

SITE ANALYSIS DATA SHEET
SITE #18

REVISED - SITE ANALYSIS DATA SHEET

GENERAL SITE INFORMATION	
Site #: 18	Site name: Georgia-Pacific Woodwaste Landfill
APN: 019-03-027	Driving Distance from Gateway: 3.3 miles
<p>Site Summary:</p> <p>This 80-acre parcel is owned by the Georgia-Pacific corporation. It is a willing seller. A large portion of the parcel is occupied by an inactive but not final-capped woodwaste landfill. Final closure scenarios that have been considered include capping and clean closure. Clean closure entails the complete removal and processing (screening) of the wastes. The recovered materials can potentially be used as clean fill, road rock, compost/soil amendments, mulch and/or fuel. Potential end-uses for these materials include construction and landscaping of the transfer station facility and the golf course as well as road repairs and erosion control on CalTrans projects. Clean closure is a multi-year proposition fraught with regulatory hurdles.</p> <p>A portion of the parcel (approximately 20 acres) outside of the footprint of the landfill could potentially be split off and developed for the transfer station separately or in conjunction with the closure project. The Site (adjacent to the landfill) appears to be in the Pygmy Forest. The Site is in the jurisdiction of the County and a corner of the parcel is within the Coastal Zone.</p> <p>Access to the Site is problematic. Currently, there are two ways to access the parcel. One access from the north end of Fort Bragg on the Campbell Hawthorne Haul Road (a privately owned roadway). An easement would have to be granted. The road mostly unpaved and is in very bad shape. Also, there is a traffic signal at Cypress and Main Street (Highway 1) that provides access to the road. The haul road winds up the Noyo River where it crosses a bridge and continues on to the landfill. The road (2.75 miles) and bridge would require a major upgrade.</p> <p>The second access point is off Highway 20 around milepost 3.5 on a private road. It may be possible to develop access through other private lands in that area. Access from Highway 20 will require acquisition of easements and construction of approximately 1.6 miles of new road. A turning lane and acceleration/deceleration lanes should also be developed.</p> <p>A third potential access route is through Summers Lane but that was rejected due to the impacts to the residential neighborhood, on Summers Lane.</p> <p>No major streams or waterways are located on the Site. It is flat to gently sloping and heavily vegetated with Pygmy forest and potentially includes some wetlands. Water supply and wastewater treatment systems will have to be developed. The Site is served by telephone and electric utilities.</p> <p>The closest neighbor is the animal shelter at approximately 1,300' to the southwest of the Site boundary. There are two occupied parcels zoned as Range Lands within 1,500' to the southwest.</p>	

<p>Pros of Siting Project at this Site:</p> <ul style="list-style-type: none"> • The Site is remote. The closest neighbor's building is approximately 1,300' away. • Site could be accessed from Highway 20 pending negotiations for an easement. • The owner is willing to sell. • The Site has already been impacted through historic use as a landfill site. • The Regional Water Quality Control Board has been requesting that G-P finalize their plans for this site for many years. This project could serve as a catalyst. • There are potential synergies that could be realized by co-locating the transfer station with the clean closure project. The road, site development and permitting costs could be shared and green waste composting and a biomass power plant can be complimentary operations. • Site can be accessed directly off Highway 20 without routing traffic through residential neighborhoods. • The parcel contains enough relatively flat, useable land to allow flexibility in the layout and design of the facility. • A Site could be selected so that it was not in the Coastal Zone. • The negotiation and purchase of the property would be a simple real estate transaction. 	<p>Cons of Siting Project at this Site:</p> <ul style="list-style-type: none"> • The presence of the woodwaste landfill will attract intense regulatory scrutiny at a minimum and present potentially insurmountable regulatory hurdles. • The Site is remote and relative to other sites on Highway 20 would require the longest access road. • Development of an access road into the Site will be very expensive and complicated. • Access from Highway 20 will require construction of turning lane and acceleration/deceleration lanes. • Access from the north end of Fort Bragg (Campbell Hawthorne Haul Road) will require an easement from GP and will require a major road and bridge upgrade. • Sewer and water systems will have to be developed and electrical and telephone services may not be available. • A subdivision of the parcel may be required. • Pygmy forest vegetation, wetlands and other environmental constraints are present. • Will create a new traffic pattern at the intersection of Highway 20 and Highway 1.
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LAND USE

Owner/Contact: Georgia-Pacific Corporation		Willing Seller? Yes
Acreage: 80 (20±)	Lot Split Required? Yes, maybe a lot line adjustment.	
Base Zoning: TP	Use Permit Required? Yes	
General Plan: FL-160	Jurisdiction: Mendocino County	Current Land Use: Inactive woodwaste landfill, timber production
Rezoning Required? No		
Coastal Zone: No	Surrounding Land Use: Timberland in all direction	
Incompatible Land Use? No		

SITE SPECIFIC EVALUATION

Traffic: Access/Circulation/Safety:

Access: An access road currently exists at the north end of Fort Bragg. Traffic would turn east at the stop light at Cypress St. and follow the Campbell Hawthorne Haul Road through a residential area, up the Noyo River to the bridge. The route is approximately 2.75 mile long. This access will require significantly upgrading the road and the bridge. Two alternate access roads could potentially be constructed to the Site from Highway 20 across private lands. The first alternate would be via a connection of the north end of Summer's Lane. The second would be via disconnected dirt roads connecting to Highway 20 approximately 1-mile east of Summers Lane (milepost 3.5) and would require development of a turning lane and acceleration/deceleration lanes on Highway 20.

