational odor impacts would be reduced to less than significant.

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) standards require the use of greater insulation in the attic, the use of cool roofing shingles and a minimum 1-inch air space between roof material and roof deck for all structures in Riverside County, as well as insulated and sealed ducting (www.askaroofer.com). The new building standards also require that all outdoor lighting have daylight sensors and motion sensors, which require the lighting power to be reduced to 40 percent power when no motion is detected and requires that vacancy sensors are installed in bathrooms, utility rooms and other spaces in industrial buildings.

The 2014 Building Standards are anticipated to reduce energy usage by 25 percent in residential buildings and 30 percent in commercial buildings over the 2008 Building Standards (http://lighting.com/t24-smart-lightingstandard).

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 11: California Green Building Standards (Title 24) requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. One focus of CCR Title 24, Part 11 is water conservation measures, which reduce GHG emissions by reducing electrical consumption associated with pumping and treating water. CCR Title 24, Part 11 has approximately 52 nonresidential mandatory measures and an additional 130 provisions for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20 percent reduction of potable water use within buildings through use of low-flow fixtures, a 50 percent construction waste diversion from landfills, and use of building finish materials that emit low levels of volatile organic compounds.

Therefore, with mitigation and compliance with regulatory requirements, impacts will be reduced to less than significant.

Reference: Revised Draft EIR page 5.18-6 - 8

BE IT FURTHER RESOLVED by the Board of Supervisors that the following environmental issues associated with the SWFP Revision for CVC are determined to have no cumulative environmental impacts in consideration of existing regulations:

A. Aesthetics

1. Cumulative Impacts:

The project site of the proposed project is located near two County eligible scenic highways (I-10 and Dillon Road). However, the assessment in Section 5.1 Aesthetics, including photographs from off-site locations around the County's 640-acre Public Facilities site, concludes that the proposed project would not adversely affect scenic resources due to a number of factors including relative isolation due to distance from property boundaries, the site's location in a topographical depression (former borrow pit), the site's low profile and absence of tall structures, and changes in topography

between key observer locations and the CVC site. In the future as properties in the City of Coachella are developed with single family residential neighborhoods and related amenities (golf course, other recreational features), and properties in Indio's sphere of influence are developed with rural residential uses, the County's 640-acre Public Facility site would act as a buffer between the higher density uses in the City of Coachella and the lower density uses in the City of Indio. Therefore, the proposed expansion of the CVC site would not contribute cumulatively to adverse impacts on scenic resources.

Reference: Draft EIR page 6-6

B. Agriculture and Forest Resources

1. Cumulative Impacts:

The project site is not located on land that is zoned for agriculture. The site is designated as Urban and Built-Up Land on the 2010 Riverside County Important Farmland Map from the California Department of Conservation. Adjacent property to the west and southwest is currently in agricultural production with table grapes, dates and citrus. In no way would the proposed project impact the existing or future agricultural uses in the cumulative impact area. No potentially significant cumulative effects attributable to the proposed project on Agriculture and Forest Resources were identified.

Reference: Draft EIR page 6-7

C. Geology and Soils

1. Cumulative Impacts:

The site of the proposed project is physically separated from the nearest related project, the Vineyards Phase II project, by approximately one mile. The CVC site comprises geotechnical, geo-hydrological, seismic, elevation and topographic characteristics that are unique and quite separate from similar attributes at the sites on which related project construction is anticipated. This is because the project site is located within the larger County Public Facilities site and was used as a borrow pit, and soil was removed from this site and used to cover and cap the Coachella Landfill when it was closed. This created a depression within the surrounding area of the larger site.

When considered in the context of the Thresholds of Significance for impacts on geology and soils previously identified in Section 5.6, no potentially significant cumulative effects attributable to the proposed project on geology and soils were identified. The proposed project includes three habitable structures, the scalehouse, employee breakroom/restrooms and the maintenance building which will not be available to the public, thus limiting human access to a few dozen employees for short periods of time.

Reference: Draft EIR pages 6-17 through 6-18

D. Mineral Resources

1. Cumulative Impacts:

Located in an MRZ-3 area, the site of the proposed project may contain mineral resources of either local or state-wide significance however, this has not been determined at the site. There are three aggregate mine sites located in proximity to the CVC project site so it is likely that the project site may contain similar material. The existing composting facility and the proposed expansion would not preclude the recovery of aggregate material in the future because the use is not permanent; it is not a development project that will result in the development of permanent residential units, shopping centers, business parks or other uses that would result in the long term use of a site and thus preclude the potential to recover aggregate material. Therefore there would be no cumulative impact.

Reference: Draft EIR pages 6-20 through 6-21

E. Population and Housing

1. Cumulative Impacts:

When considered in the context of the Thresholds of Significance for Population and Housing related impacts, no potentially significant cumulative effects attributable to the proposed project were identified. The proposed expansion of the CVC site includes an increase in the number of employees from the current eight to 49, for an increase of 41 employees. This is expected to occur over a period of years and not immediately since the proposed expansion of the facility is based on projections for future growth in the area that would result in commensurate growth in the amount of green waste, food waste, and other materials that would be accepted at the site over time. Additionally, both Indio and Coachella have populations that range from Extremely Low income to Above Moderate incomes.

Therefore, over time as the CVC facility increases the amount of feedstock it takes in and additional employees are needed, it is likely that the employees would come from the existing local population, and thus, a demand for additional affordable housing will not be generated. Additionally, both cities have adopted certified Housing Elements. Coachella's Housing Element identified approximately 905 (nine percent) of its housing units as vacant. Indio's Housing Element identified 5,677 (19.3 percent) vacant housing units. Thus, there would be available units for CVC employees, should there be a need. However, since employees would likely already be living in the area, the project would not create a demand for additional housing.

Reference: Draft EIR page 6-23

F. Recreation

1. Cumulative Impacts:

When considered in the context of the Thresholds of Significance for Recreation-related impacts, no potentially significant cumulative effects attributable to the proposed project were identified because the project would result in a minimal number of new employees (41 net new) that will likely be hired from the local workforce and would not result in new residents.

Reference: Draft EIR page 6-24

G. Environmental Justice

1. Cumulative Impacts:

In the absence of definitive impact significance thresholds, any conclusions drawn as to the significance of potential cumulative Environmental Justice impacts would be speculative at best. As a consequence, no objective assessment of potential cumulative Environmental Justice impacts was conducted for this EIR.

Reference: Draft EIR page 6-29

BE IT FURTHER RESOLVED by the Board of Supervisors that the following cumulative environmental impacts associated with the SWFP Revision for CVC are determined to be less than significant in consideration of existing regulations:

A. Hazards and Hazardous Materials

1. Cumulative Impacts:

The proposed project is heavily regulated by a number of agencies with oversight over each phase of its operations. Existing operational protocols regarding hazardous material handling, litter and vector control, on-site fire protection resources and capabilities, proposed site access improvements, and proposed site infrastructure improvements (drainage, sewage disposal, and circulation) are in place and will be reviewed and updated as necessary to include the proposed expansion of the CVC. Therefore, due to the unique nature of the use of the site and the relative isolation and physical separation from all other cumulatively related projects, potentially significant cumulative impacts associated with the use, transport or disposal of hazardous materials are substantially minimized. Likewise, hazards associated with proximity to an airport would not occur because the project site is not located within the boundaries of an Airport Master Plan.

Reference: Draft EIR page 6-19

B. Hydrology and Water Quality

1. Cumulative Impacts:

The site of the proposed project and immediate surrounding area are physically separated from the nearest existing land use and all future related projects. The site comprises surface drainage, groundwater, soils, storm drain features, and ground-water characteristics that are unique and quite separate from similar attributes at the sites on which related project construction is anticipated. When considered in the context of the Thresholds of Significance for impacts on Hydrology and Water Quality, no potentially significant cumulative effects attributable to the proposed project were identified. This is because the proposed project includes a series of retention basins to be developed and maintained on-site to retain stormwater flows and any site runoff. In addition, the proposed improvements at the entrance to the facility at Landfill Road include upgrading the existing drainage feature associated with the closed landfill – the drainage channel that drains the northwesterly corner of the closed landfill. The incidental flows that exit the landfill (storm flows only) will be captured and conveyed under the new entrance road through a corrugated metal pipe into a new siltation basin. Thus no flows are intended to leave the project site.

Reference: Draft EIR pages 6-19 through 6-20

C. Land Use / Planning

1. Cumulative Impacts:

When considered in the context of the Thresholds of Significance for Land Use and Planning, no potentially significant cumulative impacts attributable to the proposed project on Land Use and Planning were identified because the project does not include a General Plan Amendment or Zone Change that would allow a different use of the project site than that which it is currently designated. In addition, due to the proximity of the project site within the larger 640-acre County Public Facilities site, the proposed expansion of the project site would still allow the site to remain at least 1,990 feet from the nearest property boundary.

Growth in the area has been envisioned according to various general plans in the project's vicinity. The County's 640-acre Public Facilities site is not within the sphere of influence of either the City of Coachella or the City of Indio and would not negatively impact any of the land use plans or goals for development of the area. Further, as an existing landfill site, the project is consistent with the County's overall general plan and will not make a significant contribution to cumulatively considerable land use impacts.

