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Mendocino Central Coast Commercial Transfer Station Siting Study

Report of Findings

June 2007

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1.0 EXECUTIVE SUMMARY

Mendocino County Solid Waste Division and the City of Fort Bragg jointly manage the municipal solid waste stream generated in the central coast area. The waste is currently collected at two locations. Self-haulers bring their waste to the Caspar Transfer Station and commercially collected waste is processed through the Pudding Creek Recycling Center. The waste is then hauled to the Willits Transfer Station, reloaded into long-haul trucks and shipped to the Potrero Hills Landfill, near Dixon, California.

The Mendocino County Board of Supervisors approved a plan proposed by the Solid Waste Division to consolidate the waste stream at one transfer station, in the central coast area and ship it directly to the landfill. A centralized facility will be more cost-effective to operate and could provide expanded waste management services. A Project Description for the facility is presented in the next section of this report.

The County and City retained the services of Winzler & Kelly Consulting Engineers to conduct a siting study to identify a number of potentially suitable sites for the facility. The study area included an approximately 10 mile wide strip of land along the coast between the Navarro River and Ten Mile River. The study area contained approximately 11,200 individual parcels.

Two meetings were held, in Fort Bragg to provide the public with the opportunity to participate in the siting process. Weighted site evaluation criteria were developed based on the physical requirements of the facility (such as access, construction and operations) as well as environmental constraints and input from the public. Using an iterative screening process Winzler & Kelly identified 25 potentially suitable sites, compiled Site Analysis Data Sheets for the top ten sites (tabbed sections below) and prepared a Draft Report of Findings.

A third public meeting was held to present the Report of Findings to the public and accept additional feedback. A summary of the most often and vehemently expressed opinions included:

- A site should be chosen based on long-term planning for population growth and for transportation efficiency (fuel costs). The existing Caspar Transfer Station site was considered by most to be in conflict with these criteria.
- The facility should not be sited in a residential neighborhood or at a location that had to be accessed via a rural, residential road. The definition of “residential” was debated. The residents of Road 409 and Gibney Lane expressed their intense opposition to having the transfer station in their areas.
- The Site should be south of Fort Bragg to minimize traffic impacts to the city center.
- The GP Mill Site has some positive attributes for a transfer station facility based on its central location and past industrial usage. However, the property owner has indicated that they would not be a willing seller. In addition, the City and the property owner are working on a master development plan that may include a mix of residential, commercial, and visitor-serving uses that could create traffic and other potential land use conflicts with a transfer station.

- The most preferable site would be somewhere on Highway 20 within a few miles of the coast as it is being upgraded to handle more traffic and it is the transportation corridor for all waste currently being hauled out of the central coast area.

Based on the additional written and oral testimony from the public and CalTrans (attached); the five sites listed at the top of Table 1 are recommended for further study. The Site Analysis Data Sheets for the top five were revised and are included as tabbed sections in this report.

A preferred site and two or three alternates should be selected for evaluation through the California Environmental Quality Act (CEQA) Process. Before choosing the sites for CEQA, it may be prudent to gather additional information through the public hearing process, enter negotiations with the landowners and perform and detailed financial analysis of each Site. Additional recommendations are included in the Section 4.

Table 1: Top 5 Sites Identified for Additional Study

Site #	Site Name	Assessor's Parcel Number	Willing Seller	Total Acreage of Parcel
Recommended for Further Study				
36	Mendocino Coast Parks & Rec. Golf Course	019-08-018	Yes	173
40	Leisure Time Recreational Vehicle Park	019-67-016	Yes	24
41	Jackson State Forest - North Side Highway 20	019-15-005	Lease?	200
39	Jackson State Forest - South Side Highway 20	019-15-005	Lease?	200
18	Georgia-Pacific's Woodwaste Landfill	019-03-027	Yes	80

The following Sites made the top 25 list but were dropped from consideration for the reasons listed.

Eliminated Due to Residential Nature of Access Road

85 Caspar Transfer Station
82 Jackson State Forest - 409, West Parcel
83 Jackson State Forest - 409, East Parcel
22 Summers Lane - Animal Shelter
50 Simpson Lane - Majesky
52 Simpson Lane - Jackson State Forest
53 Boice - L&S
61 Boice Lane - Mitchell
79 Gibney Lane - Jackson State Forest

Eliminated Due to Being Located North of Fort Bragg

12 Pudding Creek Recycling Center
11 North Fort Bragg Industrial Site
2 Anderson - Highway 1
1 Hawthorne - Highway 1

Eliminated Due to Non-Willing Seller Status

16 Highway 1 - G-P Mill Site West of Fort Bragg
74 Gibney Lane - Mendocino Forest Products Site
38 Thorbecke - North Side of Highway 20
44 Thorbecke - South Side of Highway 20
48 Thompson - Highway 20

Eliminated Due to Viewshed Impacts and Site Limitations

31 Babcock - Highway 20, West Parcel
32 Babcock - Highway 20, East Parcel

2.0 BACK GROUND INFORMATION AND THE PROJECT DESCRIPTION

Introduction

The City of Fort Bragg and the County of Mendocino jointly manage the commercial and residential solid waste generated in the Fort Bragg/Central Coast area. Currently, a total of approximately 45 tons per day (TPD) of waste are collected at the Pudding Creek Recycling Center (commercial franchise collection) and at the Caspar Transfer Station (self-haul residential and commercial). The waste is hauled in various sized containers from both facilities up the Highway 20 corridor to a transfer station, in Willits where it is transferred into long-haul trucks and shipped to the Potrero Hills Landfill, near Dixon, California.

The County Solid Waste Division analyzed the central coast waste management system and determined that one, large, full-service, centrally located facility could provide a wider range of services in a more cost-effective manner. They presented their findings to the Mendocino County Board of Supervisors (BOS). On October 18, 2005 the BOS adopted a Plan of Action to begin the process to site a commercial solid waste transfer station, in the central coast area. On November 14, 2005, the Fort Bragg City Council heard the matter and agreed to participate with the County in the study. They made the following findings:

> *In the Fort Bragg Area, the County of Mendocino's unincorporated area waste stream and the City of Fort Bragg's waste stream are linked due to historical and practical reasons, therefore it is only fitting that the City and County move forward jointly in a Large Commercial Transfer Station Siting Study. The mission of the Large Commercial Transfer Station Siting Study will be to involve the community in the selection of the future facility site. This will be the important in a community-wide evaluation of potential alternatives, which will be critical in any future California Environmental Quality Act (CEQA) project study. In other words, the Large Commercial Transfer Station Siting Study is the first step in long-range planning, which will eventually lead to the construction and operation of a commercial solid waste transfer facility in the Fort Bragg Area.*

On January 19, 2006, the County of Mendocino Solid Waste Division facilitated a noticed public meeting to initiate, or "kick-off" the siting study. At the kick-off meeting a list of stakeholders, a preliminary project description and project siting criteria were developed. In addition, a preliminary list of candidate sites was developed and a technical advisory committee (TAC) of City and County staff was appointed.

The County and City will own the facility and a private company will operate it, under contract. The transfer station will provide a convenient and safe location for commercial refuse collection trucks and self-haul customers to drop off various materials including:

- municipal solid waste (MSW, household garbage),
- household hazardous wastes (such as oil, batteries, paint, solvents and pesticides),
- recyclable materials (such as metals, glass, plastic and paper), and
- special wastes (such as appliances, electronics, scrap metal, construction and demolition debris, green waste, tires, and non-friable asbestos).

Study Area

Fort Bragg is located approximately 140 miles northwest of San Francisco. The Central Coast Area (Study Area) is along the Highway 1 corridor from the Navarro River in the south to the Ten Mile River in the north. It includes the incorporated City of Fort Bragg, and unincorporated County area associated with the communities of Cleone, Caspar, Mendocino, Little River, Albion and Comptche.

Study Area Population

The population for the Study Area based on 2000 Census blocks is as follows:

City of Fort Bragg	7,026
Unincorporated areas	11,763
Total Population	18,789

Solid Waste Volume

All solid waste from the Study Area has been delivered to the Willits Transfer Station since 2002. Year 2005 solid waste tonnage records indicate that 15,916 tons of solid waste were received from the Study Area. Based on the three years of data from the Willits Transfer Station, the growth rate for the waste stream is approximately 3.33% annually. The growth in the waste stream is affected by a combination of factors including population growth and per capita generation rate. For the purpose of this exercise it will be assumed that the generation rate remains constant at 4.6 lbs/person/day and that the population is growing by 3.33% per annum. A 30-year projection at the present growth rate indicates that the waste stream will grow to 43,735 tons/year (120 tons/day), by 2036.

Sizing the Facility

The size of the building and entire facility depends on the size and character of the waste stream being generated and on the services being offered at the site. The factors included in the analysis were:

- A 30-year planning horizon
- Projected growth rate in the waste stream (3.33% per annum)
- Size of the transfer station building
- Office space
- Truck scales and gate house
- Services being offered (recycling, special wastes household hazardous wastes, etc)
- Processing and storage of recyclable/reusable materials
- Internal traffic patterns
- Vehicle parking and truck storage
- Buffer zones and landscaping
- Storm water management facilities

The size of the transfer station building is based on maneuvering room requirements for trucks and loaders within the building, the operations that will be carried on inside and around the building and waste storage requirements. It is prudent to design for three days of waste storage within the building to allow for road closures and surges in the waste

volumes created by natural disasters. A building with approximately 10,000 square feet of tipping floor (where the waste is dumped) will provide adequate room to manage the current and future waste stream and to accommodate other resource recovery operations.

A minimum 5 acres (but preferably 10 to 20 acres) are required to allow for the transfer station building, the scale and gate house, the household hazardous waste building, internal traffic patterns, drop-off areas, buffer zones and storm water management facilities. The project description and a conceptual layout are provided below

Project Description

The following Project Description was developed based on the information presented above. It was used in development of the site evaluation criteria and will be used during the CEQA Process.

Five to ten acres of relatively flat land with good vehicular access are required for the transfer station facility. Approximately 5 acres will be occupied by the buildings and paved areas. Storm water drainage facilities may include ditches, culverts, oil/water separators, vegetated bioretention swales, wetlands or a storm water percolation basin. The site will also be landscaped to improve its aesthetics. A conceptual layout of the transfer station is provided on Figure 1.

The transfer station building will be a large, steel-framed, steel-skinned building with a footprint of approximately 10,000 square feet. It will have a low-pitched roof (1:12) with a peak height of approximately 36 feet, and have number of steel, roll-up doors. The building will have skylights as well as interior and exterior lights, a fire sprinkler system, and a reinforced concrete floor that will be sloped in such a way that liquids cannot run out of the building.

The proposed transfer station will be designed to handle approximately 100 tons/day (TPD) of solid waste with a peak daily permitted flow rate of 200 TPD to allow for surges and disaster management. The building will have sufficient room to store approximately three days of the central coast waste stream (in case of road closures). Under normal operating conditions all waste will be removed from the building and loaded on the long-haul trailers by the end of each working day. Loaded trailers will typically be hauled to permitted landfill within 24 hours. Empty trailers will be stored outside.

