Agromin/Yolo Land & Cattle Agricultural Material Chipping & Grinding Operation Rezone and Use Permit Application (Z-22-02, ZT-22-02 & U-21-04)

Draft Initial Study and

Negative Declaration

December 2022

Prepared By
Department of Resource Management
County of Solano

And

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TABLE OF CONTENTS

APPENDICES

FIGURES

LIST OF TABLES

DEPARTMENT OF RESOURCE MANAGEMENT
PART II OF INITIAL STUDY OF ENVIRONMENTAL IMPACTS

Introduction

The following analysis is provided by the Solano County Department of Resource Management as a review of and supplement to the applicant's completed "Part I of Initial Study". These two documents, Part I and II, comprise the Initial Study prepared in accordance with the State CEQA Guidelines, Section 15063.

Project Title:	Agromin/Yolo Land and Cattle Agricultural Material Chipping and Grinding Operation
Application Numbers:	U-21-04, Z-22-02 and ZT-22-02
Project Location:	8757 Pedrick Road Dixon, CA
Assessor Parcel No.(s):	00110-140-030
Project Sponsor's Name and Address:	Sack Holdings, LLC, 201 Kinetic Drive Oxnard, CA 93030

General Information

This document discusses the proposed project, the environmental setting for the proposed project, and the impacts on the environment from the proposed project and any measures incorporated which will minimize, avoid and/or provide mitigation measures for the impacts of the proposed project on the environment.

- ❑ Please review this Initial Study. You may order additional copies of this document from the Planning Services Division, Resource Management Department, County of Solano County at 675 Texas Street Suite 5500, Fairfield, CA, 94533.
- ❑ We welcome your comments. If you have any comments regarding the proposed project, please send your written comments to this Department by the deadline listed below.
- ❑ Submit comments via postal mail to

Planning Services Division
Resource Management Department
Attn: Nedzlene Ferrario, Principal Planner
675 Texas Street, Suite 5500
Fairfield, CA 94533

- ❑ Submit comments via fax to: (707 784-4805)
- ❑ Submit comments via email to: nnferrario@solanocounty.com

Submit comments by the deadline of: January 20, 2023

Next Steps

After comments are received from the public and any reviewing agencies, the Department may recommend that the environmental review is adequate and that a Negative Declaration be adopted or that the environmental review is not adequate and that further environmental review is required.

ENVIRONMENTAL DETERMINATION

Based on this initial study:

☒ I find the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project proponent has agreed to revise the project to avoid any significant effect. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find the proposed project could have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT (EIR)** is required.

☐ I find the proposed project could have a significant effect on the environment, but at least one effect has been (1) adequately analyzed in a previous document pursuant to applicable legal standards, and (2) addressed by mitigation measures based on the previous analysis as described in the attached initial study.
An EIR is required that analyzes only the effects that were not adequately addressed in a previous document.

☐ I find that although the proposed project could have a significant effect on the environment, no further environmental analysis is required because all potentially significant effects have been (1) adequately analyzed in an earlier **EIR or NEGATIVE DECLARATION** pursuant to applicable standards, and (2) avoided or mitigated pursuant to that earlier **EIR or NEGATIVE DECLARATION,** including revisions or mitigation measures that are included in the project, and further analysis is not required.

Nedzlene Ferrario
Principal Planner

12.22.22
Date

1.0 ENVIRONMENTAL SETTING and PROJECT DESCRIPTION

1.1 ENVIRONMENTAL SETTING:

This Project includes a zoning change from Exclusive Agriculture 40 acre minimum (A-40) to Commercial Service (CS), Zoning Text Amendment to add recycling and composting facilities as a conditionally allowed land use in the CS Zoning District and Use Permit to allow a green waste chipping and grinding operation coupled with a soil amendment blending operations, accepting green materials, yard trimmings and agricultural materials. The parcel (APN 0110-140-030) consists of 19.88 acres, with 10-acres being open farm ground (rotating crops used for agricultural production) that will not be disturbed. Of the remaining 9.88 acres, a 5.25-acre area that is mostly hardscaped with gravel, concrete and pavement is where the proposed operations will occur. The remaining 4.63 acres includes an agricultural services business/trucking yard, a telecommunications tower, a small

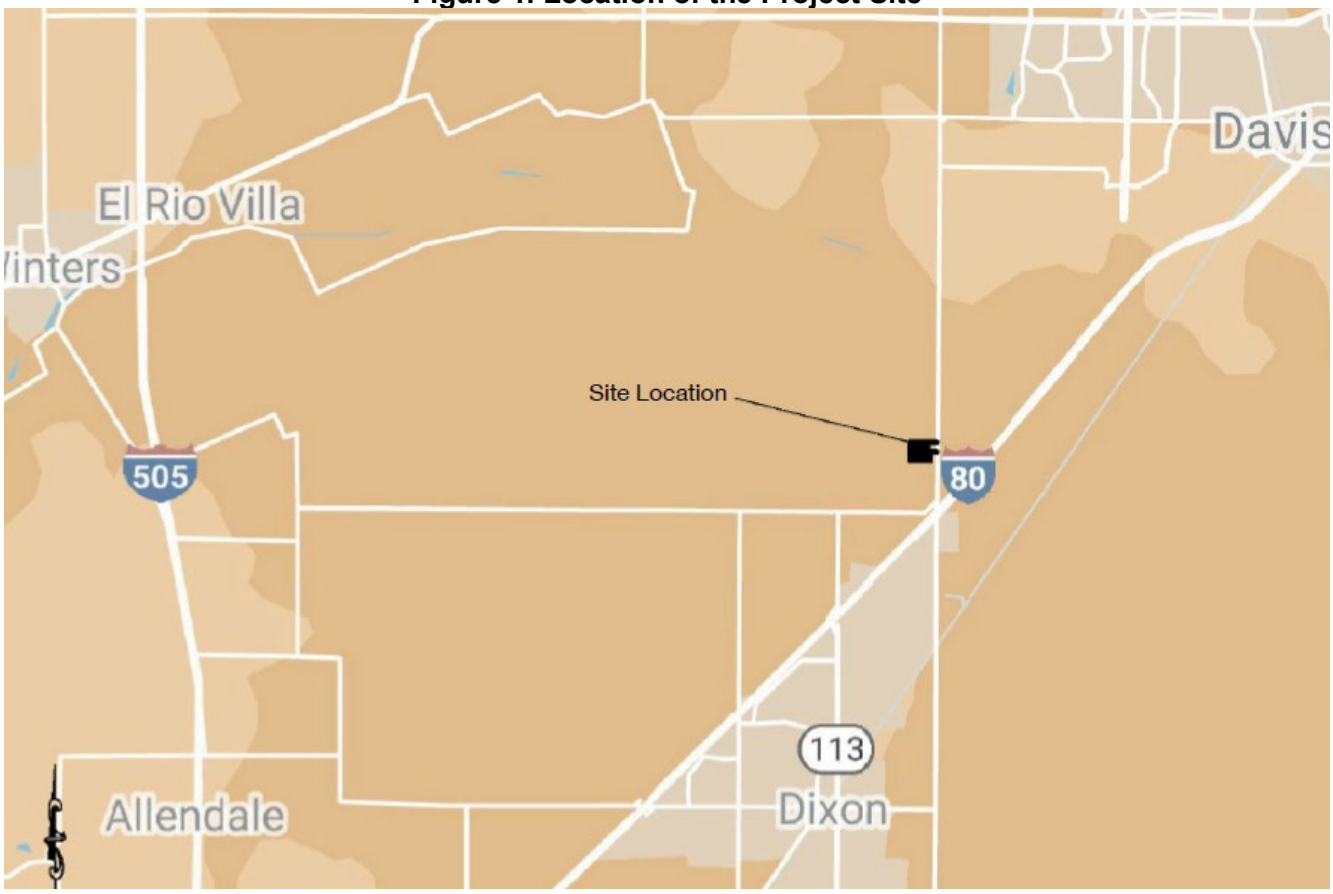
office and a 70-foot truck scale and scale house located along the driveway entrance.

The landowner is Sack Holdings, LLC and the Project site is located just north of Interstate 80 and on the west side of Pedrick Road, approximately 2,000 feet north of Interstate 80 (**Figure 1**). Solano County Zoning Map No. 3-N shows a zoning designation of A-40 for the Project site (**Figure 3**). The Solano County General Plan land use designation for the Project site is Service Commercial. Adjacent to the Project site to the east is an approximately 4-acre parcel bordering Pedrick Road that is zoned as Commercial Service and an agricultural services operation is currently on that parcel..

On the Conceptual Site Plan (**Figure 2**),there is a row of Beefwood trees that run east to west on the parcel along the driveway and access road. There are 125 trees about 60 feet tall that were planted in the early 1990's as a requirement for the Land Use Permit at the time. There are no creeks, marshes, vernal pools or riparian areas on the property, as documented in the biological site survey by Barnett Environmental (**Appendix B**).

There are power lines located on the north and west boundaries of the property and a 20-foot-wide easement for the Solano Irrigation District on the west and north boundaries of the property. The Solano Irrigation District (SID) provides water to a portion of the parcel, but not the proposed chip and grind facility area. SID has an easement through the property for an existing conveyance ditch. SID water would not be used for the Project. On the northwest corner of the property, there are three cellular towers on a twenty by thirty-foot leased area, which is not part of the Project site.

Figure 1. Location of the Project Site

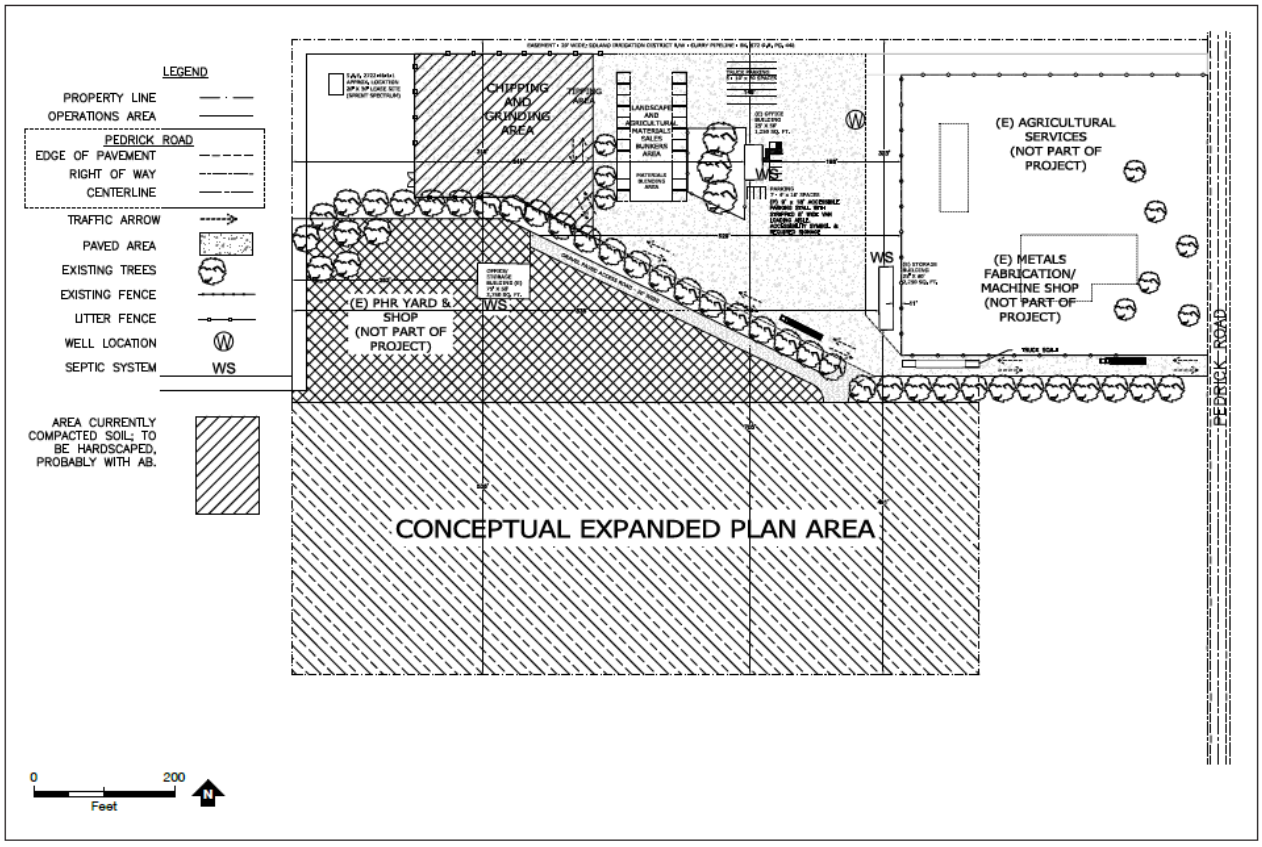


1.2 PROJECT DESCRIPTION:

The proposed Project consists of developing the 5.25-acre area (the "Project site") to establish a green waste chip and grind facility. The facility would also include a material blending area and landscape and agricultural materials sales area east of the chipping and grinding area within the Project site. Construction would consist of hardscaping an approximately one-acre area by the placement of compacted aggregate base, asphalt, or concrete and adding a series of concrete bunkers made from interlocking blocks to store agricultural commodities for soil blending operations.