Reference: Draft EIR page 6-20

BE IT FURTHER RESOLVED by the Board of Supervisors that the following cumulative environmental impacts associated with the SWFP Revision for CVC are potentially significant unless otherwise indicated, but each of these impacts will be avoided or substantially lessened to a level of less than significant by the identified existing regulations or mitigation measures specified in the attached Mitigation Monitoring and Reporting Program (MMRP) which is incorporated herein by this reference. Accordingly, the County makes the following finding as to each of the following impacts pursuant to State CEQA Guidelines section 15091(a): "Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR."

A. Air Quality

1. Cumulative Impacts:

The California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG) and the County of Riverside

are the regional and local agencies responsible for all air quality-related issues specific to the site of the proposed project.

Cumulative Impacts on Regional Air Quality

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are included, would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature. As shown in the EIR (page 6-8), the project area is out of attainment for both ozone and PM10.

Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Coachella Valley. The greatest cumulative impact on air quality will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these cumulative projects.

Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. None of the criteria pollutant emissions generated during construction activities at the project site would exceed the regional emissions thresholds with the implementation of standard Best Management Practices (BMPs) as required under SCAQMD Rule 403 and 403.1. These BMPs are part of the CalEEMod modeling assumptions and they must be implemented in order to ensure that emissions are kept below the regional emissions thresholds. For example, Mitigation Measure AQ-1, limits grading activities to 5 acres per day, which would also reduce construction related impacts. Mitigation Measure AQ-2 identifies several BMPs to be implemented during construction to reduce emissions of criteria pollutants in compliance with existing SCAQMD Rules including Rule 403 which governs emissions of fugitive dust during construction and operational activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity. SCAQMD Rule 1108 governs the sale, use, and manufacturing of asphalt and limits the volatile

organic compounds (VOC) content in asphalt used in the Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the proposed project must comply with SCAQMD Rule 1108. Finally, Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents, effectively regulating the paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

Mitigation Measure AQ-3 outlines the standard conditions that would apply to the operation of the CVC facility and were included in the assumptions used in the CalEEMod model to evaluate the project's construction emissions.

Additional SCAQMD Rules

Rule 1133 governs chipping and grinding activities and composting operations and details registration and fee requirements with the SCAQMD for all composting that occurs within the SCAQMD's jurisdiction. The facility operator shall complete Rule 1133 Registration and Annual Updates, comply with the chipping and grinding and stockpile operations requirements of Rule 1133.1, and Rule 1133.3 emissions reductions from green waste composting operations.

Rule 1133.1 – Chipping and Grinding Activities

Rule 1133.1 governs chipping and grinding activities within the SCAQMD and places limitations on food waste. It also requires that mixed green waste be chipped within 48 hours of receipt, excluding holidays. Rule 1133.1 also requires operators to maintain operational records for the prior five year period and shall include daily amounts of green waste received, daily weather conditions and moisture content of the piles.

Rule 1133.2 – Emissions Reductions from Co-Composting Operations

Rule 1133.2 governs co-composting, which is defined as where biosolids and/or manure are mixed with bulking agents to produce compost. Rule 1133.2 requires that all new co-composting activities either occur within an enclosure that has set air flow rates or through development of a compliance plan that demonstrates an overall emission reduction of 80 percent for both ammonia and VOC emissions. Rule 1133.2 also requires that co-composting operations do not result in a measurable

increase in background levels of ammonia or VOC, which is required to be verified through regular measurements of the co-composting operations.

The facility operator shall require that all food waste composting greater than 5,000 tons per year throughput and/or any active phase composting more than 10 percent food waste, by weight, shall be conducted using an emission control device designed and operated with an overall system control efficiency of at least 86 percent, by weight, each for VOC and ammonia emissions. Note: This would require the combined VOC emissions from both the active and curing phases of food waste composting to be reduced to 0.65 pounds per ton of compost throughput.

Rule 1133.3 – Emissions Reductions from Green waste Composting Operations

Rule 1133.3 governs green waste composting operations within the SCAQMD and requires that any active composting that contains more than 10 percent food waste is required to be operated with either an emission control system that has an overall control efficiency of at least 80 percent for VOC and ammonia emissions or a control alternative that achieves the same reductions. Rule 1133.3 also requires that each active pile is covered with a minimum of 6 inches of finished compost, requires that water be applied before turning a pile, and is required to limit manure to 20 percent or less of the compost pile. Rule 1133.3 also requires regular measurements to be taken of the ammonia and VOC emissions from the piles in order to ensure compliance with the 80 percent control efficiency requirements and the records of the source testing of the piles to be maintained for a minimum of five years.

Rule 1157 – PM10 Emissions Reductions from Aggregate Operations

Rule 1157 governs the PM10 emissions from aggregate operations within the SCAQMD that would occur as part of the C & D activities. Rule 1157 provides specific limitations on the amount of discharge of PM10 that may occur from the project site as well as specific PM10 emission reduction measures that are required to be implemented such as the utilization of dust suppressants on piles and dirt roads.

Rule 1193 – Clean On-Road Residential and Commercial Refuse Collection Vehicles

Rule 1193 applies to government agencies that operate solid waste collection fleets with 15 or more solid waste collection vehicles and private operators that provide solid waste collection services to

governmental agencies within the SCAQMD. Rule 1193 requires that any governmental agency that obtains new solid waste collection services from a private company shall require that 100 percent of the vehicles are powered by alternative fuel. For existing services, Rule 1193 provides a 5 year phase in period before all vehicles are required to be powered by alternative fuel. Although, this rule does not directly regulate the proposed project, it has been included here since several of the customers of the compost facility are required to meet the requirements of Rule 1193.

CARB Rules

The following lists the State of California rules that are applicable to all industrial projects in the State. If specialized uses or stationary emissions sources are developed on the project site, additional rules may apply.

CARB Regulations for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the California Air Resources Board (CARB) adopted a regulation that amended Sections 2449, 2449.1, and 2449.2 of the California Code of Regulations in order to reduce diesel particulate matter (DPM) and NOx emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NOx emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirement making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less).

Note: The Off-Road Regulation imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; requires all vehicles to be reported to ARB (using the Diesel Off-Road Online Reporting System, DOORS) and labeled; restricts the adding of older vehicles into fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, VDECS (i.e., exhaust retrofits).

CARB Resolution 08-43 for On-Road Diesel Truck Fleets

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier-4 Final) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. For the anticipated project opening year of 2015, 50 percent of a truck fleet is required to have installed Best Available Control Technology (BACT) for NOx emissions and 100 percent of a truck fleet installed BACT for PM10 emissions. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California. All on-road diesel trucks operating on the project site will be required to comply with Resolution 08-43.

California Code of Regulations

California Code of Regulations (CCR) Title 14, Chapter 3.1 Materials Odors

CCR Title 14, Chapter 3.1, Compostable Materials Handling Operations and Facilities Regulatory Requirements, was adopted to implement the California Integrated Waste Management Act of 1989 and provides a variety of regulatory requirements for composting operations including the preparation of an Odor Impact Mitigation Plan that includes an odor monitoring protocol, a complaint response protocol, and methods for implementing additional mitigation to reduce odor impacts. The facility operator shall prepare and maintain an Odor Impact Minimization Plan required by California Code of Regulations (CCR), Title 14.

Note: During construction and operations, the Project must comply with Title 14, Chapter 3.1. An Odor Impact Minimization Plan (OIMP) was prepared for the proposed project and is provided in the Air Quality Assessment (EIR Appendix D). The OIMP details potential odor impacts from the operation of the proposed project, develops a complaint response protocol and provides design considerations and operational procedures to minimize odors. Through compliance with the OIMP, the operational odor impacts would be reduced to less than significant.

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) standards require the use of greater insulation in the attic, the use of cool roofing shingles and a minimum 1-inch air space between roof material and roof deck for all structures in Riverside County, as well as insulated and sealed ducting (www.askaroofer.com). The new building standards also require that all outdoor lighting have daylight sensors and motion sensors, which require the lighting power to be reduced to 40 percent power when no motion is detected and requires that vacancy sensors are installed in bathrooms, utility rooms and other spaces in industrial buildings. The 2014 Building Standards are anticipated to reduce energy usage by 25 percent in residential buildings and 30 percent in commercial buildings over the 2008 Building Standards (http://lighting.com/t24-smart-lightingstandard).

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 11: California Green Building Standards (Title 24) requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. One focus of CCR Title 24, Part 11 is water conservation measures, which reduce GHG emissions by reducing electrical consumption associated with pumping and treating water. CCR Title 24, Part 11 has approximately 52 nonresidential mandatory measures and an additional 130 provisions for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20 percent reduction of potable water use within buildings through use of low-flow fixtures, a 50 percent construction waste diversion from landfills, and use of building finish materials that emit low levels of volatile organic compounds.

From a cumulative stand-point, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. Therefore, the project's compliance with mitigation measures AQ-1 through AQ-3, as well as required compliance with all SCAQMD and CARB rules and regulations, would ensure that the proposed expansion of the CVC facilities would not contribute to a cumulatively significant impact to Air Quality during construction or operation.