The facility will be open to self-haul residential and commercial customers as well as franchise/commercial haulers (packer trucks). The facility will be open for the acceptance of waste and other materials from 7 am to 4 pm, Mon-Sat (for commercial) 8 am-4 pm (for the public). The facility will be closed on designated holidays. Hours of operations (waste processing) will be from 6 am to 6 pm, 6 days per week.

At present, the Caspar Transfer Station serves approximately 40,000 self-haul customers per year (at 6 days per week this would equal approximately 128 self-haul vehicles per day). The Pudding Creek Recycling Center serves approximately 2,817 commercial vehicles per year (at 6 days per week this would equal approximately 9 commercial vehicles per day). The number of trips would be expected to increase in the future, relative to growth and development in the region.

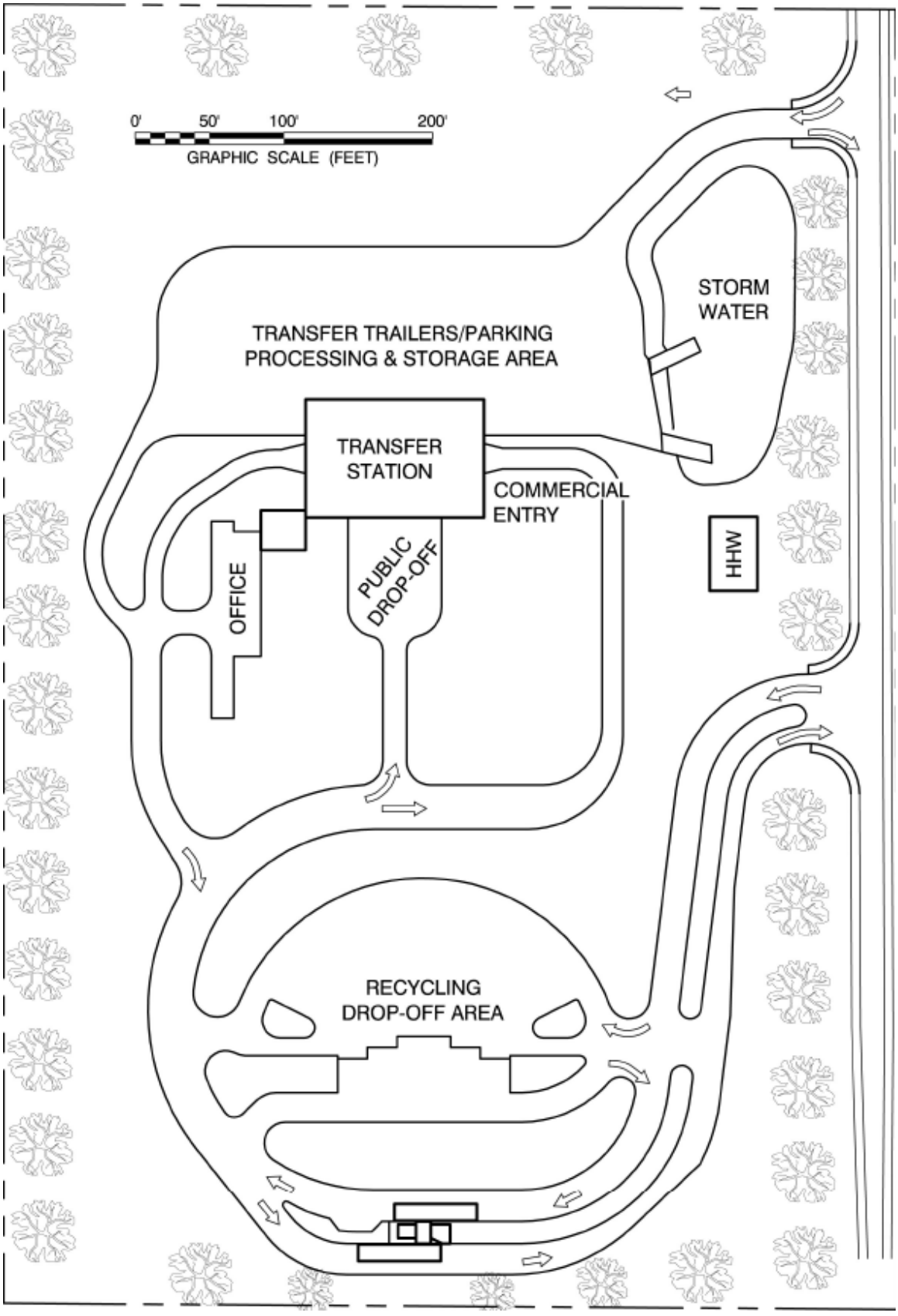

Figure 1: Conceptual Transfer Station Site Layout

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The new facility and the access will have to accommodate this traffic and to minimize off-site queuing. Depending on the site constraints and the configuration of the access road leading up to the site, a turning lane or additional queuing lane may have to be developed on the public street adjoining the facility.

Self-haul and commercial vehicles will be separated from each other for safety and efficiency. Self-haul vehicles will access the building on one side and unload (tip) their waste from an elevated area onto the tipping floor. The commercial vehicles will enter from the other side of the building and tip their load directly onto the floor. A load checker will examine the waste as it is being off-loaded looking for household hazardous waste (HHW) and other unacceptable or divertible materials.

The long-haul transfer trucks/trailers will enter and exit the building along one wall of the building and possibly at a lower (basement) elevation than the tipping floor to allow gravity loading of the waste into the transfer trailers. A rubber-tired loader will be used to manage the waste on the floor. The loader (or other heavy equipment) will be used to load the transfer trailers by pushing it into a loading chute above the trailers or by lifting the waste into the transfer trailers.

Disposal fees will be based on the weight of waste disposed. A 70-foot long truck scale will be positioned along side of the scale house to weigh vehicles in and out of the facility. Additional scales may also be installed to reduce bottlenecks at the entrance/exit of the facility. The scale house will be equivalent to a two-room, single-wide trailer (approximately 250 sf). It is estimated that the operation will also require around 2,500 sf of office space and break room/showers for employees. The offices and other facilities would probably be a freestanding structure.

Prior to going across the scales and proceeding onto the transfer station, self-haul customers will be able to drop-off recyclable materials, HHW and special wastes free of charge or at reduced rates. Various bins and containers for metal, glass, plastic and paper will be positioned along a paved corridor or sequential drop-off loop. This area could also accommodate a buy-back center for recyclables. Customers dropping-off HHW will pull up to a special processing and storage building where their materials will be unloaded by trained technicians. Green waste will be unloaded in an open area or into large bins. After unloading these materials, the customers will cross over the scales to be weighed in on their way to the transfer station. Construction debris will be weighed prior to being unloaded (whether for recycling or disposal as refuse) so that conformance with the County and City Construction and Demolition Debris Ordinances can be verified.

White goods (large metal appliances including washers, dryers, ovens, stoves, and refrigerators) will also be accepted in a designated area. The appliances would be sorted and diverted for potential repair and reuse, or stockpiled outside with other scrap metals for eventual transport to secondary markets. Refrigerators separated for recycling would be stored in a separate area awaiting the removal of their freon.

Recyclable materials will be hauled off-site on an occasional basis as sufficient materials are collected and processed to make the transportation economical. The transfer trucks are likely to travel east on Highway 20 and/or south on Highway 1. A truck washing station for cleaning the waste handling equipment will be located at the site either inside of the transfer building or outside on a separate concrete pad. The exterior pad will drain

to an oil/water separator, then into the sewer system or to a holding tank whose contents would regularly be hauled to the Fort Bragg sewage treatment plant for disposal.

If the chosen site is large enough; at some point in the future, additional resource recovery processing activities could occur and various buildings and mechanical systems could be installed and operated at the transfer station facility. Such facilities would require additional permitting and environmental review.

3.0 SELECTION AND EVALUATION OF POTENTIAL SITES

This section of the Report of Findings documents the development and implementation of the site screening and selection process and provides detailed data pertinent to evaluation and ranking the sites. It also presents initial cost estimates for the ten top-ranked sites.

A detailed explanation of the methodology that was used is presented in Attachment 1 (Site Selection/Evaluation Methodology) and summarized below. The methodology uses various physical criteria to screen the candidate sites and eliminate problematic ones.

The first cut at the screening process is called the fatal flaws analysis. Exclusionary criteria (such as steep topography, flood plains and small parcel size) are used to eliminate parcels with characteristics that make their development difficult or physically impossible. Potential impacts from the project (such as noise, traffic, vectors and odor) and their affect on the community are then considered in further narrowing the field of possibilities until a reasonable number of potentially suitable sites are identified. The potential sites (25 in this case) are then evaluated and ranked using site-specific criteria. The site-specific criteria are developed through a public process described below.

Engage the Public and Develop Weighted Site Evaluation Criteria

A public meeting was held, in Fort Bragg on January 11th 2007, at Town Hall. The City and County publicized the meeting in the local news media, inserted informational flyers in the garbage bills and direct-mailed flyers to individuals that had previously expressed interest in such matters or lived on areas specifically being considered in the study (Road 409, Gibney Lane and West Highway 20). Approximately 80 people attended and the meeting was televised and recorded.

A PowerPoint slide show was presented to describe the Project and the methodology that would be used identifying potentially suitable sites for the facility. The fatal flaws analysis was explained and a series of maps used to demonstrate how the exclusionary criteria were used to eliminate sites from detailed analysis (see Figure 2 and Figure 3). A large paper map showing the remaining potential parcels within the boundaries of the study area was displayed and the public was invited to place stickers on parcels that they thought would be an appropriate site for the transfer station.

A list of preliminary site-specific evaluation criteria was presented and discussed. The public was asked to assign weighting factors (between 1 and 5) to each criteria indicating the significance they thought each one should be given in the evaluation process. Approximately 450 public input/contact forms (Attachment 2) were distributed to the public and 136 forms were returned. The contact information provided by the respondents was added to the mailing list for notification of future meetings.