The Project would accept green materials, yard trimmings, and agricultural materials, including dairy manure from 7 a.m. to 5 p.m. Monday through Friday. For the chipping and grinding operations, the amount of pre and post-processed feedstock material would not exceed 6,000 cubic yards of material on site at any time. The facility would handle up to 185,000 cubic yards per year of material. The concrete storage bunkers can store up to 5,000 cubic yards of agricultural commodities. The Solano County Environmental Health Division would be the local enforcement agency (LEA) for the Project. Per Title 14 CCR §17852, the LEA may allow a chip and grind site to keep green material on-site for up to 7 days if the LEA determines that the additional time does not increase the potential for violations. The Project proposes to keep green material on-site for up to this 7-day maximum.

Figure 2. Conceptual Site Diagram



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The green material and agricultural waste would be delivered to the Project site by solid waste transfer vehicles and agricultural services companies. Peak loading would be 200 tons per day. After grinding, the feedstock material would be hauled to permitted compost facilities or to farms to be used as mulch

or on-farm composting. Some agricultural amendments would be trucked in for blending with the feedstock. Transfer trucks delivering material would haul ground material out when they leave, reducing the number of trips. During peak delivery period of 7:00 a.m. to 9:00 a.m., it is anticipated that five trucks per hour would enter the facility and that the total trips per day would be a maximum of 56 round trips, including six employee automobile round trips, 20 agricultural retail/wholesale light-duty truck round trips, and 30 feedstock/amendments heavy truck round trips).

Loads of materials from self-haul residents would not be accepted. An attendant would be at the processing site during operating hours to check loads. Any loads exhibiting significant odor problems at the time of delivery would be rejected immediately. An Odor Impact Minimization Plan (OIMP) will be filed with the Solano County Department of Resource Management for the handling of organic material. Title 14 CCR § 17863.4 requires all compostable material handling operations and facilities to prepare, implement, and maintain a site-specific OIMP.

Additional Site Standard Operating Procedures include:

- Site personnel shall continually monitor the facility to ensure that no unauthorized persons have access to the site.
- Signs shall be posted at all public entrances that shall include the following information: name of facility, name of operator, facility hours, prohibited materials, and contact information.
- Facility traffic flow has been designed to ensure a safe and controlled environment
- At all times potential ignition sources shall be isolated from combustible materials.

1.2.1 Proposed Rezone/Conceptual Expanded Project

The entire site would be rezoned from A-40 to CS including a ten(10)-acre area that is currently in row crops and is proposed to remain in agriculture with the Project. This area is identified as *Conceptual Expanded Area* on Figure 2. While this area will remain in agriculture, this document analyzes the potential for impacts from rezoning this area (i.e., would rezone put pressure to convert agricultural uses in the future and/or result in additional impacts?). For purposes of this discussion, it is assumed that the entire site could be used as a chip and grind facility. The expanded use is not proposed at this time, and it would require approval of an amended use permit if development would be proposed in the future, but for the purposes of the Initial Study, it is assuming buildout of the entire site with commercial uses to ensure all potential impacts are disclosed.

In addition to the rezone, a zoning text amendment is proposed to chapter 28.41 of the Solano County County Code, Table 28.41A Allowed Uses to add Recycling and Composting to occur as conditionally allowed land use subject to Planning Commission approval in the CS Zoning District. Green chip and grinding facilities fall under the proposed land use type.

The Project parcel is zoned A-40 (Exclusive Agricultural 40 Acres) and is adjacent to a parcel zoned Commercial Service to the east. The General Plan designation for the parcel is Service Commercial. Rezoning the site from A-40 to Commercial Service is required to eliminate an existing conflict between the General Plan designation and the Zoning Ordinance. While the Project would only develop the 5.25-acre northern area of the parcel with the proposed chip and grind facility, a conceptual expanded Project is analyzed in this Initial Study to analyze the potential environmental effects of the proposed rezone of the entire 19.88-acre parcel.

The conceptual expanded Project would convert the approximately 10-acre southern portion of the parcel that is currently used as open farm ground for row crops to a conceptual expanded plan area to increase peak loading to 400 tons per day (See **Figure 2)**. The central portion of the parcel would remain as it exists, which includes an agricultural services business/ trucking yard with a long-term lease, consistent with the proposed rezone to Commercial Service.

It is important to note that under the proposed Project the existing open farm ground for row crops on the southern portion of the parcel would not be converted and it would continue to be used for agricultural production as a legal nonconforming use. The conversion of the open farm ground is only considered under the conceptual expanded Project. After each Project-level impact discussion, a conceptual expanded Project discussion is included with an analysis of the potential environmental effects of the proposed rezone of the entire parcel.

Streets and Circulation:
Access would be from Pedrick Road via an existing driveway and adequate truck turnaround is provided on site.

1.2.3. Proposed Infrastructure

Parking
Parking for seven (7) standard single vehicles including an American with Disabilities (ADA) space and five (5) truck parking spaces are proposed on-site..

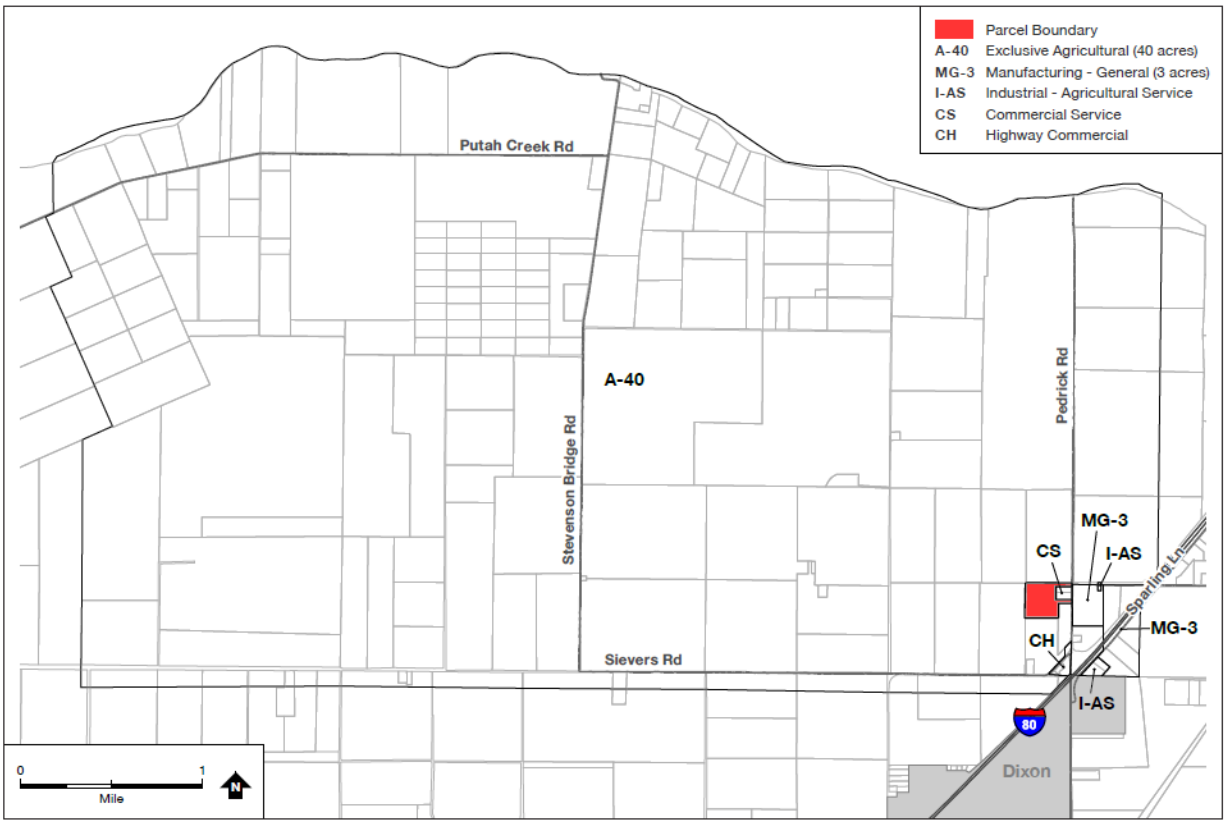
Water and Sewer:

Water Supply
The site will use the existing well for domestic drinking water.

The Solano Irrigation District (SID) provides water to a portion of the parcel, but not the proposed chip and grind facility area. SID has an easement through the property for an existing conveyance ditch. SID water would not be used for the Project.

Wastewater
Wastewater will be treated by an onsite septic system. Onsite restrooms will be provided.

Figure 3. Current Zoning Map



1.2.4 ADDITIONAL DATA:

NRCS Soil Classification:	CA, Other Lands
Agricultural Preserve Status/Contract No.:	N/A
Non-renewal Filed (date):	N/A
Airport Land Use Referral Area:	Zone E
Alquist Priolo Special Study Zone:	N/A
Primary or Secondary Management Area of the Suisun Marsh:	N/A
Primary or Secondary Zone identified in the Delta Protection Act of 1992:	N/A
Other: State Responsibility Area (High Fire Risk)	N/A

1.2.4 Surrounding General Plan, Zoning and Land Uses

	General Plan	Zoning	Land Use
Property	Service Commercial	A-40	Agricultural and cellular facility
North	Agricultural	A-40	Agricultural
South	Highway Commercial	CS	Commercial-Service
East	Limited Industrial	CS	Commercial-Service
West	Agricultural-	A-40	Agricultural

1.3 CONSISTENCY WITH EXISTING GENERAL PLAN, ZONING, AND OTHER APPLICABLE LAND USE CONTROLS:

1.3.1 General Plan

The General Plan has designated this area for Service Commercial and in Figure LU-5 as an Interim Agricultural Area in Unincorporated Municipal Service Areas. CS provides service activities requiring large land areas and easy access to major transportation facilities. Commercial service uses include indoor and outdoor retail and service activities. The Interim Agricultural Area designation acknowledges that the area could be annexed into the City of Dixon in the future.

1.3.2 Zoning

The site is zoned for Agricultural- 40 acre minimum. The proposed project would rezone the entire site to Commercial-Service consistent with the General Plan designation. The C-S district is designed to provide an area for commercial services of an extensive or heavy nature in support of industrial, construction, or other business activities. The Zoning Text Amendment to allow recycling and composting including chip and grind operations as a conditionally allowable use subject to Planning Commission approval is consistent with the intent of the CS Zone by providing support services to the agricultural industry.

1.3.3 Agencies that May Have Jurisdiction over the Project

The Project requires the following approvals.

- **County of Solano, Resource Management, Planning Services** (land use and California Environmental Quality Act [CEQA]). A Use Permit and Rezone is required. The site has already received Land Use Permit U-87-49 to establish an agricultural trucking service car parking yard (which is currently operating).

- **County of Solano, Resource Management, Environmental Health Division** (Local Enforcement Agency - LEA). The LEA has issued an Enforcement Agency Notification SWIS No. 48-AA-0096 for an agricultural composting operation to the south of this Project, which will be withdrawn as it is not part of the Project. A new Enforcement Agency Notification application will be filed for a Green Material Chipping and Grinding operation for up to 200 tons per day.

- **State Water Resources Control Board (State Water Board).** The State Water Board would provide coverage under the General Permit for Storm Water Discharges Associated with Industrial Activities.

- **Yolo-Solano Air Quality Management District (YSAQMD).** The YSAQMD would issue the required air permits (Authority to Construct and Permit to Operate, as applicable) for sources of air emissions from the Project.

Tribal Consultation:

- Prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. Within 14 days of determining that the application for this project is complete, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. The lead agency shall begin the consultation process within 30 days of receiving a California Native American tribe's request for consultation.

- An AB 52 Notification was made by the County on May 25, 2022 and again on July 29, 2022. A response from the Yocha Dehe Winton Nation, the appropriate tribal nation for this area, was received on August 19, 2022. The letter advised that the Nation was not aware of any known cultural resources near the Project site and that a cultural monitor was not needed for the Project.

2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION AND/OR PROTECTION MEASURES

This chapter discusses the potential for adverse impacts on the environment. Where the potential for adverse impacts exists, the report discusses the affected environment, the level of potential impact on the affected environment and methods to avoid, minimize or mitigate for potential impacts to the affected environment.

Findings of SIGNIFICANT IMPACT

Based on the Initial Study, Part I as well as other information reviewed by the Department of Resource Management, the project does not have the potential for significant impacts to any environmental resources.

Findings of LESS THAN SIGNIFICANT IMPACT Due to Mitigation Measures Incorporated into the Project

Based on the Initial Study, Part I as well as other information reviewed by the Department of Resource Management, environmental resources were considered, and no impacts were identified that require mitigation.