The ozone and PM10 emissions associated with the proposed project's operations have been calculated and with respect to long-term emissions, this project would create a less than significant cumulative impact.

Objectionable Odors

In compliance with California Code of Regulations, Title 14, Chapter 3.1, Compostable Materials Handling Operations and Facilities Regulatory Requirements, which provides specific odor management requirements for compost facilities, an Odor Impact Minimization Plan, March 2013, was prepared for the proposed project. The Odor Impact Minimization Plan details potential odor impacts from the operation of the proposed project, develops a complaint response protocol and provides design considerations and operational procedures to minimize odors. Through compliance with the CVC Odor Impact Minimization Plan, the operational odor impacts would be reduced to less than significant. In that no other composting facilities occur in close proximity to the proposed project, no other compost operations-related odors are generated in the general area. Therefore, no potentially significant cumulative odor related impacts are expected.

Cumulative Mitigation:

Mitigation Measures AQ-1 through AQ-3, discussed above, are also applicable to cumulative impacts related to air quality. These Mitigation Measures would be sufficient to ensure that incremental (non-substantial) cumulative impacts to existing air quality remain less than significant.

Reference: Draft EIR pages 6-7 through 6-15

B. Biological Resources

1. Cumulative Impacts:

The site of the proposed project and immediate surrounding area are physically separated from the nearest cumulative project and all other cumulative projects, and comprises habitats and constituent plant and animal species that are unique and quite separate from similar attributes at the sites on which related project construction is anticipated. The project site has been disturbed in the past by the borrowing of material in order to provide final cover material for the closed Coachella Landfill, and subsequently the site has been used for composting since 2000. The area of the site proposed

for the expansion of compost windrows and the C&D sort line were also part of the County's borrow activities such that the entire site (existing and expansion area) has been highly disturbed by grading activities. Whereas, other sites that are the subject of cumulative development have not been so drastically modified and may exhibit habitat that does not exist at the project site.

Due to the disturbed nature of the site, the biological resources that may be affected by continued site activities are individuals that may come from off-site, such as desert tortoise or burrowing owls. Mitigation Measures BIO-2 through BIO-6 would be implemented in order to address the potential for desert tortoise and burrowing owl to be found on-site during construction or operations. Regarding other sensitive species, the silver cholla was found on-site. Removal of a protected plant species requires a permit from the Riverside County Agricultural Commission. Project construction may result in the removal of some individuals. Therefore, prior to any site disturbance near individual cholla, a qualified biologist will flag the plants and in consultation with the project engineer, determine if individuals will be adversely impacted. If there is potential for this to occur, individuals will be removed and relocated to another location out of harm's way. An alternative would be to have a licensed plant nursery remove the individuals. This must all be done prior to ground disturbance as set forth in mitigation measures BIO-7 and BIO-8. Impacts to these species would be reduced to less than significant through the implementation of these measures.

In addition, mitigation measures BIO-9 through BIO-16 would be implemented and would reduce impacts to the drainages located within the County's larger 640-acre Public Facilities site in which the CVC site is located. Therefore, cumulative impacts to Biological Resources would be less than significant.

Cumulative Mitigation:

Mitigation Measures BIO-2 through BIO-17 and AQ-16, discussed above, are also applicable to cumulative impacts related to biological resources. These Mitigation Measures would be sufficient to ensure that incremental cumulative impacts to biological resources remain less than significant.

Reference: Draft EIR pages 6-16 through 6-17

C. Cultural Resources

1. Cumulative Impacts:

The analysis of Cultural and Paleontological resources found that no cultural resources are present on-site, and if buried cultural materials are discovered during any earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds (Mitigation Measures CR-1 and CR-2).

For Paleontological Resources, based on the literature review and other research for the project area, the proposed project's potential to impact paleontological resources appears to range from low to high, depending on the soils impacted. The shallow surface soils are low in paleontological sensitivity, and do not require monitoring during the project. In contrast, any undisturbed Pleistocene-age sediments in the project area are considered to be of high paleontological sensitivity, especially for potentially significant vertebrate fossils. Therefore, a paleontological resource impact mitigation program will be developed and implemented during the project to prevent adverse effects on important, nonrenewable vertebrate fossils, or to reduce such effects to a level less than significant (Mitigation Measure CR-4 through CR-6).

Cumulative Mitigation:

Mitigation Measures CR-1, CR-2 and CR-4 through CR-6, described above, are also applicable to cumulative impacts. These measures would be sufficient to reduce incremental cultural resources cumulative impacts to a level that is less than significant.

Reference: Draft EIR page 6-17

D. Greenhouse Gas Emissions

1. Cumulative Impacts:

The proposed project would generate both construction and operations-related greenhouse gas emissions but at less than significant levels. In the absence of definitive impact significance thresholds, any conclusions drawn as to the significance of potential cumulative GHG emissions would be speculative at best. Further, the universe for this potential issue is effectively the entire planet. By its nature, climate change is a global and cumulative issue, as GHG emissions combine with other GHG emissions and this increase results in climate change. However, implementation of

Mitigation Measures AQ-1 through AQ-3, requiring compliance with SCAQMD and CARB rules for composting sites will ensure that impacts associated with the generation of emissions that lead to the development of greenhouse gasses is less than significant.

Cumulative Mitigation:

Mitigation Measures AQ-1 through AQ-3, described above, are also applicable to cumulative impacts. These measures would be sufficient to reduce incremental cumulative greenhouse gas emissions impacts to a level that is less than significant.

Reference: Draft EIR pages 6-18 through 6-19

E. Noise

1. Cumulative Impacts:

The proposed project would not result in any potentially significant short-term construction noise-related impacts. The worst case project noise scenario for on-site operations would not exceed the Riverside County Noise Ordinance daytime standards but could exceed the nighttime standard, if the rock crusher is used between the hours of 10:00 PM and 7:00 AM. The impact would be less than significant between the hours of 7:00 AM and 10:00 PM. Mitigation Measure NOI-1 would prohibit the use of the rock crusher between 10:00 PM and 7:00 AM and would reduce impacts to less than significant levels.

Existing traffic noise modeling resulted in noise levels of 59.4-72.1 dBA CNEL along affected roadways. Existing Plus Project traffic is expected to reach noise levels of 68.2-72.2 dBA CNEL along affected roadways and result in increases in ambient noise levels ranging from 0.1 to 3.5 dBA CNEL. It is important to note that modeled noise levels may be lower than measured ambient noise levels due to other noise sources in the area. The purpose of this analysis was to calculate the project's contribution to an increase in noise levels due to project generated traffic.

Project generated traffic would result in noise level increases greater than 3 dBA CNEL along Landfill Road. There are however, no sensitive receptors along that road segment and the existing road serves only solid waste related uses and the agricultural site (no residences on site). The road ends at the Coachella Valley Transfer Station and does not serve any properties to the north, east or

south. All other increases in ambient noise levels due to project generated traffic would be less than 3 dBA CNEL and would not result in substantial increases in ambient noise levels.

Cumulative Mitigation:

Mitigation Measure NOI-1, described above, is also applicable to cumulative impacts. This measure would be sufficient to reduce incremental cumulative noise impacts to a level that is less than significant.

Reference: Draft EIR pages 6-21 through 6-22

F. Public Services

1. Cumulative Impacts:

With regard to public services, the nature of the project carries a risk of fire from composting green waste, accidental spill or mishandling of fuel, or heavy equipment malfunctioning. To address this risk, Mitigation Measure PS-1, regarding the Emergency Response Plan, would be implemented. There would be no other potentially significant short-term or long-term impacts on Public Services. With project mitigation, the potential for the occurrence of a potentially significant cumulative impact on Public Services is unlikely. The CVC facility is relatively remote from the other cumulative projects, and has not contributed to demands on sheriff or fire department staff and services. With regard to calls to the sheriff's department, the site entrance is locked, and access from off-site properties is difficult due to topography, soil conditions, and the lack of access roads. Further, with regard to fire suppression, the CVC site is equipped with a water supply/hydrant system that allows employees to control the amount of moisture that is applied to the compost windrows such that the opportunity for a fire to occur is remote.

With regard to other Public Services such as schools and libraries, the proposed expansion of the CVC facility includes the addition of up to 41 new employees that the operator believes would come from the local community so that new employees would not be an additional burden on these services.

Cumulative Mitigation:

Mitigation Measure PS-1, described above, is also applicable to cumulative impacts. This measure would be sufficient to reduce incremental cumulative impacts to public services to a level that is less than significant.

Reference: Draft EIR pages 6-23 through 6-24

G. Transportation / Traffic

1. Cumulative Impacts:

In accordance with County of Riverside (*Traffic Impact Analysis Preparation Guide Requirements)* the study area for the assessment of traffic impacts is defined as that area in the project vicinity where the project may add 50 or more peak hour trips to area intersections and determined the following intersections should be evaluated for potential project and cumulative impacts:

Dillon Road (NS) at Landfill Road (EW), Vista Del Norte (EW), Avenue 44 (EW), I-10 Freeway WB Ramps (EW), I-10 Freeway EB Ramps (EW); SR-86S NB Ramps (EW), and SR-86S SB Ramps (EW). These intersections presently operate at a Level of Service (LOS) B or better.