Figure 2: Study Area

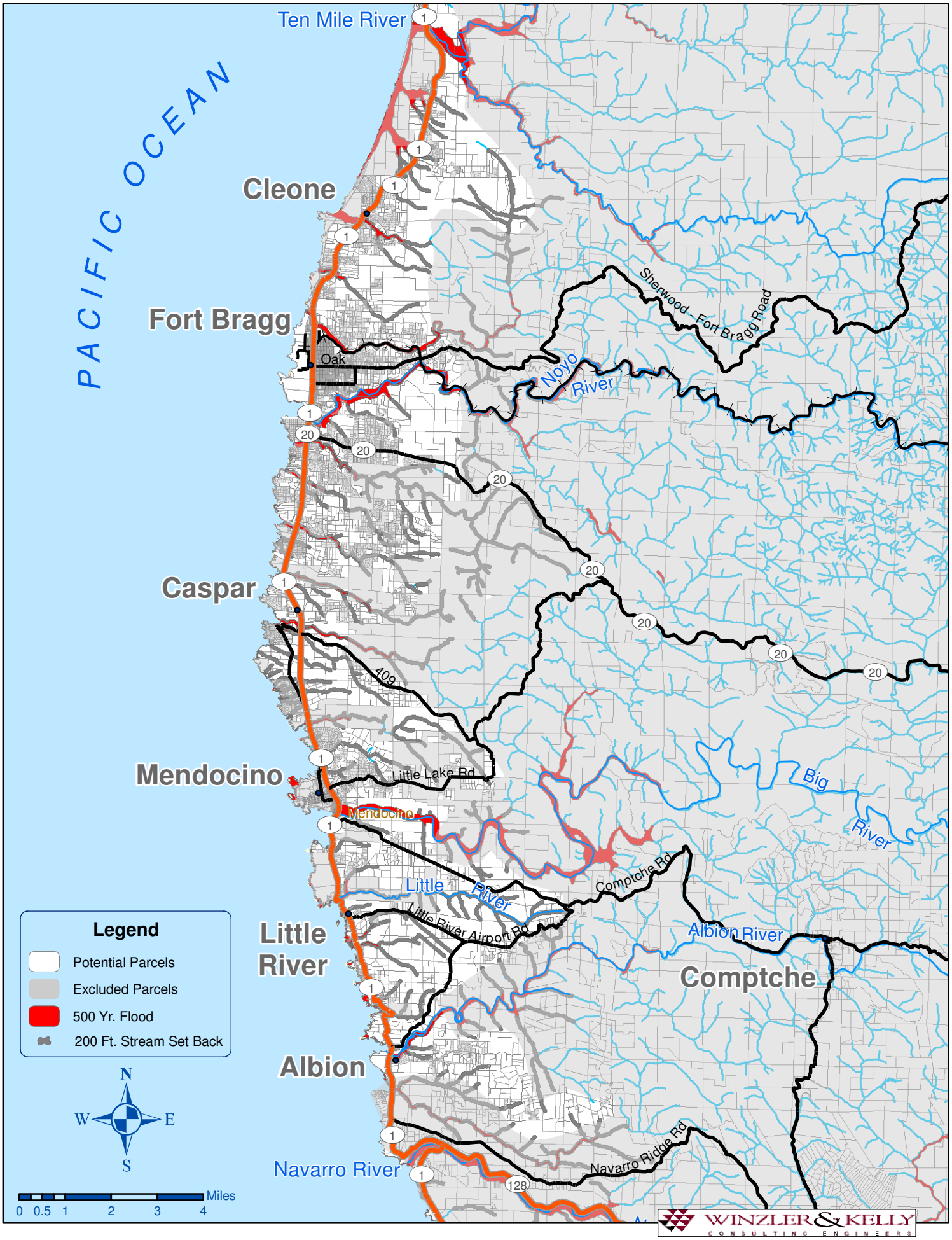


Figure 3: Location of Tier 1 Parcels (1,470)

The weighting factor assigned to each criteria is the arithmetic average of all "votes" tallied from the public input forms. There were a total of 49 site evaluation criteria on the original list, not all of which were useful in the preliminary site screening process. Evaluation of some of the listed criteria will require detailed, site-specific studies that will occur during the CEQA Process and were not within the scope of this project. The remaining criteria were grouped (condensed) under broader headings as shown by the color-coding shown on Table 2 (Condensed Site Evaluation Criteria Worksheet). The weighting factors for the condensed criteria are the arithmetic averages of the criteria that were grouped. Before the condensed site-specific criteria could be applied and the sites ranked, the number of potential sites had to be further reduced.

Identify and Rank the 25 Most Suitable Sites

All the parcels in the study area (11,192) were subjected to a 5-tiered screening process illustrated on Figure 4 and described below. Unsuitable sites were eliminated and the 25 most suitable sites were ranked according to the weighted evaluation criteria.

Tier 1

Tier 1 screening criteria were exclusionary and represented "fatal flaws." These were regional characteristics that made the site or area unsuitable for the project. They included:

- slopes > 15%,
- parcels < 5 acres, and
- flood plains and setbacks

Applying these Tier 1 criteria to the study area eliminated 9,722 parcels leaving 1,470 for consideration under Tier 2 criteria (see Figure 3, Location of Tier 1 Parcels).

Tier 2

Tier 2 screening criteria were used to eliminate parcels that:

- were occupied or already developed,
- were too steep or topographically challenged,
- had poor site access (through dense residential neighborhoods or required crossing of creeks or rivers),
- were accessed through rural residential neighborhoods (that have roads less than 20' wide, speed limits of 25 mph or less, houses fronting on the roadway, and limited historic traffic), or
- had obvious environmental constraints such as creeks or Pygmy Forest, in the coastal zone.

The sites were examined using Google Earth software (aerial photos/topographic map). This eliminated another 1,359 of the Tier 1 parcels, narrowing the field of potential sites down to 112 (see Figure 5, Locations of Tier 2 Parcels).

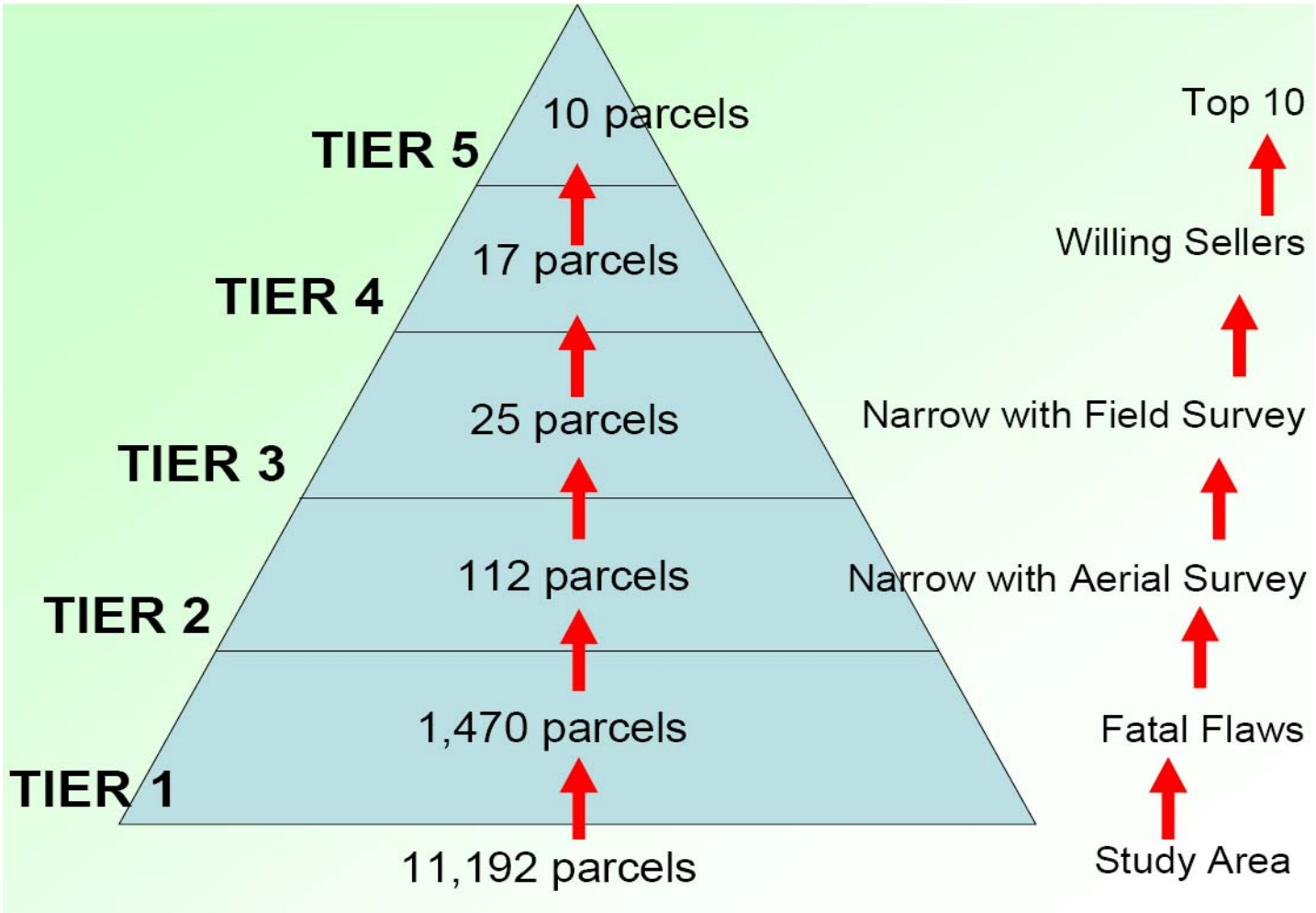
Tier 3

The Tier 2 parcels were evaluated using the filter of potential, site-specific impacts and logistical difficulties of constructing and operating a transfer station at each of the sites. Using the condensed evaluation criteria developed through the public process and GIS (geographic information system) data provided by the County and site visits, aerial maps,

Figure 4: The 5-Tiered Screening Process

METHODOLOGY

- The study area includes 11,192 parcels.
- Tier 1 Criteria were used to screen these parcels and reduce the number of potentials parcels to 1,470.
- Tier 2 Criteria were applied through aerial photographs, topographic maps, and GIS data to screen these parcels and reduce the number of potentials sites to 112.
- Tier 3 Criteria (Condensed Criteria, Table 2) were applied during a series of field surveys to screen the remaining 112 parcels and reduce the number of potentials sites to 25.
- These top 25 sites were ranked using the Tier 3 Criteria.
- Tier 4 Criteria eliminated unwilling sellers. Property owners of the top 25 sites were called to determine if they were willing to sell their property.
- Tier 5 currently represents the top 10 ranked sites that have willing sellers.