Findings of LESS THAN SIGNIFICANT IMPACT

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the following environmental resources were considered and the potential for impact is considered to be less than significant. A detailed discussion of the potential adverse effects on environmental resources is provided below:

- ❑ Aesthetics
- ❑ Agriculture and Forestry
- ❑ Air Quality
- ❑ Geology and Soils
- ❑ Greenhouse Gas
- ❑ Transportation and Traffic
- ❑ Hydrology and Water Quality
- ❑ Hazards & Hazardous Materials
- ❑ Noise
- ❑ Mandatory Findings of Significance

Findings of NO IMPACT

Based on the Initial Study, Part I as well as the review of the proposed project by the Department of Resource Management, the following environmental resources were considered but no potential for adverse impacts to these resources were identified. A discussion of the no impact finding on environmental resources is provided below:

- ❑ Land Use and Planning
- ❑ Public Services
- ❑ Recreation
- ❑ Energy
- ❑ Utilities
- ❑ Wildfire
- ❑ Mineral Resources
- ❑ Population and Housing
- ❑ Biological
- ❑ Cultural Resources
- ❑ Tribal Cultural Resources

2.1 Aesthetics

Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock out-cropping's, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c.	In nonurbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒

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

Environmental Setting

The Solano County General Plan addresses scenic resources in the Resources Element and cites "agricultural landscapes, the delta and marshlands, and the oak and grass covered hills" as valuable scenic vistas. Figure RS-5 in the Solano County General Plan illustrates scenic roadways in Solano County, which include the entire length of Interstate 80, Interstate 505, and Pleasants Valley Road. In addition, Policy RS.P-37 states that the County will "protect the visual character of designated scenic roadways," and Implementation Program RS.I-21 states "preserve the visual character of scenic roadways as shown in Figure RS-5 through design review, designating alternate routes for faster traffic, regulating off-site advertising, limiting grading in the view corridor through the grading ordinance, limiting travel speeds, and providing pullover areas with trash and recycling receptacles." Development Review Policy RS.I-22 states that, "In new developments, require the use of fixtures that direct light toward target areas and shield it from spillage." The site is 0.36 miles or less from I-80 a State Scenic Corridor. However, the site has been previously improved with buildings, structures and trees. Highway 80 is not visible from the site as shown in Figure 4. No views of the site are visible on west bound I-80 because of tall grass and an existing gas station at the off ramp of I-80 and Pedrick Road which blocks the view of the site. The tops of the trees that line the project site may be seen from east bound I-80, but the structures are not visible (site visit December 5, 2022).

FIGURE 4

VIEW FROM ENTRANCE TO PROJECT SITE FROM PEDRICK ROAD LOOKING SOUTH

FIGURE 5

VIEW FROM PEDRICK ROAD LOOKING NORTHWEST TOWARD PROJECT SITE

FIGURE 6

VIEW LOOKING NORTH FROM PEDRICK ROAD/I-80 OFF RAMP

Impacts

2.1 a: The Project is in an agricultural area and would not affect any scenic vistas or views of scenic vistas. There are no oak woodlands or other heritage trees that would be blocked from view due to the Project.

The area for the chip and grind facility is largely screened from view by an existing row of trees and adjacent structures. There is a row of about 125 tall trees (approximately 60-foot-tall Beefwood trees) that runs the east-west length of the parcel along the south side of the Project area that were planted in the early 1990s as a condition of the Use Permit. The view from Pedrick Road looking west is already blocked by pre-existing buildings. The view from the west is blocked by trees and three existing cellular towers. Also, the adjoining property to the west is an orchard and there are only farm fields for several miles in that direction. The views from the north are not blocked but there are only

farm fields for over two miles, at which point the University Landfill is the first non-farm property in that direction, just on the opposite side of Putah Creek.

Putah Creek is located about two miles north, separated by farmland from the Project site. The marsh and delta area, as designated by Figure RS-3 in the Solano County General Plan, is about 8 miles away at its closest point. Interstate 80 is located about 2,000 feet south of the Project site at its closest point. Therefore, the Project would result in **No impact**.

2.1 b: The Project is in an agricultural area and would not have aesthetic effects on trees, rock outcroppings, or historic buildings. Therefore, the Project would result in **No impact.**

2.1 c: The Project is in a non-urbanized area but would not degrade the existing visual character or quality of public views of the site and its surroundings. There are currently several existing structures located in the area. Therefore, the Project would result in **No Impact**.

2.1 d: Site activities would occur primarily in daylight hours and mobile equipment headlights may be utilized, as needed. Installed lighting would be designed to avoid misdirected light and glare that could affect adjacent properties as required by Solano County General Plan Development Review Policy RS.I-22. As such, the Project would not create a new source of substantial light or glare. Therefore, the Project would result in a **Less-than-Significant Impact**.

Rezone Discussion

The conceptual expanded Project would convert the approximately 10-acre southern portion of the parcel that is currently used as open farm ground for row crops to expand chip and grind operations. The conceptual expanded plan area would be consistent with the Commercial Service zoning, which is intended to provide an area for commercial services of an extensive or heavy nature in support of industrial, construction, or other business activities. Installed lighting would be designed to avoid misdirected light and glare that could affect adjacent properties as required by Solano County General Plan Development Review Policy RS.I-22. Therefore, the rezone would result in a **Less-than-Significant Impact** to aesthetics.

2.2 Agriculture and Forestry Resources

Checklist Items: Would the project

		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)?	☐	☐	☐	☒

d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Environmental Setting

The Solano County General Plan states "*Because the agricultural industry is a major contributor to the overall economic health of Solano County, it is our desire to contribute to its prosperity. The agricultural economy is diverse and the support of individual business rights is recognized. The County will support farm operations both large and small and support the development of agricultural related industries that will make the economy stronger.*"

The predominant land use designation in the Project vicinity is Agriculture. The predominant zoning designation in the Project vicinity is Agriculture (A-40). Agricultural land extends for substantial distances in most directions from the Project Site except for several businesses that are located in the immediate vicinity.

Impacts Discussion

2.2 a: No agricultural land would be converted to non-agricultural use through the chipping and grind Project. The area where the chip and grind facility would be located has not been used for agriculture for decades but rather used for agriculture-supporting industries. The Project would also be an agriculture-supporting industry. According to the California Department of Conservation's California Important Farmland Finder, the Project site is classified as "Other Land" and is not designated as Prime, Unique, or Farmland of Statewide Importance. Therefore, the Project would result in **No Impact**.

2.2 b: The parcel is not under a Williamson Act contract. The Rezone to Commercial Service that is part of the Project will eliminate an existing conflict between the General Plan designation and the Zoning Ordinance. The ten acres of open farm ground for row crops on the parcel would remain and would continue to be used for agricultural production. Therefore, the Project would result in **No Impact**.

2.2 c and d: The parcel is zoned as A-40. The parcel does not contain any forest land as defined in Public Resources Code (PRC) Section (§) 12220(g), timberland as defined in PRC § 4526, or timberland zones for timberland production defined by Government Code § 51104(g). While a rezoning is proposed it would not rezone timberland, or forest land. Therefore, the Project would result in **No Impact**.

2.2 e: The Project would not include changes that would result in the conversion of farmland to non-agricultural use or forest land to non-forest use. Therefore, the Project would result in **No Impact**. However, as provided below the rezone could result in the conversion of approximately 10-acres to non-agricultural use. **Less-than-significant Impact.**

Rezone Discussion

The rezone is required to make the site consistent with the General Plan designation, which is Commercial Service, therefore, the County already made the determination that the site should be in commercial land use. Therefore, the rezone would result in a **Less-than-Significant Impact** to agricultural and forest resources.

References

California Department of Conservation, 2016. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/

Solano County, 2008. *Solano County General Plan*, August 2008.

Solano County Zoning Map 3 - N

2.3 Air Quality

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

This section evaluates the potential for the Project to cause air quality impacts and has been prepared using methods and assumptions recommended in the Yolo-Solano Air Quality Management District's (YSAQMD's) Handbook for Assessing and Mitigating Air Quality Impacts (YSAQMD, 2007). Modeling assumptions and results are provided in **Appendix A**.

Setting

The Project site is within the YSAQMD. The YSAQMD is located within the boundaries of the Sacramento Valley Air Basin (SVAB). The SVAB encompasses eleven counties including all of Shasta, Tehama, Glenn, Colusa, Butte, Sutter, Yuba, Sacramento, and Yolo Counties, the westernmost portion of Placer County and the northeastern half of Solano County.

Climate, Meteorology, and Topography

The SVAB is bounded by the North Coast Ranges on the west and Northern Sierra Nevada Mountains on the east. The intervening terrain is relatively flat. Hot dry summers and mild rainy winters characterize the Mediterranean climate of the SVAB. During the year the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches, and the rainy season generally occurs from November through March. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants under certain meteorological conditions. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells collect over the Sacramento Valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap pollutants near the ground.

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds with the delta sea breeze from the southwest arriving in the afternoon. The evening breeze typically transports airborne pollutants to the north out of the Sacramento Valley. During about half of the days from July to September, however, a phenomenon called the “Schultz Eddy” prevents this from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out, the Schultz Eddy causes the wind pattern to recirculate to the south. Essentially, this phenomenon causes the air pollutants to be blown south toward the SVAB. This phenomenon has the effect of exacerbating the pollution levels in the area and increases the likelihood of violating federal or state air quality standards. The Schultz Eddy normally dissipates around noon when the delta sea breeze arrives.

Criteria Air Pollutants

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 micrometers (coarse or PM10), particulate matter less than 2.5 micrometers (fine or PM2.5), and lead. However, ozone, PM10, and PM2.5 are the criteria air pollutants of primary concern in this analysis due to their nonattainment status with respect to the applicable National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS). The YSAQMD portion of Solano County is designated nonattainment for NAAQS and CAAQS for 1-hour and 8-hour ozone, the CAAQS for 24-hour and annual PM10, and the NAAQS for 24-hour PM2.5. The YSAQMD portion of Solano County is designated attainment or unclassified for all other NAAQS and CAAQS. Monitoring data representative of ambient air concentrations at the Project site from the Davis-UCD Campus monitoring station (roughly 4.5 miles northeast of the Project site) are summarized in **Table 1**.

TABLE 1 SUMMARY OF ANNUAL MONITORING DATA OF AMBIENT AIR QUALITY

Pollutant	Standard	2018	2019	2020
Ozone				
Maximum Concentration (1-hour/8-hour average)	ppm	**0.107**/**0.080**	0.077/0.066	0.090/0.068
Number of days State standard exceeded (1-hour/8-hour)	0.09/0.070	1/1	0/0	0/0
Number of days National standard exceeded (8-hour)	0.070	1	0	0
Fine Particulate Matter (PM2.5)				
Maximum Concentration (24-hour)	$\mu g/m^3$	**184.7**	**49.6**	**132.3**
Number of days National standard exceeded	35	*	*	*
Annual Average (State/National standard)	12/12.0	*	6.7	**13.0**

NOTES:

* means there was insufficient data available to determine the value
ppm = parts per million, $\mu g/m^3$ = micrograms per cubic meter
bold values exceeded the State and/or National standard

Ambient air concentrations from the Davis-UCD Campus monitoring station (roughly 4.5 miles northeast of the Project site)

SOURCE: California Air Resources Board (CARB), *iADAM: Air Quality Data Statistics*, https://www.arb.ca.gov/adam

Toxic Air Contaminants

According to section 39655 of the California Health and Safety Code, a toxic air contaminant (TAC) is "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health." In addition, substances which have been listed as federal hazardous air pollutants (HAPs) pursuant to section 7412 of Title 42 of the United States Code are TACs under the air toxics program pursuant to section 39657 (b) of the California Health and Safety Code. The California Air Resources Board (CARB) has formally identified over 200 substances and groups of substances as TACs.

TACs can cause short-term (acute) and long-term (chronic or carcinogenic) adverse human health effects. TACs can be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. Agricultural and construction activities can also contribute to toxic air emissions. In 1998, CARB identified diesel exhaust particulate matter (diesel PM) as a TAC (YSAQMD, 2007).

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill 2588) requires stationary sources to report the types and quantities of toxic substances their facilities routinely release into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, and to notify nearby residents of significant risks (YSAQMD, 2007).

Regulation of TACs is achieved through federal and State controls on individual sources. All major stationary sources of designated TACs are required to obtain an operating permit and pay the required fees. New sources that require a permit from the YSAQMD, or existing sources that are being modified, are analyzed by the YSAQMD based on their potential to emit toxics. If it is determined that a project will emit air toxics resulting in a lifetime cancer risk above one in one million, or the noncancer risk Hazard Index greater than one, sources may have to implement Best Available Control Technology (BACT) for toxics, or "T-BACT," in order to reduce toxic emissions. In addition, if the analysis shows risk greater than one in one million, a formal risk assessment is conducted. If a source cannot reduce the risk below the ten in one million level or the non-cancer risks Hazard Index less than one even after T-BACT has been implemented, the YSAQMD may have cause to deny the permit required by the source. This program helps to prevent new toxics problems and reduces increases in toxics from existing older sources by requiring them to apply new technology when retrofitting (YSAQMD, 2007).

Local Air Quality Management Plans

YSAQMD, in coordination with other air districts in the Sacramento Region [e.g., El Dorado Air Pollution Control District (EDAPCD), Feather River Air Quality Management District (FRAQMD), Placer County Air Pollution Control District (PCAPCD), and Sacramento Metropolitan Air Quality Management District (SMAQMD)], prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) in compliance with the requirements set forth in the California Clean Air Act (CCAA). The CCAA also requires a triennial assessment of the extent of air quality improvements and emissions reductions achieved using control measures. As part of the assessment the AQAP must be reviewed and, if necessary, revised to correct for deficiencies in progress and to incorporate new data or projections. The YSAQMD has completed eight triennial plan updates since 1991, the most recent adopted triennial plan is the *2019 Triennial Assessment and Plan Update* (May 2019), which covers the years 2015-2017 (YSAQMD, 2019).