Trip Generation

Existing CVC Project and Proposed Project

The project trip generation is expressed in passenger car equivalents (PCEs). The PCEs are based on the types of vehicles entering the site. The proposed project is projected to generate approximately 1,768 daily vehicle trips in PCEs; 160 during the morning peak hour and 144 during the evening peak hour. The proposed project compared to the existing operation is projected to generate approximately 1,316 more daily vehicle trips, 160 more of which will occur during the morning peak hour and 144 more of which will occur during the evening peak hour.

Cumulative Impact on Area Roadways/Intersections: Existing CVC Project plus Proposed Project

Under the Existing Plus Ambient Growth Plus Project Plus Cumulative scenario, the study area intersections are projected to operate within acceptable levels of service during the peak hours. Under the same scenario, the study area roadway segments are projected to operate within acceptable levels of service during the peak hours as well.

Cumulative Traffic Impact Significance Determination

Assuming that the County of Riverside will periodically review traffic operations in the vicinity of the project once the project is constructed, that the proposed project will construct all on-site roadway and circulation system improvements as proposed, and that the proposed project will pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the latest fee schedule pursuant to Ordinance No. 673, cumulative impacts upon transportation and circulation are determined to be less than significant.

In addition, with regard to on-going maintenance of Dillon Road, the operator, the County of Riverside and the cities of Coachella and Indio are in discussion regarding the ongoing maintenance of this arterial, due not just to the number of existing trips along this arterial and the proposed expansion of the CVC facility, but also due to the number and size of approved or reasonably foreseeable residential and commercial projects along Dillon Road in the cities of Coachella and Indio and/or their spheres of influence. The operator will coordinate with the agencies and contribute to the maintenance of Dillon Road as agreed to in an agreement between all entities.

Cumulative Mitigation:

Mitigation Measures TRANS-1 through TRANS-5, described above, are also applicable to cumulative impacts. These measures would be sufficient to reduce incremental cumulative impacts to public services to a level that is less than significant.

Reference: Draft EIR pages 6-24 through 6-28

H. Utilities and Service Systems

1. Cumulative Impacts:

With regard to natural gas usage, demand for electrical power, communications systems, water demand, sewage treatment and disposal, solid waste disposal, and adequacy of available water distribution facilities, the proposed project would not cause a significant impact on Utilities and Service Systems.

Specifically with regard to water supply, the City of Coachella General Plan Update Program EIR provided growth projections in the City through 2035. The Coachella Water Authority (CWA) service area encompasses the City of Coachella, and also includes the CVC site. The City's

population will increase dramatically over the next 20 years from approximately 50,000 to 134,890 people.

Per capita water use was calculated in the City's 2010 UWMP. As presented in the City's 2010 UWMP, water use is currently 191 gallons per capita per day (gpcd), with a projected reduction to 186 gpcd by 2015 and to 181 gpcd by 2020 and beyond in accordance with the requirements of SBx7-7. The estimated increase in annual water use from 2010 to 2035 is 6,074 million gallons or 18,642 acre-feet in the CWA service area. This is according to the City of Coachella General Plan Update Program EIR, interpolated from the City's 2010 UWMP. For the proposed expansion of the CVC, using a conservative number of 200 gpcd, the net increase in domestic water use at the CVC facility of 48,130 gpd represents approximately 252 City residents. The total daily water needs of the project not considering existing conditions or the use of grease trap liquid to supplement domestic water supply is 142,230 gpd. Again, using the 200 gpcd number, this would equate to 711 new residents. When considered with the population projections for 2020, the equivalent water use by 711 new residents equates to approximately 1 percent of the water use by residents.

Although the proposed project represents approximately one percent of the water usage in the City in 2020, understanding that the State of California, including the Coachella Valley are experiencing drought conditions, the site operator will continue to work with the City of Coachella and the County of Riverside to conserve water on-site. With implementation of Mitigation Measure USS-1, the project would have a less than significant cumulative impact on Utilities and Service Systems.

Cumulative Mitigation:

Mitigation Measure USS-1, described above, is also applicable to cumulative impacts. This measure would be sufficient to reduce incremental cumulative impacts to Utilities and Service Systems to a level that is less than significant.

Reference: Draft EIR pages 6-28 through 6-29

BE IT FURTHER RESOLVED by the Board of Supervisors that it has considered the following alternatives identified in the EIR and has rejected those alternatives as failing to meet most of the Project's objectives, as failing to reduce or avoid the Project's significant impacts or as infeasible for the reasons hereinafter stated:

A. Pursuant to Public Resources Code Section 21002 and the State CEQA Guidelines section 15126.6(a), an EIR must assess a reasonable range of alternatives to the project action or location. Section 15126.6(a) places emphasis on focusing the discussion on alternatives which provide opportunities for eliminating any significant adverse environmental impacts, or reducing them to a level of insignificance, even if these alternative would impede to some degree the attainment of the project objectives, or would be more costly. In this regard, the EIR must identify an environmentally superior alternative among the other alternatives. As with cumulative impacts, the discussion of alternatives is governed by the "rule of reason". The EIR need not consider an alternative whose effect cannot be reasonably ascertained, or does not contribute to an informed decision-making and public participation process. The range of alternatives is defined by those alternatives, which could feasibly attain the objectives of the project. As directed, in State CEQA Guidelines section 15126.6(c), an EIR shall include alternatives to the project that could feasibly accomplish most of the basic objectives of the project.

B. The Project has been developed to achieve the following goals:

1. Provide a convenient, environmentally compliant, and cost-effective facility for the recycling of organic materials, food wastes, and construction/demolition wastes.

2. Provide for increased operations to accommodate future growth in the cities of Coachella, Indio, and La Quinta as well as unincorporated communities in the County of Riverside, without having to create a new facility in another location.

3. Assist in meeting the landfill diversion goals in AB 939 (Assembly Bill 939 et seq., California Integrated Waste Management Act of 1989), AB 341, and AB 1826 and the Riverside Countywide Integrated Waste Management Plan to preserve landfill capacity by accepting green waste, food waste, animal manures, and construction/demolition waste for the recovery of recyclable materials and the production of beneficial organic products including mulches, compost, and other soil amendment products.

4. Assist in carrying out the goals identified in the Source Reduction Recycling Elements for the jurisdictions using CVC in order to divert green waste, food waste and other organic material from landfills to the extent feasible to meet the statewide goals for diversion from landfills. (Note:

Riverside County has a combined SSRE/HHWE Element and therefore, both elements are included herein although only the goals of the SRRE are part of the project's objectives).

5. Promote public awareness of the benefits of recycling of organics and C&D wastes through operator's public outreach programs.

6. Identify and encourage the development of markets for recycled organic products through outreach programs to perspective end users.

7. Stimulate employment opportunities in the eastern Coachella Valley by adding additional employees at the site, and through the operator's on-going efforts to increase the use of organic projects by farmers, landscape companies, golf course, parks department, etc.

C. The EIR identified alternatives that were considered and rejected as infeasible. There were three alternatives considered and rejected.

1. A reduced intensity alternative was considered that would reduce the amount of feedstock brought to the site thus reducing the number of daily vehicle trips as well as reducing the intensity of activities. However, this alternative was rejected for two reasons: (1) the intent of the project is to expand the facility in order to meet the increased demand for alternatives to landfill disposal so that cities in the eastern Coachella Valley and the County of Riverside can meet the 50 percent diversion goal established by the State of California. As the eastern Coachella Valley continues to urbanize, facilities such as Coachella Valley Compost must expand to keep up with the demand. (2) Under the proposed expansion of the facility, all potentially significant impacts can be reduced to less than significant levels without a reduction in the proposed increase in feedstock and vehicle trips.

2. An alternative location at Edom Hill Landfill was considered as another alternative. The Edom Hill Landfill is located in North Cathedral City, north of the I-10 Freeway. The operator of the CVC and CVTS facilities at the Coachella Landfill also operates facilities at the Edom Hill Landfill site. Similar to the Coachella Landfill, the landfill facility is permanently closed but the site is still used to accept feedstock for composting as well as solid waste that is collected in the western end of the Coachella Valley and transferred to larger transfer trailers for transport to an operating County landfill outside the Valley. The Edom Hill Transfer Station is permitted for a maximum of 3,500 tons of solid waste per day on a 21.90 acre site. In addition, the operator is also permitted to compost

green waste on 3.6 acres of the Edom Hill site. The maximum amount permitted is 500 tons per day; maximum vehicles permitted per day are 1,097. The operator of the compost facility at Edom Hill is currently planning for the expansion of that facility to meet the growing need on the western end of the Coachella Valley to process green waste in order to maintain the cities' commitments for at least 50 percent diversion from landfills. In addition, the location of the Edom Hill landfill, accessible from the Date Palm/I-10 interchange is outside the desired trip length for most users of the CVC site. Expanding the Edom Hill site to include additional feedstock from the CVC market area was considered and rejected for the following reasons: (1) The Edom Hill site is located approximately 20 miles from the CVC facility; well outside the desired trip length for most current CVC users; (2) There is a demonstrated need for both the Edom Hill and CVC compost facilities to be expanded to meet the needs of both the eastern and western Coachella Valley areas so that expanding one while closing the other would not achieve the cities' and County of Riverside's goals for 50 percent diversion; (3) Using only Edom Hill for all the Valley's needs would increase the trip length of the vehicles currently using the CVC facility thus generating additional emissions of criteria pollutants; and (4) Edom Hill is permitted for static pile composting not windrows which require more space, and no food waste is permitted, only green waste.