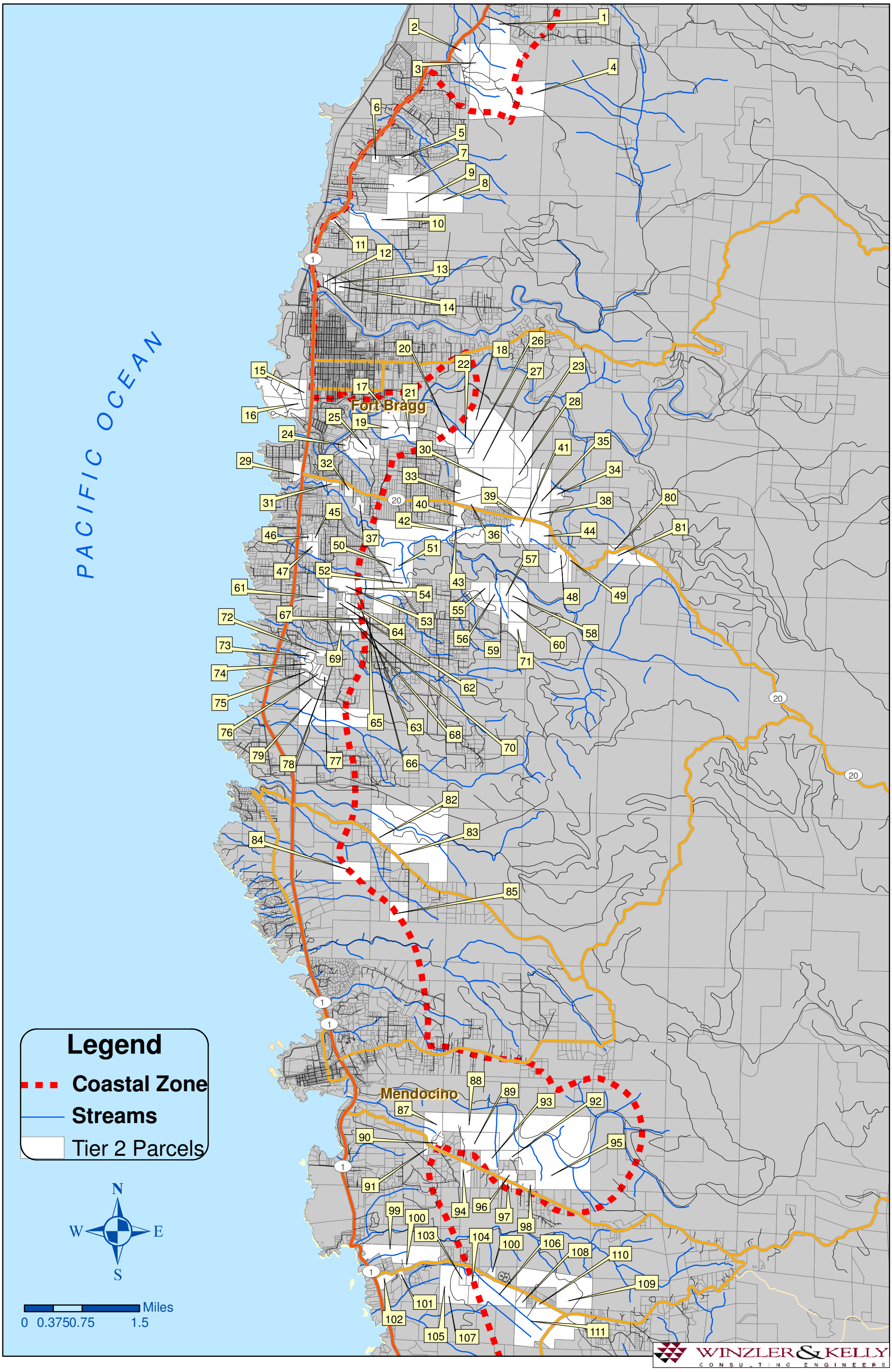


Figure 5: Location of Tier 2 Parcels (112)

TABLE 2: CONDENSED SITING CRITERIA WORKSHEET

Original Evaluation Criteria Presented to the Public	Public Average Weight
Land clearing and grading could impact surface water drainage patterns	3.4
Land clearing and grading could impact groundwater resources	3.8
Land clearing and grading could impact rare and endangered species	2.9
Land clearing/grading could impact Environmentally Sensitive Habitat Areas	3.2
Land clearing and grading could impact neighbors privacy and views	3.8
Land clearing and grading could impact agricultural land	2.4
Land clearing and grading could impact scenic vistas from nearby areas	2.9
Runoff could impact surface water quality in creeks and streams	4.1
Runoff could impact neighbors if it flowed onto their land or road	4.2
Runoff could impact agricultural land	2.7
Dust could impact neighbors and the immediate neighborhood	4.0
Dust could impact local air resources	3.3
Noise could impact rare and endangered species of animals	2.8
Noise could impact neighbors	4.7
Traffic could impact neighbors and the immediate neighborhood	4.6
Traffic could impact level of service on the streets/Hwys near the site	4.2
Air pollution could impact neighbors and immediate neighborhood	4.2
Air pollution could impact air resources of larger community	3.4
Vectors could impact rare and endangered species	3.1
Vectors could impact ESHAs	3.1
Vectors could impact neighbors and immediate neighborhood	4.1
Light pollution could impact rare and endangered species	2.8
Light pollution could impact ESHAs	2.8
Light pollution could impact neighbors and immediate neighborhood	4.0
Light pollution could impact scenic vistas	2.9
Visual impact of project could effect neighbors/neighborhoods	4.0
Visual impact of project could effect viewsheds	3.3
Location will impact how much driving users must do to reach site	3.2
Cost of site will impact tipping fees	2.3
Cost of site could impact City and County budgets	2.4
Litter on route to transfer station could impact	3.9
Fire at the transfer station could impact public services	2.5
Fire at the transfer station could impact air quality	4.2
Property Values	4.2
Poor Public Access	3.4
Unstable Geology	3.3
Lack of Utilities	2.6
Unwilling Seller	2.8
Acquisition and development costs	2.4
Fatal flaw siting "TS" in a residential neighborhood	5.0
High density residential area	5.0
Pedestrian & bicycle/children walking & playing	5.0

1 = Minor Impact

5 = Major Impact

Condensed Criteria[1]	Condensed Weight
Buffer to Neighbors[2]	4.1
Functional Class of Access Road[3]	4.2
Ingress/Egress @ Access to Hwy[4]	4.0
Distance off Hiway 20 or 1	3.6
Site Development Issues[5]	3.2

Condensed Criteria Notes

1. Original Evaluation Criteria were grouped to create a manageable number of criteria that could be used to rank the sites. Groups are coded by color.
2. Considers light, dust, noise, vectors (less neighbors and further away the better); conflicting land use
3. Considers the functional class and Level of Service of approaching roadways (Major Arterial = 1, Smaller = 5); Potential Impact to LOS
4. Considers access safety issues, site distance, accel/decel lanes, turning lane, number of intersections
5. Considers grading, vegetation cover, wetlands, creeks, zoning, new road cuts, existing road upgrades, clearing, cut/fill, new utilities, utility upgrades, etc

Other Considerations	Wieght
CEQA evaluation reguired[6]	XXX
Accessed thru Rural Residential[6]	Fatal Flaw
Unwilling Seller	Fatal Flaw

Other Consideration Notes

6. Not used as a screening criteria. These considerations must be evaluated during the CEQA process.
7. < 20' wide, <25 mph, houses front on road, limited historic traffic

road maps, soils maps and Google Earth the 25 most suitable sites were identified. The criteria used in this evaluation included:

- adjoining land use,
- proximity and density of neighbors and the presence of a buffer zone (potential impacts to neighbors from light, dust, noise, odors, and vectors),
- potential traffic impacts to the Level of Service of the connecting roadways, as well as the functional class of the access roadway,
- potential traffic safety and ingress/egress impacts,
- site development considerations such as grading, road construction, vegetation removal, installation of new utilities, and
- if the site would require access via residential roads that are less than 20' wide, have speed limits less than 25 mph, have houses that front on the road and have had limited historic traffic,
- the cumulative driving distance that the site would require of all self-haul customers and commercial trucks (sites closest to the junction of Highway 1 and Route 20 "the Gateway" would create the least cumulative driving distance).

The Gateway is a point that all of the waste in the study area must pass through on its way to the Willits Transfer Station. Minimizing the distance between the transfer station and the Gateway will minimize system-wide transportation costs. The Gateway concept replaced the waste centroid analysis applied earlier in the process. The centroid is the theoretical center of mass of the waste stream but was problematic due to the lack of detailed population data and the nature of the road system in the study area.

Additional field data was collected on the top 25 sites. The sites were evaluated using the five, weighted site evaluation criteria developed through the public input forms (the condensed criteria). Each criteria was given a rating (between 1 and 5) at each site. If the site would present problems under that criteria, relative to the other sites, its rating (or score) was high. Little or no potential impacts resulted in a low rating. The rating was then multiplied by the weighting factor to arrive at a score for that criteria, at that site. The scores for each criteria were summed to produce an cumulative score for that site.

The site with the highest overall score would have the greatest number of potential impacts and technical problems. The site with the lowest overall score would be the site that will create the least problems (as compared to other sites). It is important to note that even the sites with the highest scores (most problematic) are not "bad" sites. These top 25 sites have been winnowed from a total of 11,192 parcels. Therefore, these sites have all made it into the top 0.2% of all parcels in the study area and have good development potential for the proposed project. Attachment 1 provides additional detail about the methodology used to Rank the sites.

The ratings were based on limited site reconnaissance. Detailed investigations involving soil types, vegetation, rare and endangered species and cultural resources were not included in the scope of work but will be done on the sites taken into the CEQA Process. A few of sites were eliminated from the top 25 due to field conditions observed during the site visits. The Ranking of the top 25 sites is shown on Table 3.

Table 3: Site Evaluation Criteria Matrix for Top 25 Sites

Condensed Site Evaluation Criteria[1]			Traffic Impacts[4]		Buffer to Neighbors[5]		Access Safety[6]		Cumulative Driving Distance[7]		Development Logistics and Costs[8]	
Weighting Factors[2]			4.2		4.1		4.0		3.6		3.2	
Site	Site Name	Total Score	Rating[3]	Score	Rating	Score	Rating	Score	Rating	Score	Rating	Score
1	**Hawthorne - Highway 1**	**69.2**	5	21	2	8.2	4	16	4	14.4	3	9.6
2	**Anderson - Highway 1**	**69.2**	5	21	2	8.2	4	16	4	14.4	3	9.6
11	**North Fort Bragg Industrial Site**	**67.3**	5	21	3	12.3	5	20	3	10.8	1	3.2
12	**Pudding Creek Recycling Center**	**71.4**	5	21	4	16.4	5	20	3	10.8	1	3.2
16	**Rt 1 - GP Industrial Site in Fort Bragg**	**19.1**	1	4.2	1	4.1	1	4	1	3.6	1	3.2
18	**Georgia Pacific Woodwaste Landfill**	**55.5**	3	12.6	1	4.1	3	12	3	10.8	5	16
22	**Summers Ln. - Animal Shelter**	**57.6**	5	21	2	8.2	3	12	1	3.6	4	12.8
31	**Babcock - 20 West**	**31.4**	2	8.4	2	8.2	2	8	1	3.6	1	3.2
32	**Babcock - 20 East**	**35.5**	2	8.4	3	12.3	2	8	1	3.6	1	3.2
36	**Golf Course/CalTrans Soil Stockpile**	**23.2**	1	4.2	2	8.2	1	4	1	3.6	1	3.2
38	**Thorbecke - North of 20**	**56.8**	3	12.6	2	8.2	3	12	4	14.4	3	9.6
39	**Jackson State Forest - North of 20**	**33.2**	1	4.2	2	8.2	1	4	2	7.2	3	9.6
40	**Liesure Time RV Park/Gravel Pit**	**27.3**	1	4.2	3	12.3	1	4	1	3.6	1	3.2
41	**Jackson State Forest - South of 20**	**33.2**	1	4.2	2	8.2	1	4	2	7.2	3	9.6
44	**Thorbecke - South of 20**	**56.8**	3	12.6	2	8.2	3	12	4	14.4	3	9.6
48	**Thompson - Highway 20**	**56.8**	3	12.6	2	8.2	3	12	4	14.4	3	9.6
50	**Simpson - Majesky**	**68.7**	4	16.8	3	12.3	4	16	3	10.8	4	12.8
52	**Simpson - Jackson SF - Parcel 4**	**68.7**	4	16.8	3	12.3	4	16	3	10.8	4	12.8
53	**Boice - L&S**	**73.3**	5	21	3	12.3	5	20	2	7.2	4	12.8
61	**Boice Ln- Mitchell**	**73.3**	5	21	3	12.3	5	20	2	7.2	4	12.8
74	**Gibney Ln - Mendo Forest Prod Mill Site**	**59.1**	4	16.8	3	12.3	4	16	3	10.8	1	3.2
79	**Gibney Ln - Jackson SF - Parcel 5**	**72.8**	5	21	2	8.2	5	20	3	10.8	4	12.8
82	**Jackson State Forest - 409 West**	**56.8**	3	12.6	2	8.2	3	12	4	14.4	3	9.6
83	**Jackson State Forest - 409 East**	**56.8**	3	12.6	2	8.2	3	12	4	14.4	3	9.6
85	**Caspar Transfer Station**	**61.3**	4	16.8	1	4.1	4	16	5	18	2	6.4
	MAXIMUM POSSIBLE SCORE (BAD)	**95.5**	5	21	5	20.5	5	20	5	18	5	16
	MINIMUM POSSIBLE SCORE (GOOD)	**19.1**	1	4.2	1	4.1	1	4	1	3.6	1	3.2

Notes:

1 - Condensed Site Evaluation Criteria is based on the original selection criteria originally presented to the public.