YSAQMD Rules and Regulations

YSAQMD rules and regulations relevant to the Project include but are not limited to the following:

- *Rule 2.3 (Ringelmann Chart)*. This rule prohibits stationary diesel-powered equipment from generating visible emissions that would exceed the rule's visibility threshold.

- *Rule 2.5 (Nuisance)*. This rule prohibits any source from generating air contaminants or other materials that would cause injury, detriment, nuisance, or annoyance to the public; endanger the comfort, repose, health, or safety of the public; or damage businesses or property. Under Rule 2.6, the provisions of Rule 2.5. do not apply to odors emanating from agricultural operations in the growing of crops or raising of fowl, animals, or bees.

- *Rule 2.11 (Particulate Matter Concentration)*. This rule prohibits any source that would emit dust, fumes, or total suspended PM from generated emissions that would exceed the rule's established emission concentration limit.

- *Rule 2.14 (Architectural Coatings)*. This rule establishes volatile organic compound (VOC) content limits for all architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured within YSAQMD's jurisdiction.

- *Rule 2.28 (Cutback and Emulsified Asphalts)*. This rule establishes organic compound limits for cutback and emulsified asphalts manufactured, sold, mixed, stored, used, and applied within YSAQMD's jurisdiction.

- *Rule 3.1 (General Permit Requirements)*. This rule establishes permitting processes (i.e., Authority to Construct and Permit to Operate, as applicable) to review new and modified sources of air pollution.

- *Rule 3.4 (New Source Review)*. This rule requires any new or modified stationary source that generates emissions that exceed established emissions limits for each pollutant (i.e., ROG, NOx, SOx, PM10, CO, and lead) to comply with BACT requirements and emissions offset requirements.

Solano County General Plan

The Air Quality section of the Solano County General Plan is included in Chapter 5: Public Health and Safety. The General Plan includes the following goals and implementation programs:

HS.G-4: Protect important agricultural, commercial, and industrial uses in Solano County from encroachment by land uses sensitive to noise and air quality impacts.

HS.P-44: Minimize health impacts from sources of toxic air contaminants, both stationary (e.g., refineries, manufacturing plants) as well as mobile sources (e.g., freeways, rail yards, commercial trucking operations).

HS.I-52: Require that when development proposals introduce new significant sources of toxic air pollutants, they prepare a health risk assessment as required under the Air Toxics "Hot Spots" Act (AB 2588, 1987) and, based on the results of the assessment, establish appropriate land use buffer zones around those areas posing substantial health risks.

HS.I-54: Require the implementation of best management practices to reduce air pollutant emissions associated with the construction of all development and infrastructure projects.

HS.I-59: Assess air quality impacts using the latest version of the California Environmental Quality Act Guidelines and guidelines prepared by the applicable Air Quality Management District.

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related impacts to sensitive individuals. The Solano County General Plan does not define sensitive receptors for air quality purposes. The YSAQMD defines sensitive receptors as residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodging; schools and day care centers; and neighborhood parks. The nearest residentially designated land uses are approximately two miles to the southwest in the City of Dixon. All other sensitive receptor types, as defined by the YSAQMD, are greater than two miles from the Project site. There are two agricultural residences along Sievers Road approximately 2,220 feet south of the Project site, but they are zoned for agriculture and are ancillary to the agricultural uses on the properties.

Significance Criteria

According to the YSAQMD's *Handbook for Assessing and Mitigating Air Quality Impacts*, the Project would result in a significant impact to air quality if it would result in the following during either temporary construction activities or long-term operation:

- Result in emissions of criteria air pollutants or precursors to exceed 10 tons per year (tons/year) of ROG, 10 tons/year of NO_X, 80 pounds per day (lbs/day) of PM10, or substantially contribute to CO concentrations that exceed the CAAQS (YSAQMD, 2007).

Impacts Discussion

2.3 a: The applicable air quality plan is the YSAQMD's *2019 Triennial Assessment and Plan Update* (*2019 Plan*), which covers the years 2015-2017 (YSAQMD, 2019). The *2019 Plan* discusses the progress the YSAQMD has made towards improving air quality (ozone and particulates) in its jurisdiction since the last triennial update. As discussed in b), the short-term construction and long-term operation of the Project would not generate emissions of criteria air pollutants and precursors that would exceed the YSAQMD-established mass emission thresholds, which were developed to determine whether a project's emissions would cumulatively contribute to the nonattainment designations in the SVAB. Therefore, the Project would result in a **Less-than-Significant Impact**.

2.3 b: ROG, NOx, PM10, and PM2.5 are the criteria air pollutants of primary concern in this analysis since the YSAQMD is designated as nonattainment for NAAQS and/or CAAQS for ozone (ROG and NOx are ozone precursors), PM10, and PM2.5. The Project would generate ROG, NOx, PM10, and PM2.5 emissions during temporary construction activities and long-term operations.

Temporary Construction Activities

Construction-related activities would generate emissions of ROG, NOx, PM10, and PM2.5 from off-road equipment; on-road trucks used for material delivery and equipment hauling; and worker commute trips. ROG would also be generated from architectural coating. Fugitive dust PM10 and PM2.5 emissions would also be generated by ground disturbance and would vary as a function of soil silt content, soil moisture, wind speed, and acreage of disturbance.

Construction of the Project would occur in August 2022, at the earliest. Construction would be completed over approximately one month and would require approximately 5 days of concrete bunker construction, 2 days of subgrade preparation, 5 days of aggregate base placement/compaction/grading, and 5 days of asphalt placement.

Project construction would require approximately four to 18 worker round trips per day depending on the construction phase. Project construction would require approximately 44 haul truck round trips for delivering concrete blocks, 105 haul truck round trips for delivering aggregate base, and 60 haul truck round trips for delivering asphalt.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 (CAPCOA, 2021) and are summarized in **Table 2**. Detailed modeling assumptions and results are provided in **Appendix A**.

TABLE 2 ESTIMATED PROJECT CONSTRUCTION EMISSIONS

Condition	ROG tons/year	NOx tons/year	PM10 lbs/day	PM2.5 lbs/day
Project Construction	0.01	0.16	7.2	3.9
YSAQMD Threshold of Significance	10	10	80	--[1]
Potentially Significant?	No	No	No	No

NOTES:

[1] YSAQMD does not have a threshold of significance for PM2.5. PM2.5 emissions are shown for informational purposes.

SOURCE: CAPCOA, 2021 & RCH Group, 2022

As shown in **Table 2**, construction activities would not exceed the YSAQMD's thresholds of significance. Project construction would be required to comply with applicable YSAQMD rules and regulations. Therefore, Project construction would result in a **Less-than-Significant Impact**.

Long-Term Operations

Long-term operational activities would generate emissions of ROG, NOx, PM10, and PM2.5 from on road mobile vehicles and off-road equipment. Operation of the Project would require a tracked grinder, loader, excavator, skid steer, screen, and water truck. Operation of the Project would generate up to 56 round trips per day (6 employee automobiles round trips, 20 agricultural retail/wholesale light-duty truck round trips, and 30 feedstock/amendments heavy truck round trips).

On road mobile vehicle emissions were computed using CARB's EMFAC emissions factors. Off-road equipment emissions were computed using the CARB's OFFROAD emission factors. Operational emissions are summarized in **Table 3**. Detailed modeling assumptions and results are provided in **Appendix A**.

TABLE 3 ESTIMATED PROJECT OPERATIONAL EMISSIONS

Source	ROG tons/year	NOx tons/year	PM10 lbs/day	PM2.5[1] lbs/day
On Road Mobile Vehicles	0.03	1.61	0.58	0.04
Off Road Equipment	0.13	2.18	0.31	0.04
Total Operational Emissions	**0.17**	**3.79**	**0.90**	**0.09**
YSAQMD Threshold of Significance	10	10	80	--[1]
Potentially Significant?	No	No	No	No

NOTES:

[1] YSAQMD does not have a threshold of significance for PM2.5. PM2.5 are emissions shown for informational purposes. Values reflect rounding.

SOURCE: CAPCOA, 2021 & RCH Group, 2022

As shown in **Table 3**, operational emissions would not exceed the YSAQMD's thresholds of significance. Therefore, Project operational activities would not result in a cumulatively considerable net increase of emissions of criteria air pollutants and precursors.

Project operational activities that emit criteria air pollutants requiring a permit from the YSAQMD (VOC emissions from organic feedstock storage, and on-site fugitive dust emissions from mobile equipment travel and material handling) are not analyzed further in this section because they would be subject to YSAQMD's permitting requirements and, per YSAQMD's *Handbook for Assessing and Mitigating Air Quality Impacts*, permitted sources complying with applicable YSAQMD regulations pertaining to BACT and offset requirements are not considered a significant impact to air quality. The required air permitting would be completed prior to construction and operation of the Project. Therefore, the Project would result in a **Less-than-Significant Impact.**

2.3 c: No sensitive receptors, as defined by the YSAQMD, are within two miles of the Project site. There are two agricultural residences along Sievers Road approximately 2,220 feet south of the Project site, but they are zoned for agriculture and are ancillary to the agricultural uses on the properties.

New sources that require a permit from the YSAQMD, or existing sources that are being modified, are analyzed by the YSAQMD based on their potential to emit toxics. If it is determined that a project will emit toxics resulting in a lifetime cancer risk above one in one million, or the noncancer risk Hazard Index greater than one, BACT for toxics, or "T-BACT," maybe be required in order to reduce toxic emissions. In addition, if the analysis shows risk greater than one in one million, a formal risk assessment is conducted. If a source cannot reduce the risk below the ten in one million level or the non-cancer risks Hazard Index less than one even after T-BACT has been implemented, the YSAQMD may have cause to deny the permit required by the source. This program helps to prevent new toxics problems and reduces increases in toxics from existing older sources by requiring them to apply new technology when retrofitting (YSAQMD, 2007).

TAC emissions from permitted sources would be analyzed during YSAQMD permitting and would be required to comply with YSAQMD regulations pertaining to T-BACT. Therefore, the Project would result in a **Less Than Significant Impact**.

2.3. d: Odors are generally regarded as an annoyance rather than a health hazards. Manifestation of a person's reaction range from psychological (e.g. irritation, anger, or anxiety) to physiological (e.g. circulatory and respiratory effects, nausea, vomiting and headache). The ability to detect odors varies considerably among population and overall is quite subjective. Odor impacts should be considered for any new proposed odors sources located near any existing receptors, as well as any new sensitive receptors located near existing odor sources.

Title 14 CCR § 17863.4 requires all compostable material handling operations and facilities to prepare, implement, and maintain a site-specific OIMP. The OIMP includes an odor monitoring and data collection protocol for on-site odor sources, a description of meteorological conditions that can impact odors, a complaint response and recordkeeping protocol, and a description of design considerations and operating procedures for minimizing odors. Title 14 CCR § 17852 requires each load of green material to be removed from the site within 48 hours of receipt and sets contamination limits, which minimizes odor potential.

Furthermore, no sensitive receptors, as defined by the YSAQMD, are within two miles of the Project site. There are two agricultural residences along Sievers Road approximately 2,220 feet south of the Project site, but they are zoned for agriculture and are ancillary to the agricultural uses on the properties. Based on the remote location of the Project and the regulatory requirements for controlling

odors, the Project would not generate odors that could adversely affect a substantial number of people. Therefore, the Project would result in a **Less-than-Significant** odor impact.

Dust

Fugitive dust could be generated from the following Project activities:

- Chipping and grinding operations
- Mixing of material to produce soil amendments
- Trucks entering and exiting the facility
- Loading and unloading of trucks
- On-site mobile equipment travel

However, fugitive dust would not be substantial because project roadways and operating areas (including the tipping/staging areas) would be paved. Furthermore, fugitive dust would be controlled using misters on the grinder and screen and water application to stockpiled material.

As noted in b), on-site fugitive dust emissions from on-site mobile equipment and truck travel and chipping, screening, and material handling would be subject to YSAQMD's permitting requirements and, per YSAQMD's *Handbook for Assessing and Mitigating Air Quality Impacts*, permitted sources complying with applicable YSAQMD regulations pertaining to BACT and offset requirements are not considered a significant impact to air quality. The required air permitting would be completed prior to construction and operation of the Project. Therefore, the Project would result in a **Less-than-Significant** fugitive dust impact.

Rezone Discussion

The conceptual expanded Project would increase peak loading to 400 tons per day to expand chip and grind operations. Construction emissions from the conceptual expanded Project would be similar in nature to the proposed Project (see **Table 2**) and would be below YSAQMD significance thresholds. Operational emissions from the conceptual expanded Project would be higher compared to the proposed Project due to increase equipment usage and vehicle trips necessary to increase peak loading. To conservatively estimate operational emissions under the conceptual expanded Project, proposed Project emissions can be doubled (see **Table 3**) and would be below YSAQMD significance thresholds. Therefore, the rezone would result in a **Less-Than-Significant** I**mpact** to air quality.

References

Solano County, 2008. *Solano County General Plan*, August 2008.