3. Another alternative location at Oasis Sanitary Landfill was considered. The Oasis Sanitary Landfill, a 165-acre County-owned facility located just south of the unincorporated Riverside County community of Oasis at the southern end of the Coachella Valley. More specifically, the subject site is located just west of State Route 86 at its intersection with Avenue 84. Surrounding the County's site are lands in agriculture immediately to the west, agricultural lands in fallow to the immediate north, vacant desert and land in agriculture to the immediate east and vacant desert to the immediate south.

At first glance, the absence of developed land and sensitive receptors in close proximity to the landfill site also served to enhance the suitability of this site as an alternative project location. However, a review of the Riverside County General Plan indicates that future development in the general project vicinity will be substantially urban in nature. More specifically, the site is located within the

approved Travertine Point Specific Plan project area, a proposed "new town" that, at buildout, would have 37,000 residents.

While sufficient land area to accommodate the location of CVC as proposed within the boundary of the County-owned site is available, it is noted that the location of the Oasis Sanitary Landfill is at the extreme southern limits of the CVC market area, approximately 20 miles south of the CVC facility. As a result, when compared to the location of the current CVC operation, this location adds a substantial element of inconvenience for both deliverers of source materials and purchasers of CVC products who come to the facility by significantly increasing overall vehicle miles traveled.

The potential for future land use compatibility issues combined with the inconvenience factor associated with having CVC located at the site of the Oasis Sanitary Landfill served to eliminate this site from further consideration.

As directed in State CEQA Guidelines section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. Even though all significant impacts can be substantially reduced to a less than significant level either by adoption of mitigation measures, Project Design Features, existing regulations or by standard conditions of approval, the following section considers the feasibility of the Project alternatives as compared to the proposed Project. As explained below, these findings describe and reject, for reasons documented in the EIR and summarized below, each one of the Project alternatives. The evidence supporting these findings is presented in Section 7.0 of the Draft EIR and elsewhere in the administrative record as a whole.

A. Alternative 1 - No Project Alternative – Continued CVC Operations at Current Levels

1. Section 15126.6(e)(1) of the State CEQA Guidelines, as amended, states: "The specific alternative of "no project" shall also be evaluated along with its impact." The following identifies the "no project" alternative developed for evaluation in this EIR. It is noted that there exists more than one approach to developing the attributes and assumptions of the "no project" alternative to be evaluated. The proposed project constitutes the expansion and diversification of a green waste and food waste

composting operation and the construction of attendant CVC site and facility improvements. State CEQA Guidelines Section 15126.6(e)(3)(A) offers the following guidance concerning the nature of the "no project" alternative that should be evaluated under such circumstances : "When the project is the revision of an existing ... ongoing operation, the "no project" alternative will be the continuation of the existing ... operation into the future...". The "no project" alternative described below reflects the foregoing guidance.

The "no project" alternative assumes that the proposed expansion of the CVC facility would not be implemented, but that the facility would continue its operations at current levels, and that its' operator will continue to apply for and receive approval of renewed applications for the various permits essential to its operation without increasing capacity. That is, the facility, in operation since 2000, is currently permitted to process and compost a maximum of 250 tons per day (tpd) of green waste and plant-based food waste (not greater than 10,000 tons annually) to produce organic products and composts marketed to local landscapers, golf courses, farmers, and the general public. The facility is also permitted for up to 169 vehicles per day, as well as accepting 12,500 gallons per day (gpd) of grease trap liquids to be used in the composting process. Under this alternative, CVC would continue its green waste and food waste operations at the aforementioned permitted levels.

2. The "no project" alternative is the "environmentally superior" alternative. This determination is based on the fact that among the three alternatives evaluated, the "no project" alternative assumed CVC operations at their current levels, and in effect served as a scaled down version of the project as proposed while each of the other two Alternatives assumed CVC operational capacities comparable to the proposed project. As a consequence, the "no project" alternative would result in fewer demand driven impacts (e.g. traffic volumes, air emissions, process water requirements, and the like) than either the proposed project or the other two considered alternatives. Additionally, since the "no project" alternative assumed CVC operations at their current levels, none of the proposed site improvements, the creation of additional useable area for composting and C&D waste processing, and new or enhanced on-site facilities would not be constructed thus precluding the occurrence of any construction-related impacts.

3. The "no project" alternative would continue to meet some of the objectives of the proposed project such as assisting in meeting the landfill diversion goals established through assembly bills 939, 341, 1826, the Riverside County Integrated Waste Management Plan, and Source Reduction Recycling Elements of the cities of Coachella and Indio; however, because the CVC facility would not expand to meet the increasing needs of the cities of Coachella and Indio, and the County of Riverside's local unincorporated communities, these agencies would have to look for other alternatives to meet their landfill diversion goals, as the capacity of the CVC facility would not increase but these cities and unincorporated communities will continue to grow. In addition, under the "no project" alternative, no new employees would be needed so the 41 new employees that would be added to the facility under the proposed project would not be hired from local communities. Finally, under the existing permit, no C&D waste is taken into the site and processed for recycling, resulting in a lost opportunity to provide a local site for builders to take their C&D waste.

B. Alternative 2 - Alternative Site – Mecca II Landfill

1. Alternative 2 assumes that the CVC facility would be closed and all existing and proposed operations would be moved to the site of the Mecca II Landfill located in an unincorporated area of Riverside County near the community of Mecca in the southeastern Coachella Valley. This landfill site is located on a portion of approximately 83-acres owned by the County of Riverside. It is located approximately 5 miles east of the intersection of Avenue 66 and Highway 111. The site is bisected diagonally from the northeast to southwest by the alignment of Box Canyon Road, which intersects Avenue 66 in the southwestern most corner of the rectangular shaped parcel.

The Mecca II Sanitary Landfill is located along the eastern edge of the intensive agricultural areas south of the City of Coachella and north of the Salton Sea. A variety of agricultural products are being grown and harvested to the north, west and south of the project site year-around. To the east, the northeastern most corner of the project site is diagonally bisected by a canal aligned southeast to northwest. East of the canal is vacant desert land.

The approximately 83-acre County site is designated Public Facilities (PF) in the Riverside County General Plan. The areas surrounding the project site are in unincorporated Riverside County and not

within the Sphere of Influence of any existing incorporated city. Lands around this site carry the following general plan land use designations:

- Lands immediately north and southeast of the project site are designated OS-RUR (Open Space-Rural Residential).
- Immediately east along the alignment of the aforementioned canal the General Plan is OS-W (Open Space-Water).
- Further east from the Mecca II Landfill site, across the alignment of the aforementioned canal are lands of the Cabazon Indian Reservation.
- All other land surrounding the Mecca II Landfill is designated AG (Agriculture).

The proposed expansion of the CVC facility would increase the size from 35.27 acres to 39.8 acres and while the Mecca II Sanitary Landfill site has sufficient room to accommodate the existing and expanded CVC facility, the diagonal alignment of Box Canyon Road through its west-central portion presents some operational design challenges and would likely require CVC operations to occur on both sides of Box Canyon Road.

Under Alternative 2, it is assumed that all CVC composting operations would occur at full capacity, but within the daily type and volume intake limits set by the various permits to which the operation is subject. The permits and approvals required to operate CVC at its current location would also be required under Alternative 2.

With approval of the proposed revised SWFP, CVC would be permitted to accept a maximum of 785 tpd of green waste and all types of food waste feedstock or 244,920 tons per year based upon a seven day operating week and 5.5 days per week of material acceptance. Animal manures will also be added to the list of acceptable organic feedstock. To accommodate the 785-tpd intake, under this Alternative, CVC would require a Compost Management Unit (CMU) of 30-32 acres. The design, construction, and maintenance of the CMU will be according to the standards of the CVC's Waste Discharge Requirements (WDRs) stipulated by the Colorado Regional Water Quality Control Board (CRWQCB).

In addition, the facility will be permitted to accept up to 55,000 gpd of grease trap liquids and gray water. Only liquid waste haulers who hold valid Riverside County Environmental Health Department liquid

waste hauling permits will be allowed to use the facility. All of these vehicles that enter the CVC are routinely checked at the scalehouse to ensure the paperwork is in order before entry is permitted. Otherwise, the delivery will not be accepted and the vehicle is turned away.