2 - The Weighting Factors indicate how much significance the public thought each criteria should be given in the evaluation.

3 - Each criteria was rated on a scale of 1 to 5, in comparison to the other sites being considered. A rating of 1 indicates that development will create minimal problems, under this criteria. A rating of 5 indicates the site will be problematic.

4 - The rating number is based on a combination of factors that will determine how the flow of traffic will be affected on the roads between the site and the "gateway," including the functional classes of the roads (Highway verses rural residential), the existing Level of Service and the number of trip ends generated by the project.

5 - The rating number is based on the size and effectiveness of the buffer zone between the Site and the neighbors. Long distances and thick vegetation earns a rating of 1). The buffer zone will mitigate for light, dust, noise, odors and vectors.

6 - The rating number is based on traffic safety issues such as the sight distance at and the number of intersections, the presence of turning lanes and/or accel/decel lanes,

7 - The rating number is based on the travel distance from the site to the "gateway." This will affect the average distance all discards will be transported in the journey through the County. Shortest distance earned a 1.

8 - The rating number is based on a combination of factors that will affect the cost and effort required in development of the Site including length and type of access road required, utilities available/required, grading and vegetation type.

Tier 4

Tier 4 criteria was "willing seller." The owners of each of the top 25 sites were called to determine if they were willing to sell their land. Eight property owners were unwilling to sell. The 10 most suitable, highest-ranked sites were chosen from the remaining sites

Tier 5

Tier 5 analysis consisted of compiling available data on the top 10 and estimating the costs to acquire and develop the sites. This information was presented to the TAC and will be presented at the public at a second public meeting (May 10, 2007). Based on feedback from the public; three or more will be recommended to the County Board of Supervisors for evaluation through the CEQA Process. The remaining sites can serve as alternates should the CEQA evaluation determine that any of these sites are unsuitable.

Cost Estimates

A detailed cost estimate was prepared for the Conceptual Transfer Station Site Layout (Table 4). Site-specific cost estimates were made for each of the top 10 sites. The main differentiating feature between each site at this point is the length of the access road into the facility from the main access road. Table 5 presents a summary of the preliminary site-specific cost estimates. This table was included in the Draft Report of Findings. Updated and more accurate cost estimates are include in the Site Data Sheets (tabbed dividers below). A major cost item not included in this table is the purchase or lease cost of the parcels. These costs are to be negotiated. The cost factors considered included:

- Environmental Site Assessments
- Other environmental studies (such as wetlands, biological, soils and traffic)
- Initial Study (part of CEQA Process)
- Public Hearings and other meetings
- Permits and regulatory interactions (SWPPP, RDSI, WDRs, building permit)
- Engineering (including design, bid documents, contract and bid assistance)
- Construction/development (site work, utilities, buildings, scales, roads, etc)
- Equipment (loader to move garbage, excavator to load, sweeper for cleanup)

Site Analysis Data Sheets and Site Maps

The following section contains Site Analysis Data Sheet for each of the top 10 ranked sites. They are presented as packets in the tabbed sections below. Each Data Sheet includes a site number and site name. Site numbers were assigned to each of the top 112 sites sequentially from the northernmost site working southward. Site name is the site's primary access route and the name of owner of the parcel(s) associate with that site. Following the site name and number, each data sheet displays a range of general site information, land use data, and site-specific evaluations.

Following each Data Sheet is a Soil Map and a Site Location Map for each site. All Site Location Maps are based on the aerial photographs and GIS data provided by the County. The boundary of the entire parcel is outlined with a thick green line and the boundary of the desired Site within the parcel is outlined with a thinner yellow line. Most Sites will require a lot split or some kind of lease agreement.

Table 4. Detailed Cost Estimate for Conceptual Transfer Station Site Layout

Description	Number of Units	Unit Price	Total
Environmental, Permitting and Design			
Environmental Site Assessments	1 EA	$5,000 / EA	$5,000
Environmental studies (wetlands, biological, soils and traffic)	1 EA	$35,000 / EA	$35,000
Initial Study (part of CEQA Process)	1 EA	$15,000 / EA	$15,000
EIR (the other part of the CEQA Process)	1 EA	$200,000 / EA	$200,000
Public Hearings and other meetings	1 EA	$15,000 / EA	$15,000
Permits and regulatory interactions (SWPPP, RDSI, WDRs)	1 EA	$50,000 / EA	$50,000
Engineering (design, bid docs, contract and bid assistance)	1 EA	$125,000 / EA	$125,000
Environmental Subtotal			**$445,000**
Site Work			
Mobilization	1 LS	$50,000 / LS	$50,000
Clear and Grub	1 LS	$50,000 / LS	$50,000
Excavate/Stockpile On-Site Soil	5,600 CY	$2 / CY	$11,200
Rough Grading	7.00 AC	$2,000 / AC	$14,000
Import, Compaction, and Grading (soil)	200 CY	$20 / CY	$4,000
Import, Compaction, and Grading (Agg Base)	2,420 CY	$30 / CY	$72,600
3" AC Paving (assume 3 acres)	130,680 SF	$3 / SF	$392,040
6' Tall Chainlink Fence	2,500 LF	$20 / LF	$50,000
6' Tall Chainlink Fence (w/ slats)	0 LF	$22 / LF	$0
6' Tall Board Fence	0 LF	$20 / LF	$0
6' Tilt-Up Concrete Wall (Sound Wall)	LF	$50 / LF	$0
8' Tilt-Up Concrete Wall (Sound Wall)	500 LF	$55 / LF	$27,500
6' Tall Chainlink Fence on Berm	LF	$20 / LF	$0
25' Long - Swing Gate	1 EA	$3,500 / EA	$3,500
20' Long - Swing Gate	1 EA	$3,000 / EA	$3,000
15' Long - Swing Gate	1 EA	$2,500 / EA	$2,500
18" Stormdrain	100 LF	$44.00 / LF	$4,400
12" Stormdrain	300 LF	$38.00 / LF	$11,400
6" Stormdrain	400 LF	$32.00 / LF	$12,800
4" Stormdrain	LF	$22.00 / LF	$0
Stormwater Dissipators	2 LS	$2,000 / LS	$4,000
Landscaping (Buffer)	1 LS	$20,000 / LS	$20,000
Access Street Improvements (AC)	SF	$4 / SF	$0
Site Work Subtotal			**$732,940**
Concrete			
Transfer Station Pushwalls and Footings	250 CY	$600 / CY	$150,000
Transfer Station Tipping Floor	330 CY	$500 / CY	$165,000
HHW Footings and Slab	35 CY	$500 / CY	$17,500
Scale Pits and Ramps	50 CY	$500 / CY	$25,000
Scale House Slab/Platform	30 CY	$500 / CY	$15,000
Breakroom Slab	10 CY	$500 / CY	$5,000
Curb, Gutter, Sidewalk (flatwork on the site)	500 LF	$40 / LF	$20,000
Concrete Swales	1,500 LF	$10 / LF	$15,000
Concrete Retaining Walls (8" wide)	30 CY	$500 / CY	$15,000
Culvert Headwalls	3 EA	$500 / CY	$1,500
Concrete Subtotal			**$429,000**

Table 4. Detailed Cost Estimate for Conceptual Transfer Station Site Layout (Cont)

Description	Number of Units	Unit Price	Total
Metals			
Transfer Station (Purchase & Erect)	10,000 SF	$35.00 / SF	$350,000
HHW Building (Purchase & Erect)	1,600 SF	$35.00 / SF	$56,000
Push Wall Armoring	1,500 SF	$25 / SF	$37,500
Bollards	25 EA	$200 / EA	$5,000
Metals Subtotal			**$448,500**
Other Buildings			
Gate House	216 SF	$150 / SF	$32,400
Breakroom / Bathroom	450 SF	$100 / SF	$45,000
Other Buildings Subtotal			**$77,400**
Doors			
20' x 25' Roll-Up Doors w/Motors	2 EA	$14,000 / EA	$28,000
22' x 11.5' Roll-Up Doors w/ Motors	3 EA	$8,000 / EA	$24,000
14' x 18' Roll-Up Door w/ Motors	2 EA	$8,000 / EA	$16,000
20' x 13.5' Roll-Up Door w/ Motor	1 EA	$8,000 / EA	$8,000
8' x 10' Roll-Up Door (HHW)	1 EA	$5,000 / EA	$5,000
6' x 8' Roll-Up Door (HHW)	1 EA	$5,000 / EA	$5,000
12' x 8' Roll-Up Door (HHW)	1 EA	$5,000 / EA	$5,000
8' x 8' Roll-Up Door (HHW)	1 EA	$3,000 / EA	$3,000
Doors Subtotal			**$94,000**
Finishes			
Included in Building Costs	LS	$0 / LS	**$0**
Finishes Subtotal			**$0**
Specialties			
Purchase 35' x 11' Scale	1 EA	$35,000 / EA	$35,000
Install 35' x 11' Scale	1 EA	$2,000 / EA	$2,000
Purchase 10' x 14' Scale	2 EA	$16,000 / EA	$32,000
Install 10' x 14' Scale	2 EA	$2,000 / EA	$4,000
Purchase 70' x 11' Scale	1 EA	$80,000 / EA	$80,000
Install 70' Scale (surface mount)	1 EA	$5,000 / EA	$5,000
Install Signage	8 EA	$200 / EA	$1,600
Security Alarm System	1 LS	$2,500 / LS	$2,500
Video System	1 LS	$3,000 / LS	$3,000
Phone System	1 LS	$4,000 / LS	$4,000
Public Address System	1 LS	$2,000 / LS	$2,000
Steel Deflectors on Pushwall	5 Sheets	$225 / Sh	$1,125
Paint Striping	1 LS	$3,000 / LS	$3,000
Traffic Control	1 LS	$5,000 / LS	$5,000
Steel Staircase for Waste Oil Tank Access	1 LS	$1,000 / LS	$1,000
Oil Tank	1 LS	$5,500 / LS	$5,500
2500 Gallon Contact Water Tank	1 EA	$3,000 / LS	$3,000
Specialties Subtotal			**$189,725**