California Air Pollution Control Officers Association (CAPCOA). 2021. *California Emissions Estimator Model User's Guide Version 2020.4.0* http://www.caleemod.com/. Accessed February 1, 2022.

California Air Resources Board (CARB). *iADAM: Air Quality Data Statistics*. https://www.arb.ca.gov/adam. Accessed February 5, 2022.

Yolo-Solano Air Quality Management District (YSAQMD). 2007. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

Yolo-Solano Air Quality Management District (YSAQMD). 2019. *Triennial Assessment and Plan Update*.

2.4 Biological Resources

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting

The Solano County General Plan states: *Solano County lies at the intersection of numerous geographical and geological provinces that, together with variations in hydrology and climate, have resulted in the formation of unique and rare biological and ecological conditions and a rich diversity of native species and habitats.*

The General Plan calls for the protection and enhancement of the county's natural habitats and diverse plant and animal communities, particularly occurrences of special-status species, wetlands, sensitive natural communities, and habitat connections as well as the protection of wildlife movement corridors to ensure the health and long-term survival of local animal and plant populations.

Barnett Environmental conducted a biological constraints assessment of the Project site and determined that there are no plant or wildlife species of concern nor any wetlands or "other waters of the U.S." or of the State that would be adversely affected by the Project (**Appendix B**).

Impact Discussion

2.4a: Based on maps provided in the Solano Multispecies Habitat Conservation Plan, the area proposed for the facility is within potential habitat of the Swainson's Hawk, Giant Garter Snake and Burrowing Owls. However, a qualified biologist conducted a biological constraints assessment (**Appendix B**) that determined that there are no biological resource issues that could constrain development of this parcel. There are no plant or wildlife species of concern nor any wetlands or "other waters of the U.S." or of the State would be adversely affected the Project. Therefore, the Project would result in **No Impact**.

2.4 b and c: There are no riparian habitats, federally protected wetlands, or other sensitive natural communities in the Project area. Therefore, the Project would result in **No Impact**.

2.4 d: Based on Figure RS-1 of Chapter 4 of the Solano County General Plan, the Project does not impact any Priority Habitat Areas or corridors or linkages between Priority Habitat Areas. There are no riparian habitat or federally protected wetlands in the Project area. Therefore, the Project would result in **No Impact**.

2.4 e There is a row of beefwood trees about 1,300 feet long (125 trees about 60 feet high) that run the east-west length of the Project parcel. Additionally, there are 4 redwood trees about 40 feet tall and 4 fruitless mulberry trees located around the existing office structure. The Project would not remove trees. Therefore, the Project would result in **No Impact**.

2.4 f: The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **No Impact**.

Rezone Discussion

The conceptual expanded Project would convert the approximately 10-acre southern portion of the parcel that is currently used as open farm ground for row crops to expand chip and grind operations. This portion of the parcel is regularly disturbed with heavy equipment for agricultural crop production. No trees would need to be removed given there is sufficient access for heavy trucks and equipment as shown in **Figure 1**. Therefore, the rezone would result in a **Less-than-Significant impact** to biological resources.

References

Barnett Environmental, 2022. A review of Biological &/or Wetland Resources @ the proposed *Agromin Landscape & Agricultural Supplies* Project Site (APN 011-0140-030; 19.88 acres) @ 8757 Pedrick Road in Dixon, CA 95620. January 28, 2022.

Solano County, 2008. *Solano County General Plan*, August 2008.

Solano County Water Agency. 2012. *Solano Multispecies Habitat Conservation Plan*. October 2012.

2.5 Cultural Resources

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	☐	☐	☐	☒
c.	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Environmental Setting

The Solano County General Plan states: *Cultural resources include the archaeological and historic sites that provide the county's modern-day residents a connection to the past and a sense of place. A variety of policies and implementation programs are needed to protect these resources from destruction by development, infrastructure extensions, modernization, and the more subtle but persistent effects of time and erosion.*

Peak & Associates, Inc. conducted a records search and field survey of the Project site and determined that since the parcel is a distance from natural water, it is not a likely setting for the presences of prehistoric period resources. The records search concluded that the Project area has never been subject to archaeological survey and no sites have been recorded in the Project area or 0.25-mile search radius (**Appendix C**).

Impact Discussion

2.5 a: As noted in the cultural resources record search and field survey, no prehistoric or historic period artifacts, features, or components were observed in visible soil. The 9.88-acre acre of the parcel has long been developed with concrete, asphalt, and compacted gravel surfaces and several structures. There are no historic properties under section 106 of the National Historic Preservation Act (NHPA) or historical properties under CEQA that would be affected by the Project. Therefore, the Project would have **No Impact**.

2.5 b: No cultural resources were identified on the Project site during the records search and field survey. The Project has low sensitivity for intact archaeological deposits due to the considerable

distance from natural water course, the absence of previously recorded archaeological sites in the vicinity, the negative findings of the field survey, and the extent of ground-disturbances from past agricultural uses. In the event that resources are inadvertently discovered, California Public Resources Code Sections 5097.5 prohibits further excavation, removal, or destruction of any historic or prehistoric ruins, burial grounds, and archaeological or historical features and requires the County to follow the professional standards for determining commercial and archaeological value, in accordance with those procedures established in the federal Archaeological Resources Protection Act of 1979 (Public Law 96-95), as amended, and in compliance with the Uniform Regulations set forth in Subpart A (commencing with Section 7.1) of Part 7 of Title 43 of the Code of Federal Regulations. Therefore, the Project would result in **No Impact**.

2.3 c: No cultural resources such as cemeteries or burial areas were identified on or within the vicinity of the Project site during the records search and field survey. In the event of discovery or recognition of any human remains within the Project site, California Health and Safety Code Section 7050.5 requires excavation to cease in the vicinity of the discovery until the coroner of the County has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The Project would be required to comply with Section 7050.5 of the California Health and Safety Code and Section 5097 of the Public Resources Code. Therefore, the Project would result in **No Impact**.

Rezone Discussion

The conceptual expanded Project would convert the approximately 10-acre southern portion of the parcel that is currently used as open farm ground for row crops to expand chip and grind operations. This portion of the parcel is regularly disturbed with heavy equipment for agricultural crop production and therefore, unlikely to uncover unknown cultural resources. The conceptual expanded Project would comply with the applicable statutory requirements. Therefore, the rezone would result in a **No** Impact to cultural resources.

References

Peak & Associates, Inc, 2022. Agricultural Supplies Operation at 8757 Pedrick Road, Solano County (#21-107). February 16, 2022.

Solano County, 2008. *Solano County General Plan*, August 2008.

2.6 Energy

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption	☐	☐	☐	☒

	of energy resources, during project construction or operation?				
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Environmental Setting

Energy resources required for the Project would include electricity and petroleum fuels. These energy resources would be required for the on-site equipment (grinder, screen, mobile equipment) and vehicles delivering and removing material from the Project site. Energy resources would also be consumed by construction equipment and vehicles required for construction.

Impact Discussion

2.6a: While the Project would consume energy resources during construction and operation, the consumption of such resources would not result in a wasteful, inefficient, or unnecessary consumption of energy resources because the Project would increase waste diversion and generate compost feedstock for use in local agricultural operations. California Assembly Bill 341 established a policy goal of the state that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. In February 2007, the California Department of Resources Recycling and Recovery (CalRecycle) adopted Strategic Directive (SD) 6.1, which calls for a 50 percent reduction in the amount of organics being disposed in the landfills by 2020. Senate Bill 1383 requires the state to reduce organic waste disposal 50% by 2020 and 75% by 2025. Organic waste makes up approximately one third of the 35 million tons of waste that is currently landfilled in California. The Project would increase organic waste diversion and provide compost feedstock, supporting several state plans, programs, and regulations. Furthermore, the Project also supports the Solano County Climate Action Plan measures related to increasing compost use. Therefore, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, the Project would result in **No Impact**.

2.6b: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Vehicle use associated with the Project would rely on fuels that are subject to the state's Low Carbon Fuel Standard (LCFS), which addresses the carbon intensity of fuels used in the State and is also recognized as a key greenhouse gas reduction measure in CARB's 2017 Scoping Plan (CARB, 2017). Project vehicles would be subject to both CARB's stringent engine emission standards and the LCFS. CARB's 2017 Scoping Plan also calls for significant expansion of composting and other greenhouse gas reducing solid waste infrastructure, which the Project would support. Therefore, the Project would result in **No Impact**.

Rezone Discussion

The rezone would not significantly increase the demand for or use of energy. Similar to the proposed Project, it would consume energy resources during construction and operation, however, the consumption of such resources would not result in a wasteful, inefficient, or unnecessary consumption of energy resources because the rezoned area would increase waste diversion and generate compost feedstock for use in local agricultural operations Therefore, the rezone would result in **No Impact** to energy

References

California Air Resources Board (CARB). 2017. *California's 2017 Climate Change Scoping Plan*. November 2017.

Solano County, 2008. Solano County General Plan, August 2008.

2.7 Geology and Soils

Checklist Items: Would the project	Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
2) Strong seismic ground shaking?	☐	☐	☒	☐
3) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
4) Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, differential settlement, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Environmental Setting

This section describes the existing geologic and seismic setting and evaluates the potential for adverse impacts associated with surface and subsurface geologic materials, seismic ground shaking, slope stability, soil conditions, and paleontological resources.

Based upon a soil survey conducted by the Natural Resources Conservation Service, the soil type at the site is Capay silty clay loam, 0 percent slopes (**Appendix D).** The California Earthquake Hazards Zone Application was used to determine if the Project is located in an earthquake hazard zone; it is not located within an earthquake fault zone (**Appendix E**).

Impacts Discussion

2.7 a (1-2): The Project site is not located within an Alquist-Priolo Earthquake Fault Zone. The Solano County General Plan Public Health and Safety Element (Figure HS-6, Seismic Shaking Potential) indicates the Project site is not within a high potential earthquake damage area. The City of Dixon Emergency Operations Plan Earthquake Annex indicates the Project site has moderate shaking potential (City of Dixon, 2014). The Project would involve the use of stationary equipment (grinder and screen) that could be impacted by ground shaking. Manufacturer's recommendations would be adhered to in stabilizing the stationary equipment. Concrete bunkers may also be constructed for the storage of soil amendments for sale. The California Building Code would be followed for design and construction of the Project. Therefore, the Project would result in a **Less-than-Significant Impact**.

2.7 a (3): The Project site has a medium potential for liquefaction. The fine-grained soil located at the Project site is not particularly susceptible to liquification. The 2015 Solano County Groundwater Report (Solano County Water Agency, 2015) provides Spring groundwater elevations for 2013, 2014 and 2015. The average Spring groundwater elevation at the Project location is approximately 0 mean sea level (MSL). The land elevation is about 64 feet MSL, so high groundwater is about 64 feet below ground, further reducing the likelihood of a substantial adverse effects from liquefaction. Therefore, the Project would result in a **Less-than-Significant Impact**.

2.7 a (4): The parcel is sloped at about 1% so there is no potential for landslides. Therefore, the Project would have **No Impact**.

2.7.b: An area of approximately one acre will be hardscaped with compacted aggregate base as part of the Project. The Project would not result in substantial soil erosion or the loss of topsoil. Therefore, the Project would result in a **Less-than-Significant Impact**.

2.7. c: The soil in the area is not unstable and none of the project activities would render it so. Therefore, the Project would result in a **Less-than-Significant Impact**.

2.7 d: Based on the Solano County General Plan, Chapter 5, Public Health, the soils in the Project area have a high shrink-swell potential. To minimize potential damage to the buildings and site improvements, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code. The Project would not construct any buildings. Stationary equipment would be stabilized following manufacturer's recommendations and concrete bunkers would be designed and constructed in accordance with California Building Code standards, which would reduce any potential impact to a **Less-than-Significant** level.

2.7.e: There are three existing septic tank systems located on the parcel and all three have been reliable for many years during periods where there was an operating facility with employees at the location. The existing septic system to be used for the Project consists of an 1,800-gallon concrete tank and 85 feet of leach lines running north to south, eastern adjacent to the existing office building (**Appendix G**). A sewage disposal permit application is required for the installation, modification, repair, and abandonment of onsite sewage disposal systems including the replacement or destruction of a septic tank and replacement or repair of leach lines. The sewage disposal permit application requires a stie evaluation report, design and calculations for the septic system, and a floor plan. The sewage disposal permit application for the Project would not be approved if the Project site soils are incapable of supporting the septic system. Therefore, the Project would result in a less-than-significant impact. **Less than significant** impacts are anticipated.

2.7f: There are no unique geologic features or any known paleontological resources within the Project site. The Project site has already been developed and is mostly hardscaped with asphalt, concrete, and compacted gravel. An area of approximately one acre would be hardscaped with compacted aggregate base as part of the Project. Based on limited ground disturbance required for the Project, no unique paleontological resources, sites, or unique geologic features would be destroyed. **No impacts** are anticipated.

The proposed Project discussion adequately analyzes potential impacts to geology and soils and no further analysis is needed. Therefore, the rezone would result in a **Less-than-Significant Impact** to geology and soils.

References

Department Of Conservation, California Geological Survey. 2018. Special Publication 42 - Earthquake Fault Zones: A Guide for Government Agencies, Property Owners / Developers, and Geoscience Practitioners for Assessing Fault Rupture Hazards In California (revised 2018).