2. Alternative 2, while similar in scale and intensity to the proposed project, for many of the environmental factors, its potentially significant effects are anticipated to be either equal to or less than those of the proposed project. Environmental topics relevant in this regard include: Population and Housing, Geology & Soils, Water, Biological Resources, Mineral Resources, Hazards & Hazardous Materials, and Public Services, among others. This and the fact that it would meet many of the project objectives outlined above would seem to support a conclusion that Alternative 2 should be the environmentally superior alternative other than the "no project" alternative. However, the selection of an environmentally superior alternative must also consider other factors related to its feasibility. In the case of Alternative 2, while feasible across many of the factors considered, it is severely handicapped when assessing its ability to meet the first and primary objective of the proposed project: to "Provide a convenient, environmentally compliant, and cost-effective facility for the recycling of organic materials, food wastes, and construction/demolition wastes." The Mecca II Landfill site assumed for Alternative 2 is located at the far end of the market area for CVC operations and lacks the centrality and convenience for both source material deliveries and end-product consumers that is currently enjoyed by the CVC facility at its current location. Furthermore, the Mecca II Landfill is an active landfill with expansion potential. Locating CVC at the Mecca II Landfill site would prohibit future expansions at the landfill, thereby diminishing the County's ability to provide additional landfill capacity.

C. <u>Alternative 3 - Alternative Composting Technology (Aerated Static Pile)</u>

1. Under Alternative 3, all components of the proposed project would remain the same. CVC uses an existing proven aerated windrow technology to produce hummic compost products. The technology requires the development of windrows with a moisture content of approximately 50 to 60 percent then allowing aerobic decomposition to create the compost product. Windrows are turned on a regular basis to assure adequate aeration and temperature levels.

An alternative to aerated windrow composting is aerated static pile (ASP) composting. This alternative technology incorporates forcing air into the pile to provide aeration with fewer turnings compared to windrow composting. Prior to placement of feedstock, the active compost area (compacted earth pad) is underlain with perforated pipes cushioned by wood chips and connected to a blower fan. A thick layer of finished compost is placed on top of the feedstock pile that serves as a bio-filter. The fans are connected to a temperature probe that monitors and regulates airflow to assure that proper internal temperatures are achieved. The piles are turned on a regular schedule of approximately once every two weeks for a total of six weeks of active composting. This may be extended for longer periods if desired.

2. Because the "no project" alternative was determined to be the environmentally superior alternative, another of the alternatives must also be identified as the environmentally superior alternative. In keeping with this State CEQA Guidelines requirement, the next most environmentally superior alternative to the proposed project would be Alternative 3. The impacts of Alternative 3 are anticipated to be nearly identical to those associated with the proposed project. This is due primarily to the fact that the only substantial difference between Alternative 3 and the proposed project would be the method of composting to be employed, that is aerated static pile (ASP) composting versus the current aerated windrow composting method.

Under existing conditions, windrows are formed by a front-end loader. These windrows are approximately 6 to 8 feet high, 10 to 12 feet wide and 150 feet long. This size and shape of windrows has proven to be efficient in producing good quality compost for use as a soil amendment. Based on a bulk density of 800 pounds per cubic yard, each windrow contains about 175 tons of shredded yard trimmings. The windrows are spaced at 15-foot intervals to allow for emergency vehicle access, if necessary. The windrow composting area is designed to contain about 40 windrows of the said dimensions.

New windrows are turned by a front-end loader twice a week for the first two weeks during the first stage of composting called the Process to Further Reduce Pathogens (PFRP). This is the active thermophillic process where temperatures will reach 160°F. Windrows are turned once a week after

the first two weeks until the initial decomposition stage, PFRP, is complete. The PFRP is typically between four and six weeks long.

Prior to turning, water is applied to the outer layer of the windrows by spraying with a water truck. This allows the water to seep into the center layer as the piles are turned. Optimum moisture content within the windrows is 40 to 55 percent measured by gravimetric methods.

As required by Title 14, external and internal temperatures and material moisture content are monitored on a daily basis. To meet the pathogen reduction requirements during the PFRP of Title 14, Section 17868.3, the material must be turned a minimum of five times while maintaining a temperature of 131° F for 15 days or more. Title 14 also requires recording and maintenance of these records, which are reviewed during monthly inspections by the Local Enforcement Agency (LEA) of the Riverside County Department of Environmental Health. Temperatures that consistently rise above 160° F indicate that insufficient carbon material is in the mix and will lead to a less desirable end product. Temperatures of over 190° F indicate that anaerobic conditions may be prevailing, which could lead to spontaneous combustion. Any windrows with temperatures over 190° F will be turned immediately. Fires will be prevented by turning every 4 to 10 days to prevent the buildup of flammable gases.

Aerated static pile (ASP) composting creates a pile or windrow that has either a positive or negative air flow to enhance the amount of oxygen flowing through the feedstock and thus increasing decomposition. The temperatures and moisture content are the same as windrow composting, but the piles are not turned as often. Thus the pile is "static". In order to blow air through the piles, ASP systems require a power source for the fans. It can be electrical or solar. Since the ASP piles are turned less, there are less diesel emissions from the loaders that turn the piles; however the ASP method requires a constant flow of air and thus requires an increase in electrical use.

3. Alternative 3 would meet the project objectives similar to the proposed project and would be environmentally superior in terms of the reduction in diesel fuel consumed resulting in a reduction in some air emissions, but is not preferred because of the added cost to develop and maintain the static pile, including an increase in the use of electricity to maintain a constant flow of air through the pile, throughout the composting period.

BE IT FURTHER RESOLVED by the Board of Supervisors that the State CEQA Guidelines section 15126 (g) require an EIR to discuss how a proposed project could directly or indirectly lead to economic, population, or housing growth. A project may be growth-inducing if it removes obstacles to growth, taxes community service facilities or encourages other activities which cause significant environmental effects. The discussion is provided in Section 8.4 of EIR, on page 8-2, and is summarized as follows:

The proposed expansion of CVC is to allow for the planned growth of the facility to meet the needs of the County and local cities in the Eastern Coachella Valley to meet numerical solid waste diversion goals through programs to reduce, reuse and recycle. Diverting green waste and food waste from landfills to the CVC is one way that the County and the City of Coachella and the City of Indio meet their goals. In this context, the proposed project serves to accommodate future population growth, not foster it. The proposed project will employ up to 49 persons, but since these individuals are expected to be drawn from the local labor pool and would therefore already reside locally, no project-related population increases or demand for additional housing is expected. Therefore, proposed project would not be growth-inducing.

BE IT FURTHER RESOLVED by the Board of Supervisors that regarding significant irreversible environmental changes, pursuant to State CEQA Guidelines section 15126.2(c) and 15127, this subject should be addressed "only in EIRs prepared in connection with any of the following activities: (a) The adoption, amendment, enactment of a plan, policy or ordinance of a public agency; (b) The adoption by a Local Agency Formation Commission of a resolution making determinations; or (c) A project which will be subject to the requirement for preparing an environmental impact statement pursuant to the provisions of NEPA....."

As stated in Section 8.3 of EIR, on page 8-2, this EIR is not connected with any of the foregoing activities and as a result, no further discussion of this subject is required. Chapter 5 of the EIR presents a comprehensive evaluation of environmental issues and mitigation measures where the findings of the EIR are that the proposed expansion of the CVC facility would not result in significant environmental impacts. Thus the proposed project would not result in significant irreversible environmental changes.

BE IT FURTHER RESOLVED by the Board of Supervisors that it has reviewed and considered the EIR in evaluating the changes to the SWFP for the CVC is an accurate and objective statement that complies with CEQA and reflects the County's independent judgment, and that the EIR is incorporated herein by this reference.

BE IT FURTHER RESOLVED by the Board of Supervisors that it CERTIFIES the EIR (SCH #2013081021) for the CVC SWFP Revision Project and ADOPTS the MMP attached as Attachment A hereto.

BE IT FURTHER RESOLVED by the Board of Supervisors that the custodians of the documents and other materials that constitute the record of proceeding upon which this decision is based are the Clerk of the Board of Supervisors and the County Department of Waste Resources and that such documents are located at 4080 Lemon Street, Riverside, California and 14310 Frederick Street, Moreno Valley, California, respectively.

ROLL CALL:

Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley
Nays: None
Absent: None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on the date therein set forth.

KECIA HARPER-IHEM, Clerk of said Board

By _____ Deputy

Attachment A
Mitigation Monitoring Plan

4 Mitigation Monitoring Program

4.1 Background

This Mitigation Monitoring Program (MMP) has been prepared to comply with Section 21081.6 of the California Environmental Quality Act (CEQA). Section 21081.6 requires that public agencies adopt a monitoring program for measures that are required to mitigate or avoid significant effects to the environment from the project.

The MMP serves three functions:

1. Assures completion of mitigation measures during project implementation.
2. Provides feedback to designated agencies and decision makers regarding the effectiveness of the mitigation measures.
3. Identifies the need for enforcement action before irreversible environmental damage occurs.

In the event it is determined that a mitigation measure is not effective or feasible, the MMP can be amended on an as-needed basis to incorporate additional or revised measures that the decision makers or agencies adopt.