Table 4. Detailed Cost Estimate for Conceptual Transfer Station Site Layout (Cont)

Description	Number of Units	Unit Price	Total
Mechanical/Utilities			
Water District Connection	0 EA	$2,000 / EA	$0
10" Water Main Extension (C900)	0 LF	$54.00 / LF	$0
On-Site Water System (Well, storage tanks, etc.)	1 LS	$35 / LS	$35
2" Water Service (2" Sched 40 PVC)	500 LF	$15.00 / LF	$7,500
1" Water (Sched 40 PVC)	1,000 LF	$12.00 / LF	$12,000
4" Water (C900) (Fire Service)	500 LF	$46.00 / LF	$23,000
Sanitary Sewer Connection	0 EA	$4,000 / EA	$0
On-Site Sewage Disposal System	1 EA	$15,000 / EA	$15,000
6" Sewer Mainline (SDR 35)	0 LF	$55.00 / LF	$0
4" Sewer Laterals (SDR 35)	200 LF	$36.00 / LF	$7,200
On-site Trenching for Conduits	2,000 LF	$3.00 / LF	$6,000
Fire Supression (Dry Chemical System for HHW)	1,600 SF	$8.00 / SF	$12,800
Fire Supression (Sprinkler System)	10,000 SF	$2.50 / SF	$25,000
Sump/Pumps/Control (for Contact Water Tank)	1 EA	$5,000 / EA	$5,000
Emergency Showers/Eye Wash	2 EA	$1,500 / EA	$3,000
Ventilation Louvres (Included in Building Pack)	0 EA	$5,000 / EA	$0
Hose Reel	1 LS	$3,000 / LS	$3,000
Trench Drain	100 LF	$35 / LF	$3,500
Drop Inlets	5 EA	$250 / EA	$1,250
Water Oil Separators	2 EA	$5,000 / EA	$10,000
Mechanical/Utilities Subtotal			**$134,285**
Electrical			
Power Supply, Meters, Panels & Conduit	1 LS	$30,000 / LS	$30,000
Interior Lighting	10,000 SF	$1.25 / SF	$12,500
Exterior Lighting (pole mounted)	2 EA	$3,500 / EA	$7,000
Exterior Lighting (bldg. mounted)	10 EA	$1,200 / EA	$12,000
Miscellaneous Site Electrical	1 LS	$10,000 / LS	$10,000
Electrical Subtotal			**$71,500**
Grand Subtotal			**$2,622,350**
Construction Management (7% of construction cost)			**$183,565**
Contingency (15% of total construction + construction management)			**$420,887**
Grand Total (for Construction)			**$3,226,802**

Other Potential Costs	Number of Units	Unit Price	Total
Excavator	1 EA	$250,000 / EA	$250,000
Loader	1 EA	$180,000 / EA	$180,000
Sweeper	1 EA	$140,000 / EA	$140,000
Land Acquistion Cost ($16,000 - $160,000 / ac)	AC	/ AC	$0
Access Road Development ($250 - $400 / lf)	LF	/ LF	$0
Mitigation Measures Costs (????)	1 LS	/ LS	$0
Planting and Landscaping (????)	1 LS	/ LS	$0
Subtotal			
Contingency (15%)			
Grand Total			

Table 5. Summary of Site-Specific Cost Estimates

Item	Cost
Costs Common to All Sites	
Environmental, Permitting, Design and Construction	$2,622,350
Construction Management (7% of construction cost)	$183,565
Subtotal	$2,805,915
Contingency (15%)	$420,887
Total ***(Not including land cost that is still to be negotiated)***	**$3,226,802**
Equipment	
Excavator	$250,000
Loader	$180,000
Sweeper	$140,000
Subtotal	$570,000
Contingency (10%)	$57,000
Total	**$627,000**
Access Road Improvements (Unit Costs)	
Road Improvements into Site from Highway (32' wide from Mendo DOT)	
Upgrade an existing road (/linear foot)	$250
Pioneer a new road (/linear foot)	$400
Site 40 - Liesure Time RV Park/Gravel Pit	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (50' Upgrade)	$12,500
	$3,866,302
Site 39 - Jackson State Forest - North of Highway 20 *(Land to be leased)*	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (50' New + accel/decel lanes)	$120,000
	$3,973,802
Site 41 - Jackson State Forest - South of Highway 20 *(Land to be leased)*	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (50' New + accel/decel lanes)	$120,000
	$3,973,802
Site 36 - Mendocino Coast Parks and Recreation District	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (750' Upgrade)	$187,500
	$4,041,302
Site 85 - Caspar Self-Haul Transfer Station	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (1,400' Upgrade)	$350,000
	$4,203,802
Site 12 - Pudding Creek Transfer Station	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (0')	*$0*
	$3,853,802
Site 11 - Industrial Site North of Fort Bragg	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (50' Upgrade)	$12,500
	$3,866,302
Site 82 - Jackson State Forest - Road 409 West *(Land to be leased)*	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (50' New + accel/decel lanes)	$120,000
	$3,973,802
Site 83 - Jackson State Forest - Road 409 East *(Land to be leased)*	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (50' New + accel/decel lanes)	$120,000
	$3,973,802
Site 18 - Geogia-Pacific's Woodwaste Landfill	
Costs Common to All Sites + Equipment	$3,853,802
Road Improvements (3,900 Upgrade + 3,000 New) (Off-grid electrical service??)	$2,205,000
	$6,058,802

The Conceptual Transfer Station Layout is superimposed on each of the top five recommended Site Location Maps to illustrate the distance between the facilities and the surrounding parcels. Location maps are all at 1:9,000 scale. It is important to note that the data layers associated with roads do not precisely match the aerial maps. Therefore, the lines displayed as roads are not aligned at 100% accuracy. Soil Maps are scale dependent relative to each site. Soils Maps show the soil types on and in the vicinity of the sites.

4.0 RECOMMENDATIONS

The following actions are recommended:

1. Schedule presentations to occur at regular meetings of the Fort Bragg City Council (Council) and Mendocino County Board of Supervisor's (BOS) for Winzler & Kelly to present and summarize the Transfer Station Siting Study, Report of Findings.
2. Accept this Report of Findings and the presentations to the Council and BOS as fulfilling the Scope of Work for our current contract.
3. Allow the general public and other stakeholders to address the Council/BOS regarding the selected sites.
4. Prepare additional evaluation of environmental feasibility and costs associated with top 3-5 sites, contact property owners, and complete a financial analysis for the project.
5. Conduct closed sessions with the Council and BOS to obtain direction regarding final negotiations with property owners of prospective sites.
6. Negotiate a purchase agreement/option with owners of the selected sites.
7. Agree upon a Project Description and select a preferred Site and two alternates to be evaluated during the CEQA Process in an Environmental Impact Report (EIR).
8. Proceed with an EIR.

Site Analysis Data Sheets, Soils Maps and Location Maps

SITE ANALYSIS DATA SHEET

SITE #36

REVISED - SITE ANALYSIS DATA SHEET

GENERAL SITE INFORMATION	
Site #: 36	**Site Name:** Regional Golf Course Site- Mendocino Coast Parks and Recreation Dist.
APN: 019-08-018	**Driving Distance from Gateway:** 2.3 miles

Site Summary:

This Site (approximately 30 acres) is a portion of the 173.5-acre parcel owned by the Mendocino Coast Parks and Recreation District on the north side of Highway 20 just east of Summers Lane (milepost 2.3). It is in the jurisdiction of the County but not in the Coastal Zone. It would have to be subdivided off of the existing parcel. That portion of their parcel is currently slated for development as a community recreation park but the golf course project executive committee said they would consider relocating the park within their project if a mutually beneficial layout and design could be developed.

The Site has 1,000' of frontage on Summers Lane and 1,200' of frontage on Highway 20. The CalTrans Highway 20 widening project extends up to and through the Site although it is not clear exactly what improvements are planned along the frontage. The Site has good site distance in both directions, on Highway 20. A second access point could be created on Summers. A graveled road extends 650' north from the highway into the Site providing access to a 7-acre soil fill/stockpile area.

No major streams or waterways are located on the Site. It is flat to gently sloping and heavily vegetated with Pygmy forest-type and contains some wetlands. The site is in the headwaters of the Sholars Bog and storm water management will be an issue.

Water supply and wastewater treatment systems will have to be developed. The Site is served by telephone and electric utilities.

The closest neighbor's building is approximately 20' from the northern boundary of the proposed Site. There are about 35 small residential parcels within 1,000' of the western and northern borders.

Pros of Siting Project at this Site:

- Site can be accessed directly off Highway 20 without routing traffic through residential neighborhoods.
- The existing dense vegetation (buffer) will help minimize impacts to adjacent parcels.
- The Site is at the edge of the urbanized area and adjacent to large parcels of sparsely populated private and State Park lands.
- The Site has good site distance in both directions and is within the Highway 20 widening project.
- The Site has sufficient frontage to allow installation acceleration/deceleration lanes.

Cons of Siting Project at this Site:

- Creation of the Site will require a subdivision (possibly a lot-line adjustment?).
- Pygmy forest-type vegetation, wetlands and other environmental constraints are present.
- Sewer/water must be secured or developed.
- Will create a new traffic pattern at the intersection of Highway 20 and Highway 1.
- Will require project oversight and acquisition of permits from various resource agencies.
- Moving the community recreation park will require a modification in the park's development plan and a supplemental EIR.
- The Project Site is at the head of a wetland

- The parcel contains enough relatively flat, useable land to allow flexibility in the layout and design of the facility.
- A portion of the Site is already cleared.
- A large quantity of fill is stockpiled on-site.
- Electric and telephone services are available.
- The Site is not in the Coastal Zone.
- The entire parcel was the subject of two EIRs and so a lot of detailed information is already available for the CEQA Process. CEQA might be satisfied by a supplemental EIR.
- Water and sewer systems are planned for development by the golf course. It may be possible to share development costs.
- Purchase of the Site and development of the access road to the facility could improve the financial outlook for the Regional Park.
- The negotiation and purchase of the property would be a simple real estate transaction.

natural drainage area that feeds the Sholars Bog and downgradient residential wells. Storm water will require careful management
- The Leisure Time RV Park (Site 40) across Highway 20 is considering adding 175 spaces. This would be a significant new source of traffic adjacent to the Site.
- A highway entrance and 650' of access road will have to be constructed.

LAND USE

Owner/Contact:	Mendocino Coast Recreation and Parks District (contact: Jim Hurst)	**Willing Seller?**	**Yes**
Acreage:	173.5 (28)	**Lot Split Required?**	Yes - 30 acres of 173.5 acres
Base Zoning:	FL	**Use Permit Required?**	Yes
General Plan:	FL-160	**Jurisdiction:**	Mendocino County
Rezoning Required?	No	**Current Land Use:** Soil stockpile for CalTrans; Off-road vehicle and other forms of recreation; timber; watershed for City water supply	
Coastal Zone:	No	**Surrounding Land Use:** North and East - timber production and recreation; South and West; wooded, timber production, sparse residential	
Incompatible Land Use?	No		

SITE SPECIFIC EVALUATION

Traffic: Access/Circulation/Safety

Access: The Site can be accessed directly off Highway 20 without the use of additional intersections or the use of roads of lower functional classification. The site has an existing private gravel road access on the north side of Highway 20. Two access points would benefit on-site circulation patterns. Summers Lanes is another possible access point to the Site.