City of Dixon. 2014. City of Dixon Emergency Operations Plan: Earthquake Annex (December 2014).

Solano County, 2008. *Solano County General Plan*, August 2008.

Solano County Water Agency. 2013 - 2015 Solano County Groundwater Report (August,2015)

2.8 Greenhouse Gas Emissions

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

Greenhouse gas emissions (GHG) emissions would be generated during Project operations from the consumption of electricity and petroleum fuels. GHG emissions would also be temporarily generated by onsite equipment and vehicles required for construction of the Project. Project operations would support composting at off-site facilities and the application of organic material on agricultural lands in the region which would reduce GHG emissions.

Global Climate Change

Climate is defined as the average statistics of weather, which include temperature, precipitation, and seasonal patterns such as storms and wind, in a particular region. Global climate change refers to the long term and irrevocable shift in these weather-related patterns. Using ice cores and geological records, baseline temperature and carbon dioxide (CO_2) data extends back to previous ice ages thousands of years ago. Over the last 10,000 years, the rate of temperature change has typically been incremental, with warming and cooling occurring over the course of thousands of years. However, scientists have observed an unprecedented increase in the rate of warming over the past 150 years, roughly coinciding with the global industrial revolution, which has resulted in substantial increases in GHG emissions into the atmosphere. The anticipated impacts of climate change in California range from water shortages to inundation from sea level rise. Transportation systems contribute to climate change primarily through the emissions of certain GHGs (CO_2, methane (CH_4), and nitrous oxide (N_2O)) from nonrenewable energy (primarily gasoline and diesel fuels) used to operate passenger, commercial and transit vehicles. Land use changes contribute to climate change through construction and operational use of electricity and natural gas, and waste production.

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as GHGs because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The six primary GHGs are:

- carbon dioxide (CO_2), emitted when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned;
- methane (CH_4), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, incomplete fossil fuel combustion, and water and wastewater treatment;
- nitrous oxide (N_2O), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning;
- hydrofluorocarbons (HFCs), primarily used as refrigerants;
- perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes; and

- sulfur hexafluoride (SF_6), primarily used in electrical transmission and distribution.

Although there are other contributors to global climate change, these six GHGs are identified by the U.S. Environmental Protection Agency (U.S. EPA) as threatening the public health and welfare of current and future generations. GHGs have varying potential to trap heat in the atmosphere, known as global warming potential (GWP), and atmospheric lifetimes. GWP reflects how long GHGs remain in the atmosphere, on average, and how intensely they absorb energy. Gases with a higher GWP absorb more energy per pound than gases with a lower GWP, and thus contribute more to warming Earth. For example, one ton of CH_4 has the same contribution to the greenhouse effect as approximately 28 tons of CO_2; hence, CH_4 has a 100-year GWP of 28 while CO_2 has a GWP of 1. GWP ranges from 1 (for CO_2) to 23,500 (for SF_6).

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons of CO_2 equivalents (CO_2e). CO_2e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH_4 and N_2O have much higher GWP than CO_2, CO_2 is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in CO_2e.

Impact Discussion

2.8a and b: The Project would generate GHG emissions during temporary construction activities and long-term operations.

Temporary Construction Activities

Construction activities are a temporary and one-time direct source GHG emissions. Construction activities would generate GHG emissions through the operation of heavy off-road equipment, trucks, and worker automobiles. Construction activities would occur intermittently for approximately one month. Construction of the Project would utilize fuel efficient equipment and trucks consistent with state regulations. Construction emissions were estimated using CalEEMod and would result in approximately 32 metric tons of CO_2e.

Construction would generate temporary GHG emissions in order to develop the Project that would increase waste diversion and composting, which would reduce GHG emissions. In addition, construction activities would utilize fuels that are subject to the State's LCFS, which addresses the carbon intensity of fuels in the State and is a key GHG reduction measure in CARB's 2017 Scoping Plan. Project construction would not conflict with CARB's 2017 Scoping Plan or the Solano County CAP. Therefore, Project construction would result in a **Less-than-Significant Impact**.

Long-Term Operational Activities

The Project would generate GHG emissions through the operation of on road mobile vehicles and off-road equipment. Minor GHG emissions would also be generated from electricity usage, water consumption, and solid waste disposal. Operation of the Project would require a tracked grinder, loader, excavator, skid steer, screen, and water truck. Operation of the Project would generate 56 round trips per day (6 employee automobiles round trips, 20 agricultural retail/wholesale light-duty truck round trips, and 30 feedstock/ amendments heavy truck round trips). On road mobile vehicle emissions were computed using CARB's EMFAC emissions factors. Off-road equipment emissions were computed using the CARB's OFFROAD emission factors. Electricity usage, water consumption,

and solid waste disposal emissions were estimated using CalEEMod. Project operation would generate approximately 1,347 metric tons of CO_2e per year (See **Appendix A** for calculations and assumptions).

While the implementation and operation of the Project would generate GHG emissions, the Project would not conflict with CARB's 2017 Scoping Plan because the Project would increase waste diversion and support composting at off-site facilities and the application of organic material on agricultural lands in the region which would reduce GHG emissions.

As noted in CARB's 2017 Scoping Plan, compost from organic matter provides soil amendments to revitalize farmland, reduces irrigation and landscaping water demands, contributes to erosion control in fire-ravaged landscapes, and potentially increase long-term carbon storage in rangelands. In addition, the use of compost to increase soil organic matter in the agricultural sector provides other benefits, including reduced GHG emissions, conserved water, reduced synthetic (petroleum-based) fertilizer and herbicide use, and sequestered carbon (CARB, 2017). The Project would provide significant GHG reduction benefits and would help Solano County and the State achieve mandates for diverting organics from landfills. Diverting waste from landfills is a major goal of CARB's 2017 Scoping Plan. Therefore, the Project would not conflict with State plans for reducing GHG emissions.

The Project would also support the Solano County CAP Measures W-1 and W-3 and supporting action items. The Solano County General states: *PF.P-27: Require responsible waste management practices, including recycling and composting. Coordinate with service providers to compost green waste and encourage local farmers to use this.* Therefore, the Project would not conflict with local plans for reducing GHG emissions and the Project would result in a **Less-than-Significant Impact**.

Rezone Discussion

The conceptual expanded Project would increase peak loading to 400 tons per day to expand chip and grind operations. Construction emissions from the conceptual expanded Project would be similar in nature to the proposed Project and would not conflict with CARB's 2017 Scoping Plan or the Solano County CAP. Operational emissions from the conceptual expanded Project would be higher compared to the proposed Project due to increase equipment usage and vehicle trips necessary to increase peak loading. However, the conceptual expanded Project would divert more waste from landfills, provide greater GHG reduction benefits, and help Solano County and the State achieve mandates for diverting organics from landfills. Therefore, the rezone would result in a **Less-than-Significant Impact** to GHG emissions.

References

California Air Resources Board (CARB). 2017. *California's 2017 Climate Change Scoping Plan*. November 2017.

Solano County, 2007. Solano County Climate Action Plan, June 2007.

2.9 Hazards and Hazardous Materials

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Environmental Setting

This section describes the potential impacts from hazards posed by the facility, or the management of hazardous materials associated with the Project.

Impacts Discussion

2.9 a-b: Hazardous materials would be stored, used, and transported in varying amounts during construction of Project. Construction activities associated with the Project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other

chemicals used to operate and maintain construction equipment) would be used at the Project site during ongoing operations.

Initially, mobile servicing would be done to maintain and fuel equipment. However, the Project would transition to on-site maintenance and fueling after approximately one year of operations. Antifreeze, diesel fuel, gasoline, oils, and lubricants would be stored under cover on-site to support these operations (K. Cook, personal communication, April 21, 2022).

There are numerous State and federal laws which regulate the transport, use, storage, and handling of hazardous materials. Among these regulations is a requirement for the operator to file a Hazardous Materials Business Plan with the Solano County Division of Environmental Health. Based on the amounts of antifreeze, diesel fuel, gasoline, oils, and lubricants that are expected to be needed on-site for operations, a Hazardous Materials Business Plan would likely be required for the Project. Given this existing level of regulation, no significant impacts related to the transport, use, storage, and handling of hazardous materials would occur. The facility would have a strict requirement that hazardous material of any kind shall not be accepted. If any incidental hazardous materials are discovered in organic material during load checking it would be separated from the organic material and managed appropriately. There would be a location to isolate and store materials prior to transporting them to an appropriate facility. Therefore, the Project would result in a **Less-than-Significant Impact**.

2.9 c: The nearest school is an elementary school in Dixon that is 2.5 miles southwest of the Project site. The University of California, Davis, (UCD) airport and the UCD Center for Geotechnical Modeling are also about 2.5 miles northeast of the Project site. Therefore, the Project would result in **No Impact**

2.9 d: The Project is not a designated hazardous material site as defined in Government Code 65962.5 (Department of Toxic Substances Control, 2022) **No Impact.**

2.9 e: The Project is located in Zone E for Travis Air Base Land Use Compatibility Plan. This is an area as described as the remainder of the Airport Influence Area. There are no restrictions that limit non-residential intensities or prohibited uses for hazards to flight for development less than 200-feet tall or that does not substantially increase the potential for bird air strikes. Because the project is a rezoning, the application will require a compatibility review by the Airport Land Use Commission as part of the process.

The Project is located approximately 2.5 miles southeast of the UCD Airport, which is operated as a general aviation airport and is open to the public. The UCD Airport does not have an airport land use plan. However, UCD Airport Rules and Regulations have been established to protect health and safety and to provide for the orderly conduct of activities on the Airport site. In addition, the Airport Layout Plan for the University Airport includes clearance heights necessary for operations at the airport. According to the Airport Layout Plan, a total clear space of approximately 240 vertical feet is needed at a distance of approximately one mile. Given that the Project site is 2.5 miles away from the UCD Airport, the clearance height needed would be lower than 240 vertical feet. For every 20 horizontal feet a plane travels, one additional foot of vertical height is needed. Therefore, the clearance height at the Project site would be 636 feet at a distance of 2.5 miles. The proposed Project would not introduce any obstructions to the necessary airport clear space, and a safety hazard for people residing or working in the project area would not occur due to development of the Project. Therefore, the Project would result in **No Impact**.

2.9 f: The Project does not involve any operations or changes to the existing roadway network that would impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Project would result in **No Impact**.

2.9 g: The area around the Project site do not include timberland or forested areas. Adjacent land uses are Agriculture and Service Commercial. Therefore, the Project would result in **No Impact**.

Rezone Discussion

The proposed rezone would not substantially increase the use or storage of hazardous materials. Therefore, the rezone would result in a **Less-than-Significant Impact** to hazards and hazardous materials.

References

Department of Toxic Substances Control, 2022. EnviroStor. https://www.envirostor.dtsc.ca.gov/public/

US Department of Transportation, Federal Aviation Administration. 2014. Advisory Circular No. 150/5300-13A, Airport Design, February 2014.

US Department of Transportation, Federal Aviation Administration. 2007. Advisory Circular No. 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports, August 2007.

Wadell Engineering Corporation. *Airport Layout Plan University Airport, A University of California Aviation Facility, Davis, California, FAA AIP Project No. 3-06-0059-04*. December 2006.