Circulation: The functional class of Highway 20 is sufficient to handle traffic increases that would be generated by this project. There will be a change in the traffic pattern at the intersection of Highways 1 and 20. Highway 20 is currently being widened up to milepost 2.5, which will improve traffic circulation on the route. This is the current transportation route for all solid waste and recyclable leaving the study area, meaning that a transfer station at this site would not increase the number of transfer trailers currently using this route. In fact the number of trucks should decrease as higher capacity trucks will be used. In addition, transfer trailers would no longer be required to travel beyond milepost 2.5 on Highway 20.

Access up Cypress and the Campbell Hawthorne Haul Road will impact the neighbors and traffic patterns on Cypress and at the intersection of Highway 1 and Cypress.

Safety: Sight distance on Highway 20 east of Summers lane is fairly good until around milepost 4.0. A turning lane and acceleration/deceleration lanes would make ingress/egress from Highway 20 (east of Summers Lane) safer. Access off Highway 20 onto Summers Lane will be improved by the Highway 20 widening project. Traffic through the residential neighborhood on Summers will create traffic hazards to the residents. The traffic light on Highway 1 at Cypress is one benefit of using the Campbell Hawthorne Haul Road.

Impacts to Neighbors (Adjacent to the Site and on Route to the Site):

Adjacent to the Site: The nearest residential neighbor is over 3,000' away. The existing dense vegetation will provide an effective buffer and the Site is large enough that the facility could be laid out to maximize the distance to the neighbors and so minimize potential impacts from noise, vibration, light, dust, vapors, odor and vectors. Local views and vistas will not be affected as the project will not be visible from Highway 20.

On Route to Site: Traffic associated with the Project (if it is accessed through Highway 20) will stay in the major transportation corridors, Highways 20 and 1 without passing through residential neighborhoods. The impacts to neighbors associated with the Cypress St. access would be significant. Litter blowing off of unsecured loads will be an enforcement issue at this and all other sites.

Development Issues:

The site is currently home to an inactive but not final-closed woodwaste landfill. Significant regulatory issues will be involved. No utilities are available. Development of sewer, water and electrical systems will be required. Development of an access road into the Site will be very expensive.

Surface Water:

The Noyo River is approximately 0.5 miles to the north. The Site is generally sloping to the northwest with a maximum elevation of approximately 280 and a minimum elevation of approximately 260 feet, MSL.

Environmental Considerations (Wetlands, R&E species, ESHAs, geotechnical):

The overall parcel includes Pygmy vegetation and potential wetlands. A wetland delineation, geotechnical surveys, and rare/endangered species surveys would be required to determine the presence/challenges of these elements.

Maps and Photographs:

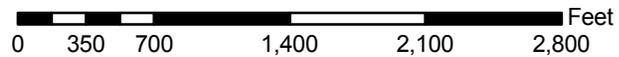
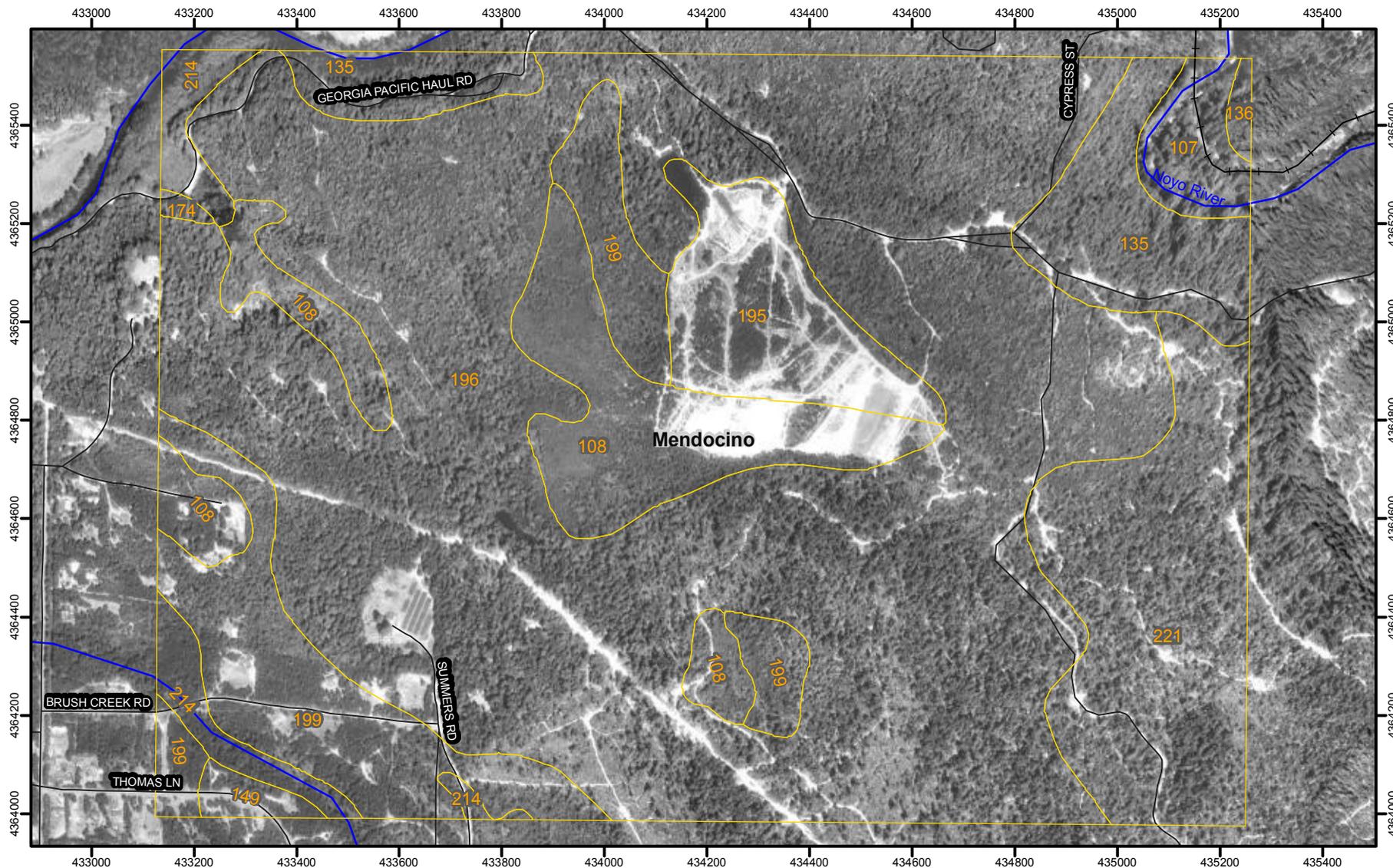
The Site Map consists of an aerial photograph with roads and parcel lines shown. The Soils Map consists of an aerial photograph with soil types outlined. Both maps are attached.

Development Cost Estimate:

Costs Common to All Sites + Equipment	\$3,853,802
Road Improvements (low/high)	\$2,000,000 - \$2,500,000
(Off-grid electrical service??)	<u>\$50,000</u>
Total Estimated Project Cost (not including land)	\$5,903,802 - \$6,403,802

SOIL SURVEY OF MENDOCINO COUNTY, WESTERN PART, CALIFORNIA

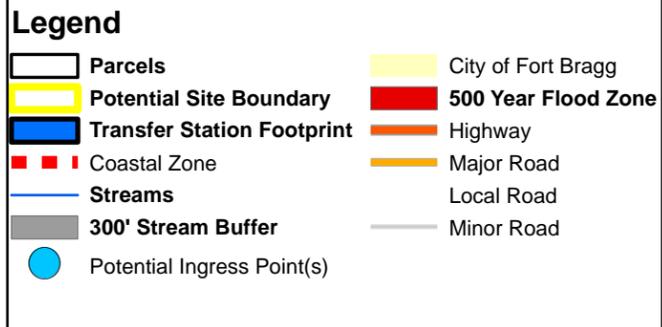
Site 18 - Unknown Road - GP Bark Dump



Map Unit Legend Summary

Mendocino County, Western Part, California

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
107	Bigriver loamy sand, 0 to 5 percent slopes	13.8	1.6
108	Blacklock and Aborigine soils, 0 to 5 percent slopes	73.2	8.5
135	Dehaven-Hotel complex, 50 to 75 percent slopes	48.3	5.6
136	Dehaven-Hotel complex, 75 to 99 percent slopes	2.0	0.2
149	Gibwell loamy sand, 9 to 15 percent slopes	4.5	0.5
174	Irmulco-Tramway complex, 50 to 75 percent slopes	1.1	0.1
195	Pits and Dumps	38.9	4.5
196	Quinliven-Ferncreek complex, 2 to 15 percent slopes	498.1	57.9
199	Shinglemill-Gibney complex, 2 to 9 percent slopes	79.2	9.2
214	Tropaquepts, 0 to 15 percent slopes	19.3	2.2
221	Vandamme loam, 9 to 30 percent slopes	81.7	9.5



LOCATION MAP

SITE 18 - Georgia-Pacific's Woodwaste Landfill

PARCEL DATA
 APN = 01903027
 Parcel = 80 acres
 Potential Site = 20 acres
 Distance from Gateway = 3.3 miles
 Jurisdiction = Mendocino County
 Zoning = TP