Circulation: Impacts to traffic circulation patterns on roads adjacent to the Site should be minimal. The functional class of Highway 20 and its current Level of Service should be adequate to handle increases in traffic that will be generated by the Project. A traffic study will be required. Highway 20 is the current transportation route for solid waste out of the study area, meaning that a transfer station at this site would not increase the tonnage of refuse currently

flowing on this route. The actual number of trucks should decrease as higher capacity trucks will be used to transport waste.

Safety: The amount of sight distance is good to the west and fair to the east. Two access points could improve traffic safety. CalTrans is planning to add a turning lane or pocket and acceleration/deceleration lanes to Highway 20 up to milepost 2.5. Development of a turning lane and acceleration and deceleration lanes would improve ingress/egress safety. Additional vehicular use of Highway 20 could impact pedestrian and bicycle traffic.

Impact to Neighbors: Adjacent to the Site/On Route to the Site

Adjacent to the Site: The nearest neighbor's building is approximately 20'north of the Site's northern boundary. There are about 35 small residential parcels within 1,000' of the western and northern borders. The existing dense vegetation on three sides will provide some amount of 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. Additional vegetative screening could be planted and soil berms or sound walls (sound barriers) could be constructed. 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 will stay in the major transportation corridors, Highways 20 and 1 without driving through residential neighborhoods. Litter blowing off of unsecured loads will be an enforcement issue at this and all other sites.

Development Issues:

Electric and telephone services are available. A domestic water supply and a wastewater disposal system will have to be designed and constructed. It may be possible to share costs with the Mendocino Coast Parks and Recreation District. Storm water management facilities will have to keep pollutants out of the surface water and ground water while at the same time continuing to be hydrologically connected to these same resources so as not to dry up the Sholars Bog. This may be challenging in the marine terrace geology and in the soil types present. A highway entrance and approximately 650' of road will have to be constructed (upgraded) to access the Site. Maximum elevation of is approximately 340'above current sea level and minimum elevation is 305'.

The useable area on the Site is approximately 30 acres but will be restricted due to the presence of Pygmy forest-types and wetland issues. If the entire 7 acres of soil stockpile could be included in the layout; minimal clearing would be required. The Mendocino Coast Parks and Recreation District will be involved with setting Site boundaries and determining access points.

Surface Water:

The Noyo River is approximately 1.6 miles north of the Site. Except for the 7-acre clearing/soil stockpile, the site is heavily vegetated. The site slopes generally east to west; maximum elevation is 340 feet; minimum elevation is 305 feet. Surface water runoff from buildings and paved areas should be "treated" prior to release then directed to the northwest to recharge Sholars Bog.

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

The overall parcel contains 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. The site is in the headwaters of the Shoalers Bog.

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 (750' Upgrade)	$187,500
Total Estimated Project Cost (not including land)	**$4,041,302**

Site 36

Meters
0 40 80 160

Feet
0 100 200 400 600 800

Site 36

MAP LEGEND

- Soil Survey Areas
- Soil Map Units
- Cities
- Detailed Counties
- Interstate Highways
- Roads
- Rails
- Water
- Hydrography
- Oceans

MAP INFORMATION

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov

Coordinate System: UTM Zone 10

Soil Survey Area: Mendocino County, Western Part, California
Spatial Version of Data: 1
Soil Map Compilation Scale: 1:24000

Map comprised of aerial images photographed on these dates:
9/11/1998

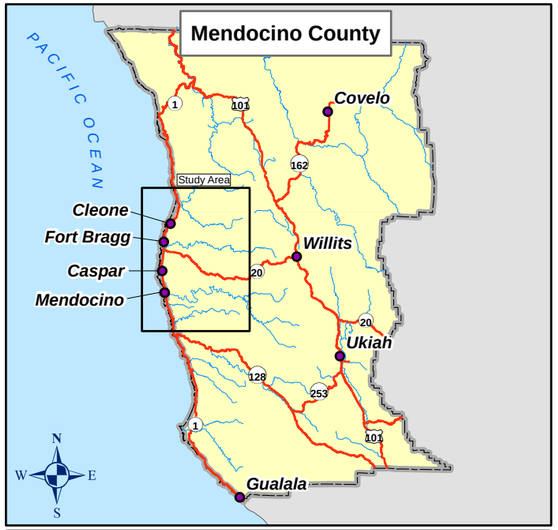
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend Summary

Mendocino County, Western Part, California

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
108	Blacklock and Aborigine soils, 0 to 5 percent slopes	21.8	20.5
148	Gibwell loamy sand, 2 to 9 percent slopes	60.0	56.5
196	Quinliven-Ferncreek complex, 2 to 15 percent slopes	0.2	0.2
199	Shinglemill-Gibney complex, 2 to 9 percent slopes	24.3	22.8

LOCATION MAP
SITE 36 - Golf Course/ CalTrans Soil Stockpile



Legend

- Parcels
- Parcel of Interest
- Potential Site Boundary
- Transfer Station Footprint
- Coastal Zone
- Streams
- 300' Stream Buffer
- 500 Year Flood Zone
- Potential Ingress Point(s)
- Highway
- Major Road
- Local Road
- Minor Road

PARCEL DATA
APN = 01908018
Parcel = 173.5 acres
Potential Site = 28.5 acres
Distance from Gateway = 2.3 miles
Jurisdiction = Mendocino County
Zoning = FL

Hare Creek

Miles
0 0.125 0.25 0.5

SITE ANALYSIS DATA SHEET

SITE #40

REVISED - SITE ANALYSIS DATA SHEET

GENERAL SITE INFORMATION	
Site #: 40	**Site Name:** Leisure Time RV Park and Storage
APN: 019-67-016	**Driving Distance from Gateway:** 2.2 miles

Site Summary:

This Site is located on the north side of Highway 20 just east of Summers Lane (milepost 2.3). Gravel Pit Road is on the eastern border. It is in the jurisdiction of the County and not in the Coastal Zone.

This Site is approximately 24 acres, in size. Only 12 acres are relatively flat and "useable." The other acreage will be useful as a buffer zone. Subdivision is not necessary. It is owned by a private party. Negotiation and purchase of the parcel would be a simple real estate transaction.

The Site has approximately 700' of frontage on Highway 20. The CalTrans Highway 20 widening project extends up to and through the Site although it is not clear exactly what improvements are planned along the frontage. The Site has good site distance in both directions, on Highway 20. A second access point could be created.

No major streams or waterways are located on the Site. The useable area is flat to gently sloping and currently being used as a recreational vehicle park and storage. The surrounding land is vegetated.

Water supply and wastewater treatment systems have already been developed. The Site is served by telephone and electric utilities.

The closest neighbor's building is approximately 20' from the western border. There are about 24 small residential parcels within 1,000' of the western border and 12 parcels within 1,000' of the eastern border.

Pros of Siting Project at this Site:	Cons of Siting Project at this Site:
• Site can be accessed directly off Highway 20 without routing traffic through residential neighborhoods. • The Site is at the edge of the urbanized area and is adjacent to large parcels of sparsely populated private and State Parklands. • The parcel contains enough relatively flat, useable land (12 acres) to allow flexibility in the layout and design of the facility. • Most of the useable portion of the Site is already cleared and developed. The facility will not impact Pygmy forest or wetlands. • Electric and telephone services are available. • Private sewer and water systems are in place. • The Site has good site distance in both directions.	• Will create a new traffic pattern at the intersection of Highway 20 and Highway 1. • Will require project oversight and acquisition of permits from various resource agencies. • The Mendocino Coast Parks and Recreation District (Site 36) across Highway 20 is planning the development of a golf course and recreation center. This would be a significant new source of traffic adjacent to the Site.

- A highway entrance and only a short access road (50'?) will be required to enter the Site off of Highway 20.
- The Site is within the Highway 20 widening project and has sufficient frontage to allow installation acceleration/deceleration lanes.
- The Site is not in the Coastal Zone.

The negotiation and purchase of the property would be a simple real estate transaction.

LAND USE

Owner/Contact:	Fort Bragg Investors	**Willing Seller?**	**Yes**
Acreage:	24.3 (24.3)	**Lot Split Required?**	No
Base Zoning:	FL	**Use Permit Required?**	Yes
General Plan:	FL-160	**Jurisdiction:**	Mendocino County
Rezoning Required?	No	**Current Land Use:** RV Park and storage	
Coastal Zone:	No	**Surrounding Land Use:** North: Off-road vehicle and other recreation. East: sparse residential. West: denser residential. South: Jackson State Forest, recreation and timber production.	
Incompatible Land Use?	No		

SITE SPECIFIC EVALUATION

Traffic: Access/Circulation/Safety

Access: The Site can be accessed directly off Highway 20 without the use of additional intersections or the use of roads of lower functional classification. The site has an existing private gravel road access on the south side of Highway 20. Two access points would benefit on-site circulation patterns.

Circulation: Impacts to traffic circulation patterns on roads adjacent to the Site should be minimal. The functional class of Highway 20 and it's current Level of Service should be adequate to handle increases in traffic that will be generated by the Project. A traffic study will be required. Highway 20 is the current transportation route for solid waste out of the study area, meaning that a transfer station at this site would not increase the tonnage of refuse currently flowing on this route. The actual number of trucks should decrease as higher capacity trucks will be used to transport waste.

Safety: The amount of sight distance is good to the west and fair to the east. Two access points could improve traffic safety. CalTrans is planning to add a turning lane or pocket and acceleration/deceleration lanes to Highway 20 up to milepost 2.5. Development of a turning lane and acceleration and deceleration lanes would improve ingress/egress safety. Additional vehicular use of Highway 20 could impact pedestrian and bicycle traffic.

Impact to Neighbors: Adjacent to the Site/On Route to the Site

Adjacent to the Site: The closest neighbors' buildings are between 20' and 50'west of the border of the Site. Another neighbor's building is approximately 80' from the eastern border of the portion of the Site that would be developed. There are about 35 residential parcels within 1,000' of the western property line.

The existing vegetation around the Site is fairly sparse. The Site is large enough that the facility could be laid out to maximize the distance to neighbors and so minimize potential impacts from noise, vibration, light, dust, vapors, odor and vectors. Additional vegetative screening could be planted and soil berms or sound walls (sound barriers) could be constructed. Local views and vistas will not be affected as the project will only be seen momentarily by motorists passing it on Highway 20.

On Route to Site: Traffic associated with the Project will stay in the major transportation corridors, Highways 20 and 1 without driving through residential neighborhoods. Litter blowing off of unsecured loads will be an enforcement issue at this and all other sites.