4.2 Format of the Program

The MMP includes the following information:

Mitigation Measure: Identifies project-specific mitigation measures described in the Environmental Impact Report (EIR) SCH # 2013081021

Mitigation measures are grouped under the environmental impact areas, which are represented by the following "Impact Codes":

AQ = Air Quality

BIO = Biological Resources

CR = Cultural Resources

GEO = Geology and Soils

HAZ = Hazards and Hazardous Waste

HWQ = Hydrology and Water

LU = Land Use and Planning

N = Noise

TRANS = Transportation and Circulation

USS = Utility and Service Systems

Implementation Responsibility: Identifies the agency or party responsible for implementing the identified mitigation measures. In the case of this project, implementation of most of the mitigation measures included in the MMP are the responsibility of Burrtec Waste Industries, Inc. (Burrtec), the operator of Coachella Valley Compost (CVC).

Monitoring Timeframe: Indicates the timeframe in which the mitigation measure should be performed or completed.

Enforcement Authorities: Designates the agency/agencies responsible for overseeing and/or monitoring the implementation of the mitigation measure(s) included in the MMP. In the case of this project, monitoring responsibilities are shared among various local, state, and federal agencies. These agencies have oversight capability to ensure compliance by Burrtec.

The following abbreviations and acronyms are used in this MMP:

B&S:	Riverside County Building and Safety Department
CAL/OSHA:	California Occupational Safety and Health Administration
CDFW:	California Department of Fish & Wildlife
CEQA:	California Environmental Quality Act
CRWQCB:	Colorado River Water Quality Control Board
CVCC:	Coachella Valley Conservation Committee
CVC:	Coachella Valley Compost
HAZMAT:	Hazardous Materials Division of the Environmental Health Department
HHW:	Household Hazardous Waste
LEA:	Local Enforcement Agency of the Environmental Health Department
MBTA:	Migratory Birds Treaty Act

OWTS:	Onsite Wastewater Treatment System
RCFC:	Riverside County Flood Control and Water Conservation District
RCFD:	Riverside County Fire Department
RCTD:	Riverside County Transportation Department
RCDWR:	Riverside County Department of Waste Resources
SAA:	Streambed Alteration Agreement
SCAQMD:	South Coast Air Quality Management District
TUMF:	Transportation Uniform Mitigation Fee
USEPA:	United States Environmental Protection Agency
USFWS:	United States Fish and Wildlife Service

4.3 Mitigation Measures and Monitoring

AIR QUALITY

Mitigation Measures:

AQ-1 During construction, no more than 5 acres per day shall be disturbed for site preparation and grading activities.

AQ-2 The following standard conditions shall be implemented during construction of the CVC facility; these are required by SCAQMD as part of standard practice related to the generation and control of fugitive dust and VOCs:

- Rule 403 governs emissions of fugitive dust during construction and operational activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity, if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures (BACM), which include but are not limited to the measures below. Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors.
    - Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving project site.
    - Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all track out at the end of each workday.
    - Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.
    - The facility operator shall prepare a Fugitive Dust Control Plan for project construction and operations.
    - The facility operator shall conduct on-site wind monitoring during project construction and operations to suspend or curtail all grading and/or organic materials management activities when wind speeds exceed 25 miles per hour.
    - The facility operator shall conduct watering as necessary to prevent visible emissions and/or apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive areas.
    - Rule 1108 governs the sale, use, and manufacturing of asphalt and limits the volatile organic compounds (VOC) content in asphalt used in the Basin. This rule would regulate the VOC content of asphalt used during

construction. Therefore, all asphalt used during construction of the proposed project must comply with SCAQMD Rule 1108.

- Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

AQ-3 The standard conditions will apply to the operation of the CVC facility and were included in the assumptions used in the CalEEMod mode to evaluate the project's construction emissions.

The following SCAQMD Rules governing the operation of compost facilities applies:

Rule 203 – Permit to Operate

Rule 1133 – Composting General Administrative Requirements

Rule 1133.1 – Chipping and Grinding Activities

Rule 1133.2 – Emissions Reductions from Co-Composting Operations

Rule 1133.3 – Emissions Reductions from Greenwaste Composting Operations

Rule 1157 – PM10 Emissions Reductions from Aggregate Operations

Rule 1193 – Clean On-Road Residential and Commercial Refuse Collection Vehicles

The following CARB Rules governing the operation of compost facilities applies:

- CARB Regulations for In-Use Off-Road Diesel Vehicles
- CARB Resolution 08-43 for On-Road Diesel Truck Fleets
- California Code of Regulations (CCR), Title 14, Chapter 3.1 Materials Odors
- California Code of Regulations (CCR) Title 24, Part 6
- California Code of Regulations (CCR) Title 24, Part 11

Agency/Individual Responsible for Implementation: Burrtec

Timing: AQ-1: During grading activities.

AQ-2: During construction and grading activities.

AQ-3: During ongoing operation of the CVC.

Monitoring: Burrtec, LEA, SCAQMD, and RCDWR

BIOLOGICAL RESOURCES

Mitigation Measures:

CVMSHCP Fee

BIO-1 Prior to ground disturbance associated with the expansion of the CVC site, to comply with the Coachella Valley Conservation Commissions requirement for payment of a Development Impact Fee, the site operator shall pay the Multiple Species Plan Fee of $5,769 per acre for the 4.53 acre expansion area, for a total of $26,134; or the fee in effect at the time of initial site disturbance.

Desert Tortoise

BIO-2 Prior to the commencement of any new site disturbance associated with the expansion of the CVC site, including any disturbance along the shoulders of Dillon Road where the applicant will be responsible for widening the road to accommodate a southbound acceleration lane and to lengthen the existing northbound deceleration lane, a qualified biologist shall conduct a pre-construction desert tortoise survey in accordance with established protocol. If desert tortoises are found, the operator shall notify the USFWS 45 days prior to the issuance of any grading permit to allow USFWS to salvage adult tortoises. If USFWS is not able to salvage desert tortoise, the operator shall have the qualified biologist salvage desert tortoise per current USFWS desert tortoise clearance survey protocol. New disturbance associated with the expansion of the CVC facility shall not occur until the tortoises are salvaged.

BIO-3 An educational course will be required for construction personnel. The course should be given by a qualified desert tortoise biologist and be approved for use by USFWS and the CDFW. The course shall be given prior to the start of any new ground disturbance associated with the proposed project. At a minimum, the course must cover the following:

- General behavior and ecology of the tortoise
- Distribution of the desert tortoise
- Sensitivity to human activities
- Status of the desert tortoise under state and federal endangered species acts
- Basis for protection requirements and the need to avoid harming desert tortoises
- Restrictions and guidelines that must be followed by all construction personnel
- Penalties and fines for harming desert tortoises
- Reporting requirements
- Project protective mitigation measures

BIO-4 If a desert tortoise wanders onto the site, all construction shall be halted in the vicinity of the animal until the animal leaves. The site operator shall contact an authorized biologist (listed in the site's Business Plan/Emergency Contingency Plan) who will come on-site and assess the situation. If the animal appears to be leaving the site, no further action will be necessary.

BIO-5 If an animal takes up residence, then additional measures must include either fencing and avoidance of the burrow site out to 300 feet, or relocation of the animal by an authorized biologist. Relocation will require a take permit from USFWS and CDFW and the implementation of standard measures to protect the animal as determined during consultation with the agencies.

Burrowing Owl

BIO-6 Occupied burrows shall not be disturbed by development in the expansion areas, during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If the biologist is not able to verify one of the above conditions, then no disturbance shall occur within 500 meters of the burrowing owl's nest during the breeding season so as to avoid abandonment of the young.

BIO-7 Compensation for the loss of burrowing owl burrows and foraging habitat has changed. As of 2012, CDFW has determined that mitigation for permanent impacts to nesting, occupied and satellite burrows and/or burrowing owl habitat is such that the habitat acreage, number of burrows and burrowing owls impacted are replaced based on the information gathered for each project. Because these factors will not be known until the survey takes place, if none are found within the project area, the compensation listed herein will not have to occur. If the survey determines birds occupy the area, compensation will have to be arranged.

At a minimum, CDFW requires that mitigation for permanent impacts to nesting, occupied and satellite burrows and burrowing owl habitat requires:

- Permanent conservation of similar vegetation communities (grassland, scrublands, desert, urban, and agriculture) to provide for burrowing owl nesting, foraging, wintering, and dispersal (i.e., during breeding and nonbreeding seasons) comparable to or better than that of the impact area.

- Sufficiently large acreage, and presence of fossorial mammals. The mitigation lands may require habitat enhancements including enhancement or expansion of burrows for breeding, shelter and dispersal opportunity, and removal or control of population stressors. If the mitigation lands are located adjacent to the impacted burrow site, ensure the nearest neighbor artificial or natural burrow clusters are at least within 210 meters.
- The operator shall prepare a Burrowing Owl Mitigation and Monitoring Plan according to the CDFW *2012 Staff Report on Burrowing Owl Mitigation* and submit it to CDFW if owls will be significantly impacted by the project. Note: A Burrowing Owl Mitigation and Monitoring Plan will not be required if a survey determines no burrows are present that will be impacted. The Burrowing Owl Mitigation and Monitoring Plan shall be developed to describe the proposed relocation site and follow-up monitoring. The plan shall include the number and location of any occupied burrow sites and details on adjacent or nearby suitable habitat available to the owls for relocation.