2.10 Hydrology and Water Quality

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
1)	result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
2)	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
3)	create or contribute runoff water which would exceed the capacity of existing or planned stormwater	☐	☐	☒	☐

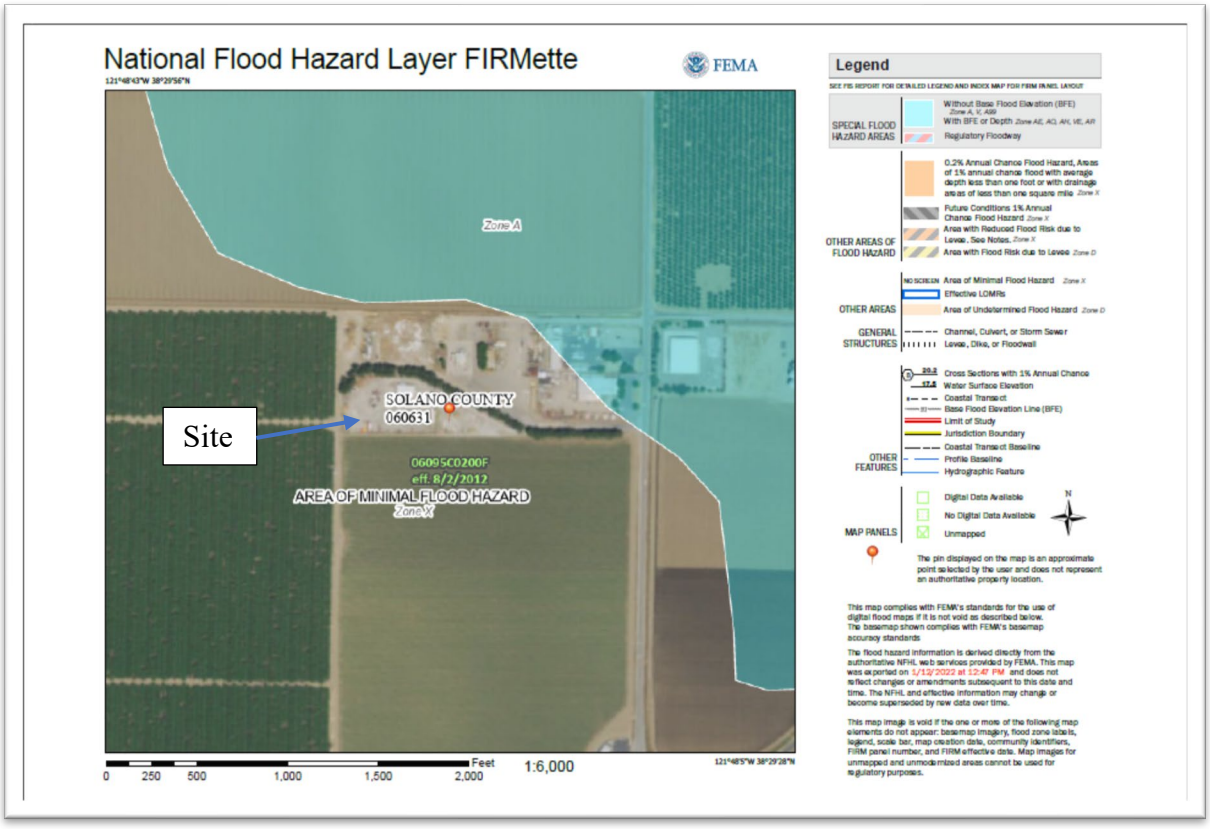
	drainage systems or provide substantial additional sources of polluted runoff; or				
4)	impede or redirect flood flows?	☐	☐	☒	☐
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Environmental Setting

This section describes the conditions and potential impacts relating to surface water and groundwater hydrology and water quality for the Project, which includes consideration of whether the Project would violate water quality standards or waste discharge requirements, alter existing drainage patterns of the site or area, contribute to or create polluted runoff, degrade surface and groundwater quality, or increase flood risks on- and off-site.

Currently, storm water runoff from the area flows to two drainage ditches located on the property that are north and south of the chip & grind facility area and flow east to the roadside ditch on the west side of Pedrick Road. The Chip and Grind facility is located outside of the flood zone, as shown in Figure 7.

Figure 7: Flood Zone Map



Impact Discussion

2.10 a: The Project would meet the requirements of discharging to a public storm drainage system as required to ensure compliance with all state and federal laws and regulations related to storm water as stipulated in the Clean Water act.

Chip and grind facilities are an activity that is covered under the Industrial General Permit (IGP) for Storm Water Discharges (California State Water Resources Control Board, 2018). The Project would be required to submit for coverage under the IGP, which includes the preparation and implementation of a storm water pollution prevention plan (SWPPP). The Project site is already mostly hardscaped (i.e. concrete, asphalt and compacted gravel) and an area of approximately one acre would be hardscaped as part of the Project with compacted aggregate base. The existing drainage pattern would not be significantly altered. There are currently on-site drainage ditches to the north and south of the Project area. These ditches flow east to the roadside drainage ditch on the west side of Pedrick Road.

The following best management practices would be implemented:

- Materials and activities on site shall not cause, threaten to cause, or contribute to conditions of pollution, contamination, or nuisance;
- Operator shall implement practices to minimize or eliminate the discharge of wastes that may adversely impact the quality or beneficial uses of waters of the state;
- Operator shall manage the application of water (including from precipitation events) to reduce the generation of wastewater; and
- Working surfaces shall be designed to prevent, to the greatest extent possible, ponding, infiltration, inundation, and erosion, notwithstanding precipitation events, equipment movement, and other aspects of the facility operations.

The required coverage under the IGP and associated SWPPP, along with the best management practices proposed by the Project would ensure that impacts would be **Less- than-Significant.**

2.10b: The estimated water use for the proposed facility is 1,500,000 gallons per year. This level of groundwater extraction would not significantly impact groundwater resources. Therefore, the Project would have a **Less-than-Significant Impact**.

2.10c (1-4): There are currently on-site drainage ditches to the north and south of the Project area. These ditches flow east to the roadside drainage ditch on the west side of Pedrick Road. No streams or rivers are present on the property. The existing drainage pattern would not be significantly altered by the Project.

Much of the Project site is already hardscaped with concrete, asphalt and compacted aggregate base. An area of approximately one acre would be hardscaped with compacted aggregate base as part of the Project. The Project would not result in increased erosion or sediment transport.

The drainage alterations would not increase the amount or rate of runoff as the existing drainage would not be significantly altered. The required coverage under the IGP and associated SWPPP, along with the best management practices proposed by the Project would ensure the Project would not create substantial sources of polluted runoff. Storm water runoff would not be substantially

increased by the Project. The Project area is not within the 100-year floodplain and would not impede or redirect flood flows. Therefore, the Project would have a **Less-than-Significant Impact.**

2.10 d: The Project area is not within the 100-year floodplain. The facility is located just south of the southern boundary of the Special Flood Hazard Area (**Figure 7**). Therefore, the Project would have **No Impact.**

2.10 e: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The drainage alterations would not increase the amount or rate of runoff as the existing drainage would not be significantly altered. The required coverage under the IGP and associated SWPPP, along with the best management practices proposed by the Project would ensure the Project would not create substantial sources of polluted runoff. Storm water runoff would not be substantially increased by the Project. The Project would not conflict with the Solano Subbasin Groundwater Sustainability Plan. Therefore, the Project would have **No Impact**.

Rezone Discussion

The rezone would not increase the likelihood of potential impacts to hydrology and water quality and no further analysis is needed. Therefore, the rezone would result in a **Less-than-Significant Impact** to hydrology and water quality.

References

California State Water Resources Control Board, 2018. National Pollutant Discharge Elimination System (NPDES) Order WQ 20XX-XXXX-DWQ Amending General Permit for Storm Water Discharges Associated With Industrial Activities. Order NPDES No. CAS000001. November 2018.

2.11 Land Use and Planning

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Environmental Setting

The current zoning designation in the Project vicinity is agriculture (A-40) (Figure 3). Immediately adjacent to the Project area to the east is a parcel zoned Commercial Service (CS), which consists of a metal fabrication business and an agricultural services business. Just across Pedrick Road to the east is a parcel zoned manufacturing (MG-3) and another zoned industrial – agricultural services (I-AS). The Solano County General Plan Land Use Diagram shows the parcel as Service Commercial. The Rezone to Commercial Service that is part of the Project will eliminate an existing conflict between the General Plan designation and the Zoning Ordinance. The Commercial Service zoning is

appropriate because it is intended to provide an area for commercial services of an extensive or heavy nature in support of industrial, construction, or other business activities.

Impact Discussion

2.11a: The Project site is located within an agricultural area that does not contain any residential development. As such, the Project would not divide an established community. Therefore, the Project would have **No Impact**.

2.11b: The Solano County Zoning Map designates the parcel as A-40 and is adjacent to a parcel zoned Commercial Service to the east. The General Plan designation for the site is Service Commercial. A Rezone is required to change the site zoning from A-40 to Commercial Service to be consistent with the General Plan. The Project would be consistent with the Commercial Service zoning because it would provide commercial services that support of large-scale agriculture, the landscaping sector, and other extensive or heavy nature business that require organics disposal. With the required approval of the Rezone, the Project would not conflict with any land use plan, policy, or regulation adopted for avoiding or mitigating environmental effects. Therefore, the Project would have no impact. **No impact**

Rezone Discussion

The proposed Project discussion is similar to the proposed Project and adequately analyzes potential impacts to land use and land use planning and no further analysis is needed. Therefore, the rezone would result in No Impact to land use and land use planning.

References

Solano County Zoning Map No. 3-N

2.12 Mineral Resources

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

As indicated on the Mineral Resources Map, Figure RS-4 of the Solano County General Plan, there are no active mines or mineral resource zones in the vicinity of the Project site.

Impacts Discussion

2.12.a and b: There are no known mineral resources on the project site. The Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, the Project would have **No Impact.**

Rezone Discussion

The rezone would not result in any impacts to mineral resources. **No Impact.**

References

Solano County, 2008. *Solano County General Plan*, August 2008.

2.13 Noise

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b.	Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☐	☒
c.	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

The section is based on a Noise Technical Report prepared by RCHGroup (**Appendix F**) that analyzes the existing noise level and potential noise impacts from construction and operation of the Project. RCH Group conducted two long term (72-hour) and several short-term (10-minue) noise measurements at the project site. The main source of existing noise in the Project Vicinity was noise from the nearby commercial uses. Additional noise sources during the measurements included heavy winds and rain, and distant traffic on Pedrick Road. The loudest piece of equipment is the grinder which would located 120 feet north of the property line. The closest sensitive receptor is a residence located 2340 feet south of the grinder. The site would operate from 7 a.m. to 5 p.m. Monday through Friday.

The Solano County General Plan states, in Chapter 2, Land Use, that industrial development should be promoted in the unincorporated county in cases where locating such development near urban areas is not appropriate because of the potential for air pollution, odors, or noise; because such

development is related to agriculture; or because the development has other specific unique site requirements that are not feasible or available in cities.

Impact Discussion

2.13 a: The Solano County Code does not contain hours of construction and there are no construction noise standards in the Solano County General Plan. Therefore, Project construction noise would result in a less-than-significant impact.

The grinder would be the loudest piece of equipment during operations and would operate approximately 4 hours per day. The grinder would be portable and placed on a tracked skid that allows the grinder to move as necessary. A grinder produces a reference maximum noise level of approximately 77 decibel (dB) at 200 feet. Based on the distance between the grinder and off-site commercial buildings to the east, and the exterior-to-interior noise level reduction provided by standard construction practices and materials, the Project would not exceed the interior standards for commercial land uses found in the Solano County General Plan. Furthermore, the Project would not exceed the exterior or interior standards for residential land uses found in the Solano County General Plan, if the distant agricultural residences to the south (approximately 2,340 feet south of the Project site), are treated as residential rather than agricultural land uses (See **Appendix F**). Therefore, the Project would result in a **Less-than-Significant Impact.**

2.13.b The Project would not generate excessive vibration. Therefore, the Project would result in **No Impact.**

2.13.c: The Project site is not within the vicinity of a private airstrip or an airport land use plan, or within 2 miles of a public use airport. The project is located outside any of the identified noise contours. **No Impact.**

Rezone Discussion

Additional grinding operations associated with the rezone could increase noise on the site. However, it would not be considered significant. The proposed Project discussion adequately analyzes potential impacts to noise and no further analysis is needed. Therefore, the rezone would result in a **Less-than-Significant Impact** to noise.

References

RCH Group, 2021. Solano County Agromin Chip and Grind Facility Project, Noise Technical Report. December 2021.

Solano County, 2008. *Solano County General Plan*, August 2008.

2.14 Population and Housing

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new	☐	☐	☐	☒

	homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

No residential uses are existing on the site.

Impacts Discussion

2.14a: The development of a chip and grind facility would not impact housing or significantly increase employment. Operation of the Project would require 6 employees and it is expected that these workers would come from the existing workforce within the surrounding area, and the Project is not of the scale that would require the relocation of a substantial number of workers resulting in substantial unplanned population growth. The Project would not induce growth directly or indirectly nor would it displace existing housing units. Therefore, the Project would result in **No Impact**.

Rezone Discussion

The rezone would not induce growth directly or indirectly nor would it displace existing housing units The proposed Project discussion adequately analyzes potential impacts to population and housing and no further analysis is needed. Therefore, the rezone would result in **No Impact** to population and housing.

References

Solano County, 2008. *Solano County General Plan*, August 2008.

2.15 Public Services

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1)	Fire Protection?	☐	☐	☐	☒
2)	Police Protection?	☐	☐	☐	☒

3) Schools?	☐	☐	☐	☒
4) Parks?	☐	☐	☐	☒
5) Other Public Facilities?	☐	☐	☐	☒

Environmental Setting

This section discusses the impacts on public services, specifically whether the Project would necessitate an increase in the provision of public services.

The Project site is served by the Dixon Fire District and Solano County Sheriff's Department. No schools or parks will be affected.

Impacts Discussion

2.15.a (1): The Project would not result in a need to increase fire protection services. The Dixon Fire Protection district provides emergency response services for the Project site. The City of Dixon Fire Station is located about 3.3 miles from the Project site and a City of Davis Fire Station is 5 miles away. The site is located in the Dixon Fire Department Fire Response Area within the area of Fire Station 70. The Project would not substantially increase the population such that demand for a new unplanned fire station would be required to maintain acceptable service ratios, response times, or for other fire protection needs. Therefore, the Project would result in **No Impact**

2.15.a (2): The Project would not require an increase in policing. The nearest police station is located at 201 W A Street, about 4 miles from the Project Site. The Project would not result in a substantial increase in the local population, add additional roadways, or result in construction that is anticipated to significantly increase call volume that would require new police facilities or stations to be constructed. The Project would not require construction of new facilities to maintain acceptable service ratios, response times, or other performance metrics. Therefore, the Project would result in **No Impact**.

2.15 a (3-5): The Project would have no impact on schools, parks, or any additional level of public services. The Project would result in the demand for six new employees. These workers are anticipated to come from existing residents from the surrounding region. These people would be using municipal services, as needed. The Project would not result in an increased demand such that new facilities would be needed, resulting in an impact on the environment. Therefore, the Project would result in **No Impact**.