BIO-8 Prior to ground disturbance, a qualified biologist shall consult with the project engineer to determine whether individual cholla will be affected by project construction. Any individuals identified within the area of disturbance shall be flagged, and if necessary, removed and relocated to another location on-site, or transported to a plant nursery.

Desert Native Plants

BIO-9 Prior to ground disturbance near individual cholla, the operator shall obtain a permit from the Riverside County Agricultural Commission to remove and relocate any individuals that may be in harm's way during construction of the CVC site improvements.

Waters of the State

BIO-10 The project proponent shall notify the CDFW and Colorado River RWQCB of proposed impacts to 0.39-acres of jurisdictional waters as described in the report entitled Jurisdictional Delineation for the Coachella Valley Compost Expansion, prepared by Lilburn Corporation, September 2013. CDFW will be notified per the Streambed Alteration Agreement application and RWQCB through the Clean Water Act Section 401 notification.

BIO-11 The project proponent shall submit a copy of the report entitled *Jurisdictional Delineation for the Coachella Valley Compost Expansion*, prepared by Lilburn

Corporation, September 2013, to the ACOE for concurrence that the proposed project will not result in impacts to waters of the United States.

BIO-12 Construction activities should be scheduled to occur during dry periods, when rain is not forecast to occur for an extended period of time.

BIO-13 The project contractor shall be responsible for implementing erosion and sediment control best management practices as established in the project's storm water pollution and prevention program (SWPPP).

BIO-14 All litter shall be removed from the construction area and disposed of in an appropriate manner at the end of each construction day to ensure that no litter enters jurisdictional waters.

BIO 15 No project construction vehicles shall be stored within the limits of the jurisdictional waters.

BIO 16 The project boundaries shall be flagged and defined to avoid impact outside of the designated construction area. No impacts to jurisdictional areas will be allowed outside of the permitted project area.

BIO 17 To avoid potential impacts to the drainage on the southern edge of the facility, the limits of the compost/organic waste operations area shall be visually marked. Facility operations shall be limited to the defined work area; no waste or litter shall be allowed into the drainage. The project contractor is required to follow the best management practices as established in the project's storm water pollution and prevention program (SWPPP).

Agency/Individual Responsible for Implementation: Burrtec

Timing: BIO-1: Prior to ground disturbance activities.

BIO-2: Prior to ground disturbance activities.

BIO-3: Prior to ground disturbance activities.

BIO-4: During construction and grading activities.

BIO-5: During construction and grading activities.

BIO-6: Prior to ground disturbance activities.

BIO 7: Prior to issuance of grading permits.

BIO 8: Prior to ground disturbance activities.

BIO 9: Prior to ground disturbance activities.

BIO 10: Prior to issuance of grading permits.

BIO 11: Prior to issuance of grading permits.

BIO 12: During construction and grading activities.

BIO 13: During construction and grading activities.

BIO 14: During construction and grading activities.

BIO 15: During construction and grading activities.

BIO 16: Prior to ground disturbance activities.

BIO 17: Prior to ground disturbance activities for: visual marking of the drainage on the southern edge of the facility and the limits of the compost/organic waste operations.

During construction and grading activities for: no waste or litter allowed into the drainage. Project contractor to follow best management practices from project's SWPPP.

Monitoring: Burrtec, USFWS, CDFW, CRWQCB, and RCDWR

CULTURAL RESOURCES

Mitigation Measures:

CR-1 A Native American monitor shall be present on site during grading and/or excavation of new infrastructure such as new water quality basins, placement of new poles for the conveyance of electricity to the composting area, the proposed drainage improvements at the entrance to the site at Landfill Road, and where widening may occur on Dillon Road as a result of proposed road improvements to provide acceleration and deceleration lanes.

In addition, if subsurface cultural resources are encountered during any excavation, or if evidence of an archaeological site or other suspected historic resources are encountered, all ground disturbing activity will cease within 100 feet of the resource. A qualified archaeologist will be retained by the operator to assess the find, and to determine whether the resource requires further study. Potentially significant cultural resources could consist of, but are not limited to, stone, bone, fossils, wood or shell artifacts or features, including structural remains, historic dumpsites, hearths and middens. Midden features are characterized by darkened soil, and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated by a qualified archaeologist retained by the County/applicant subject to County approval and concurrence for significance under all applicable regulatory criteria.

CR-2 No further grading will occur in the area of the discovery until the County (CEQA Lead Agency) approves the measures to protect the resources. Any archaeological artifacts recovered as a result of mitigation will be donated to a qualified scientific institution approved by the County (CEQA Lead Agency) where they would be afforded long-term preservation to allow future scientific study.

CR-3 In the event of an accidental discovery or recognition of any human remains, PRC Section 5097.98 must be followed. In this instance, once project- related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an

investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98, or

- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the property in a location not subject to further subsurface disturbance:

    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission,
    - The descendant identified fails to make a recommendation; or
    - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

CR-4 Paleontological Monitoring Program. Excavations in areas identified as likely to contain paleontologic resources shall be monitored by a qualified paleontological monitor, under a paleontological monitoring program approved by the County of Riverside prior to commencement of any ground disturbance. The program shall consist of, but not be limited to the following elements:

a. The paleontological monitor shall be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

b. If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.

c. All site earthmoving shall cease in the area where fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.

d. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.

e. Samples of sediments should be collected and washed to recover small invertebrate and vertebrate fossils.

f. The paleontologist shall determine the significance of the encountered fossil remains.

g. Paleontological monitoring of earthmoving activities shall continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist shall have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.

h. A report of findings, including, when appropriate, an itemized inventory of recovered specimens and a discussion of their significance, shall be prepared upon completion of the steps outlined above. The report and inventory, when submitted to the County of Riverside, would signify completion of the program to mitigate impacts on paleontologic resources.

CR-5 Disposition of recovered paleontological resources.

a. Recovered specimens shall be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.

b. Any recovered fossil remains shall be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then shall be curated (assigned and labeled with museum repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data shall be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. Note: Per the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet.

c. The remains shall then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.

CR-6 The property owner and/or operator on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

Agency/Individual Responsible for Implementation: Burrtec

Timing: CR-1: During construction and grading activities.

CR-2: During construction and grading activities.

CR-3: During construction and grading activities.

CR-4: During construction and grading activities.

CR-5: During construction and grading activities.

CR-6: During construction and grading activities.

Monitoring: Burrtec, County Coroner, NAHC and RCDWR

GEOLOGY AND SOILS

Mitigation Measures:

GEO-1 Building design shall comply with the latest edition of the California Building Code for Site Class D using the seismic coefficients provided in Section 3.4 of the Geotechnical Report prepared for the CVC Expansion Project by LandMark Consultants, Inc., dated January 2013.

GEO-2 Prior to construction of any habitable structures at the project site, a professional geologist shall review the site plans and determine the optimum location of the scalehouse/office, employee breakroom, maintenance building, and any other habitable structures to ensure that no such structures are constructed within the earthquake fault zone that impacts a portion of the larger county Public Facilities site.

GEO-3 The operator shall update the CVC SWPPP to include construction and operation of activities in the lease boundary expansion area, the new composting/processing expansion area, and the improvements to the site entrance at Landfill Road and the low water crossing, and shall describe the potential sources of pollutants and the means to manage any identified sources to reduce storm water pollution. The SWPPP shall identify a suite of minimum BMP's, including but not limited to, good housekeeping practices, employee training, etc. The operator shall file a Notice of Intent with the SWQCB and have a copy of the SWPPP and WDID issued by the SWQCB on file at the scalehouse/office.

GEO-4 The operator shall update the existing CVC Fugitive Dust Control Plan to include the additional lease area and new site elements such as the expansion area for the C&D sorting/processing, and the compost windrow expansion area.

GEO-5 A percolation test has been performed at the CVC site that determined that the site is suitable for the development of an on-site wastewater treatment system for the scalehouse/office and employee breakroom. Based on the results of the percolation test, and prior to the development of any habitable structures at the CVC site, the operator shall have an On-site Wastewater Treatment (OSWT) Report prepared by a qualified professional such as a grading engineer with expertise in designing such systems or other qualified professional such as a registered civil engineer, registered engineering geologist, or registered environmental health specialist. The report shall describe how the OSWT will be installed/constructed, how sewage will be discharged or disposed of, and how the OSWT will be maintained. The OSWT Report shall be

submitted for review and approval of the Riverside County Director of Environmental Health or his designated representative.

Agency/Individual Responsible for Implementation: Burrtec

Timing: GEO-1: Prior to Building Permit Issuance.

GEO-2: Prior to Building Permit Issuance.

GEO-3: Prior to Grading Permit Issuance.

GEO-4: Prior to Grading Permit Issuance.

GEO-5: Prior to Building Permit Issuance.

Monitoring: Burrtec, B&S, and RCDWR