Rezone Discussion

The proposed rezone would not result in the need for expanded public services. The rezone would result in **No Impact** to public services.

References

None

2.16 Recreation

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

This section discusses the potential impacts from the Project on existing recreational facilities or the need for additional recreational facilities. No parks are located adjacent to the project site.

Impact Discussion

2.16.a and b The Project will not increase the use of neighborhood or regional parks or other recreational facilities. The Project would result in the demand for six new employees. These new employees would come from the surrounding regional area and are presumed to already be using recreational resources within those locales. Thus, there would not be increased demand for recreational resources. The Project does not include the construction or expansion of recreational facilities. Therefore, the Project would result in **No Impact**.

Rezone Discussion

The rezone would not increase the demand for or need for recreational facilities. Therefore, the rezone would result in **No Impact** to recreation.

References

None

2.17 Transportation

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b.	Conflict or be inconsistent with CEQA Guidelines Vehicle Miles Traveled (VMT) § 15064.3, subdivision (b) Criteria for Analyzing Transportation Impacts?	☐	☐	☒	☐

c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible ~~land~~ uses (e.g., farm equipment)?	☐	☐	☐	☒
d.	Result in inadequate emergency access?	☐	☐	☐	☒

Environmental Setting

The traffic engineer for the Solano County Public Works Division was contacted to discuss the Scope of Work for any traffic studies required for the Project. Due to the small amount of vehicle trips generated it was determined that a traffic study would not be required (R. Moore, personal communication, April 21, 2022).

The property is located on Pedrick Road about 0.5 miles north of Interstate 80. There are two routes to enter the property from Pedrick Road (**Figure 1**). The northern entrance is a driveway entrance that is 30 feet wide at its intersection with Pedrick Road and the access road is 30 feet wide and paved. The southern entrance is also a paved driveway that is 50 feet wide at its intersection with Pedrick Road and 50 feet wide going into the property.

The green material and agricultural waste would be delivered to the site by solid waste transfer vehicles and agricultural services companies. Green waste would primarily be hauled to the facility from Kiefer Road Landfill but may originate from other locations in the Sacramento area. Peak loading would be 200 tons per day. After grinding and screening, the feedstock material would be hauled to permitted compost facilities or to farms to be used as mulch or on-farm composting. Some agricultural amendments would be trucked in for blending with the feedstock. Transfer trucks delivering material would haul ground material out when they leave, reducing the number of trips. During peak delivery period of 7 to 9 a.m., it is anticipated that 5 trucks per hour would enter the facility and the total Project trips per day would be a maximum of 56 round trips, including six employee automobile round trips, 20 agricultural retail/wholesale light-duty truck round trips, and 30 feedstock/amendments heavy truck round trips.

This level of additional traffic would not exceed a level of service standard, change traffic patterns or create an unsafe condition. The existing access from Pedrick Road is adequate for emergency access. Sufficient space is available to provide parking for employees, vendors and transfer trucks (i.e. 6 employees and vendors and 3 transfer trucks).

Impact Discussion

2.17 a: The Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Transportation in Solano County is overseen by the Solano Transportation Authority (STA), which is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities. The Comprehensive Transportation Plan (CTP), published in 2020 by STA, analyzes the current state of the County's transportation systems to establish a set of goals, identify strategies, and implement action plans that best bridge the gap between ideal and existing conditions (STA, 2020).

Construction would be temporary and, as such, impacts are not expected to have a significant impact related to the CTP, which focuses on long-term, regional circulation projects. As discussed above, the operational traffic would not change traffic patterns or create an unsafe condition. Therefore, the Project would result in **No impact.**

2.17b: The Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Caltrans recently published an update for their Transportation Impact Study Guidelines (*TISG, May 20, 2020*). The Caltrans' TISG is intended for use in preparing a transportation impact analysis of land use projects or plans that may impact the State Highway System and replaces the prior 2002 Guidelines. The TISG heavily references Office of Planning and Research (*OPR*) Technical Advisory as a basis for its guidance. Both cited documents discuss significance thresholds with respect to vehicle miles traveled. Both documents state "In any area of the state, absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact." The Project is estimated to generate approximately 56 daily round trips. Of that total, 26 round trips would be made by employees and the public purchasing agricultural materials via cars and light-duty trucks, and 30 would be made by heavy trucks. Because truck traffic is not applicable to VMT analysis, the automobile trip generation estimate of 26 round trips or 52 one-way trips is compared to the OPR threshold of 110 daily trips. As the 110 ADT threshold for automobiles would not be exceeded, the Project would result in a **Less-than-Significant Impact.**

2.17c: The Project would not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The Project would not alter existing roadways or require use of incompatible equipment on roads in the vicinity of the Project. Equipment that would be used as part of the Project would be driven to and from the site in accordance with state transportation laws. Therefore, the Project would result in **No Impact**.

2.17d: The Project would not result in inadequate emergency access. State and City fire codes establish standards by which emergency access is be determined. The proposed driveways would provide access adequate to enable ingress and egress of two vehicles. Emergency vehicles would also access the Project site from the same access point as vehicles, the north or south entrance from Pedrick Road. Development of the Project would not inhibit emergency access. Therefore, the Project would result in **No Impact**.

Rezone Discussion

The conceptual expanded Project as a result of the rezone would increase peak loading to 400 tons per day to expand chip and grind operations. This would result in a doubling of feedstock heavy trucks and a 50 percent increase in employees. Thus, the conceptual expanded Project increases heavy truck round trips by 20 and employee automobile round trips by three compared to the proposed Project. This would not result in a substantial increase in traffic in the vicinity. Therefore, the rezone would result in a **Less-than-Significant Impact** to transportation.

References

Solano Transportation Authority (STA). 2020. Solano County Comprehensive Transportation Plan 2040. Available at: https://sta.ca.gov/wp-content/uploads/2018/06/CTP_2020_Final-updated.pdf

2.18 Tribal Cultural Resources

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☐	☒
1)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
2)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Environmental Setting

Tribal Cultural Resources (TCR's) is a newly defined class of resources under Assembly Bill 52 (AB 52). TCR's include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Tribe. To qualify as a TCR, the resource must either: 1) be listed on, or be eligible for, listing on the California Register of Historical Resources (CRHR) or other local historic register; or 2) constitute a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a TCR (PRC §21074). AB 52 also states that tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of TCRs within their traditional and cultural affiliated geographic area, and therefore, the identification and analysis of TCRs should involve government-to-government tribal consultation between the CEQA lead agency and interested tribal groups and/or tribal persons. (PRC §21080.3.1(a)).

An AB 52 Notification was made by the County on May 25, 2022 and again on July 29, 2022. A response from the Yocha Dehe Winton Nation, the appropriate tribal nation for this area, was received on August 19, 2022. The letter advised that the Nation was not aware of any known cultural resources near the Project site and that a cultural monitor was not needed for the Project.

Impact Discussion

2.18 a (1): The Project area is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Therefore, the Project would result in **No Impact**.

2.18 a (2): No TCRs were identified on the Project site during the records search and field survey. The Project has low sensitivity for intact archaeological deposits due to the considerable distance from natural water course, the absence of previously recorded archaeological sites in the vicinity, the negative findings of the field survey, and the extent of ground-disturbances from past agricultural uses. In the event that resources are inadvertently discovered, California Public Resources Code Sections 5097.5 prohibits further excavation, removal, or destruction of any historic or prehistoric ruins, burial grounds, and archaeological or historical features and requires the County to follow the professional standards for determining commercial and archaeological value, in accordance with those procedures established in the federal Archaeological Resources Protection Act of 1979 (Public Law 96-95), as amended, and in compliance with the Uniform Regulations set forth in Subpart A (commencing with Section 7.1) of Part 7 of Title 43 of the Code of Federal Regulations. Therefore, the Project would result in **No Impact**.

Rezone Discussion

The conceptual expanded Project would convert the approximately 10-acre southern portion of the parcel that is currently used as open farm ground for row crops to expand chip and grind operations. This portion of the parcel is regularly disturbed with heavy equipment for agricultural crop production. The conceptual expanded Project would comply with the applicable statutory requirements. Therefore, the rezone would result in a **No Impact** to TCRs.

References

Peak & Associates, Inc, 2022. Agricultural Supplies Operation at 8757 Pedrick Road, Solano County (#21-107). February 16, 2022.

2.19 Utilities and Service Systems

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it	☐	☐	☐	☒

	has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
d.	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Setting

This section addresses the potential for increased demand on utilities and service systems that serve or are otherwise impacted by the Project.

Impact Discussion

2.19 a: The Project would not require the expansion of utilities or other services. Therefore, the Project would result in **No Impact**.

2.19 b: There is one domestic well on the east side of the property that services the entire Project Site. The parcel is also served by the Solano Irrigation District (SID), but the Project would not use SID water. The existing on-site well is adequate to serve the Project water supply needs. Therefore, the Project would result in **No Impact**.

2.19 c: The facility would be served by an existing on-site septic system that is adequate for the small number of employees and vendors. Additional wastewater treatment facilities would not be required. Therefore, the Project would result in **No Impact**.

2.19 d: Incidental amounts of contamination would be removed from incoming feedstock, placed in an on-site bin and transported to a waste disposal facility. Empirically, other similar facilities have shown that green waste and agricultural waste have very low contamination rates. A contamination rate of 1% would result in 2 tons of waste per day based on a maximum daily throughput of 200 tons per day of incoming feedstock. Therefore, the Project would result in **No Impact**.

2.19 e: The Project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The Project would support solid waste statutes and regulations by increasing organic waste diversion from landfills. Therefore, the Project would result in **No Impact**.

Rezone Discussion

The rezone would not significantly increase the need for utilities or other services. Therefore, the rezone would result in **No Impact** to utilities and service systems.

References

None

2.20 Wildfire

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Environmental Setting

Based on the Cal Fire's Fire Hazard Severity Zone Viewer, the Project area is not within a high hazard severity zones. Based on the Solano County General Plan, the Project area is not within a state responsibility area or very high fire hazard severity zone.

Impact Discussion

2.20a-d: The Project is not located in or near state responsibility areas or lands classified as very high hazard severity zones. Therefore, the Project would result in **No Impact.**

Rezone Discussion

The proposed Project discussion adequately analyzes potential impacts to wildfire and no further analysis is needed. Therefore, the rezone would result in **No Impact** to wildfire.

References

Fire Hazard Severity Zone Viewer (https://egis.fire.ca.gov/FHSZ/)

Solano County, 2008. *Solano County General Plan*, August 2008.

2.21 Mandatory Findings of Significance

Checklist Items: Would the project		Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a.	Does the project have the potential to (1) substantially degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below self-sustaining levels, (4) threaten to eliminate a plant or animal community, (5) substantially reduce the number or restrict the range of a rare or endangered plant or animal, or (6) eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☐	☒
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

2.21 a: As noted in the Biological Resources section, there are no plant or wildlife species of concern nor any wetlands or "other waters of the U.S." or of the State would be adversely affected the Project. There are no riparian habitats, federally protected wetlands, or other sensitive natural communities in the Project area. As noted in the Cultural Resources section, there are no historic properties under section 106 of the NHPA or historical properties under CEQA that would be affected by the Project. Therefore, the Project would result in **No impact**.

2.21 b: The Project would not have a cumulatively considerable impact on any of the environmental factors evaluated. As noted in the Air Quality section, the Project would not result in a cumulatively considerable net increase of emissions of criteria air pollutants and precursors. As noted in the Greenhouse Gas Emissions section, the Project's contribution to global climate change would be less than cumulatively considerable. Therefore, the Project would result in **No Impact**.

2.21 c: The Project would not result in impacts that would result in substantial adverse effects on human beings, either directly or indirectly. Therefore, the Project would result in a **Less-than-Significant Impact.**

Rezone Discussion

The rezone would not substantially increase impacts as compared to the project. Therefore, the rezone would result in **Less-than-Significant impacts** to mandatory findings of significance.

3.0 Consultation and Coordination with Public Agencies

The Initial Study/Negative Declaration is being circulated for public comment and referred to the State Clearinghouse for coordinated review by state agencies. In addition, it will be sent to the Department of Conservation and the Solano County Agriculture Commissioner and other local agencies for review and comment. (See Section 5.0 Distribution List)

4.0 Public Participation Methods

The Initial Study is available at the Solano County Department of Resource Management and online at the Department's Planning Services Division website at:

http://www.solanocounty.com/depts/rm/documents/eir/default.asp

Interested parties may contact the planner assigned to this project at the contact points provided below:

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5.0 List of Preparers

This Initial Study was prepared by the Solano County Department of Resource Management. The following staff and consultants contributed to the preparation of this Initial Study:

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6.0 Distribution List

CA Department of Fish and Wildlife

Local Agencies
Dixon Fire Protection District
UC Davis Airport
Dixon Resource Protection District

7.0 Appendices

A. Supporting Air Quality Assumptions and Calculations
B. Biological and Wetland Resources Study
C. Cultural Resources Study
D. USDS Soil Classification Report
E. Earthquake Hazards Report
F. Noise Technical Report
G. Septic System Mapping