Development Issues:

All development would occur on the 12 acre flat adjacent to the highway. The south half of the Site is occupied by dense vegetation and drops down steeply to Hare Creek. The Site is surrounded on four sides by trees and brush. Local views and vistas could be affected as the vegetated buffer is only 50' wide in spots. The Site layout should incorporate the existing buffer and seek to improve its effectiveness/density. Improvements could include additional plantings as well as soil berms and/or sound walls.

Electric and telephone services are available. Domestic water supply and wastewater disposal systems currently exist at the Site although their capacity is unknown. The existing highway entrance will be improved.

Surface Water:

The Site is already developed as a Recreational Vehicle Park and storage area. The transfer station would occupy the existing developed area (approximately 12 acres of flat land adjacent to the road). The other portions of the Site are densely vegetated and fall off steeply to Hare Creek which lies approximately 1,000' to the south of the flat. Surface water runoff would be managed on the flat and released into the vegetated areas to the south.

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

A wetland delineation, geotechnical surveys, and rare/endangered species surveys would be required to determine the presence/challenges of these elements.

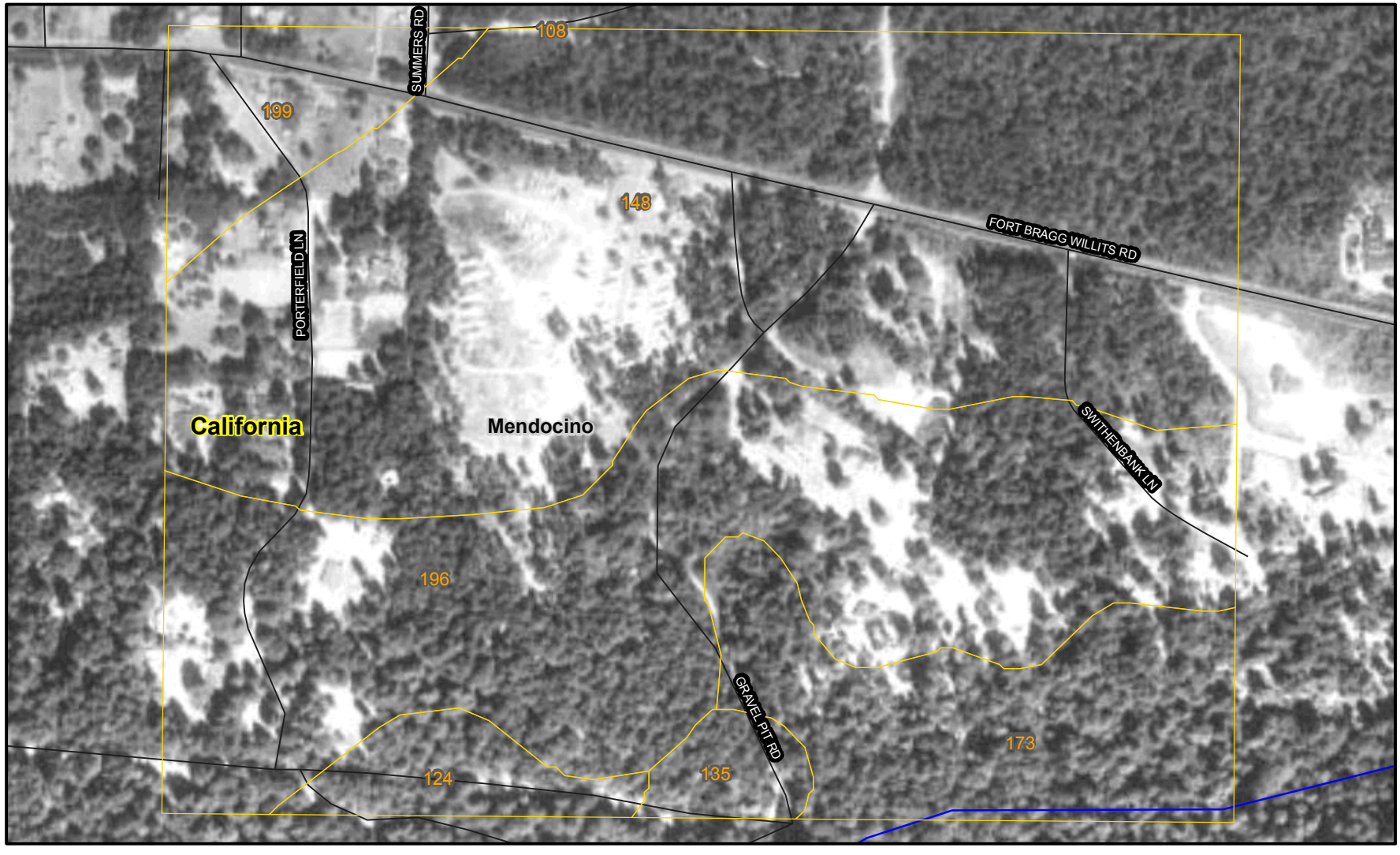
Maps and Photographs:

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 (50' Upgrade)	$12,500
Total Estimated Project Cost	$3,866,302

Site 40 - Rt. 20 - Mobile Home Park/Gravel Bar



Meters
0 40 80 160

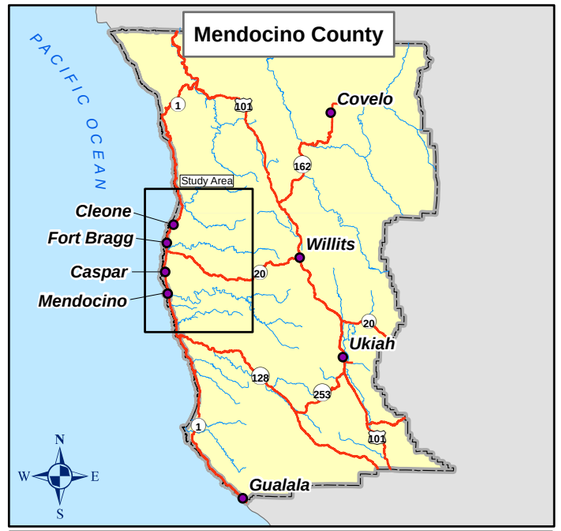
Feet
0 100 200 400 600 800

Map Unit Legend Summary

Mendocino County, Western Part, California

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
108	Blacklock and Aborigine soils, 0 to 5 percent slopes	0.0	0.0
124	Caspar-Quinliven-Ferncreek complex, 9 to 30 percent slopes	3.1	2.9
135	Dehaven-Hotel complex, 50 to 75 percent slopes	1.8	1.7
148	Gibwell loamy sand, 2 to 9 percent slopes	50.5	47.7
173	Irmulco-Tramway complex, 30 to 50 percent slopes	11.7	11.0
196	Quinliven-Ferncreek complex, 2 to 15 percent slopes	33.6	31.7
199	Shinglemill-Gibney complex, 2 to 9 percent slopes	5.3	5.0

LOCATION MAP
SITE 40 - RV Park/Gravel Pit



Legend

- Parcels
- Parcel of Interest
- Transfer Station Footprint
- Coastal Zone
- Streams
- 300' Stream Buffer
- 500 Year Flood Zone
- Potential Ingress Point(s)
- Highway
- Major Road
- Local Road
- Minor Road

PARCEL DATA
APN = 01967016
Parcel = 24.31 acres
Potential Site = entire
Distance from Gateway = 2.2 miles
Jurisdiction = Mendocino County
Zoning = FL

Miles
0 0.125 0.25 0.5

SITE ANALYSIS DATA SHEET

SITE #41

REVISED - SITE ANALYSIS DATA SHEET

GENERAL SITE INFORMATION	
Site #: 41	**Site Name:** Jackson State Forest – Milepost 3.0
APN: 019-15-005	**Driving Distance from Gateway:** 3.0 miles

Site Summary:

This 200-acre parcel straddles Highway 20 at milepost 3.0 and is approximately ¾ mile east of Summers Lane. It is part of the Jackson State Forest, in the jurisdiction of the County and is not in the Coastal Zone. The Jackson State Forest may be willing/able(?) to lease or sell a portion of the parcel to a public entity for development of a public facility. They will entertain a proposal from the County to see if the transfer station development could be designed for the mutual benefit of their operations and would fit their "mandate."

There are two potential sites on this parcel (Site 39 and Site 41). Site 41 is on the south side of Highway 20 and Site 39 is on the north side. Site 41 includes approximately 9 acres of "useable" (relatively flat) land. It is approximately 300' to 400' deep and has 1,300' of road frontage. The Site is long and narrow limiting flexibility in the layout and design. The rest of the parcel is too steep or on the other side of Hare Creek. It is possible that other areas on the south side of the creek could be suitable.

The site is gently sloping and heavily vegetated. Pygmy forest-type is probably present. Hare Creek runs along the south boundary of Site 41. Water supply and wastewater treatment systems will have to be developed. The Site is served by telephone and electric utilities.

The closest neighbor's building is approximately 50' from the eastern border of the Site and another one is located approximately 150' from the western border of the Site. There are about 20 small residential parcels within 1,000' of the western boundary and one to the east.

The Site has good site distance in both directions, on Highway 20. It is within ¾ mile of the CalTrans Highway 20 widening project. Extension of the widening project through the site would allow for acceleration/deceleration lanes and a turning lane. CalTrans has already put their project out for bid and so additional widening would probably be a new, future project.

Pros of Siting Project at this Site:

- Site can be accessed directly off Highway 20 without routing traffic through residential neighborhoods.
- Existing natural buffers are present that will help minimize impacts to adjacent parcels.
- The Site is at the edge of the urbanized area and adjacent to large parcels of sparsely populated private and State Park lands.
- The Site has good site distance in both directions and is within a ¾ mile of the CalTrans Highway 20 widening project.
- The parcel has sufficient frontage on both sides of the road to allow widening of

Cons of Siting Project at this Site:

- Lease or sale of a portion of the parcel must be negotiated with the State. It will not be a simple land transaction.
- Purchase of a portion of the parcel will require a subdivision.
- Development of Jackson State Forest land for a transfer station may not be compatible with their land management mandate.
- Pygmy forest vegetation, wetlands and other environmental constraints may be present.
- Sewer/water must be developed.
- Will create a new traffic pattern at the intersection of Highway 20 and Highway 1.

Highway 20 and installation of a turning lane and acceleration/deceleration lanes. • Only a short access road (50'?) will be required to enter the Site off of Highway 20. • Electric and telephone services are available. • The Site is not in the Coastal Zone.	• Will require project oversight and acquisition of permits from various resource agencies. • The useable area is long and narrow and so constrains the layout and design. • There is not a lot of buffer between the facility and Hare Creek.

LAND USE

Owner/Contact:	State of CA - Jackson State Forest	**Willing Seller?**	Tentative
Acreage:	200± (13)	**Lot Split Required?**	Unknown (possible lease?)
Base Zoning:	TP	**Use Permit Required?**	Yes
General Plan:	PL	**Jurisdiction:**	Mendocino County; Jackson State Forest.
Rezoning Required?	No	**Current Land Use:** Jackson State Forest (Public Lands): Timber production and recreation.	
Coastal Zone:	No	**Surrounding Land Use:** North, south and east; timber production and recreational uses. West: residential.	
Incompatible Land Use?	State lands Mandate (?)		

SITE SPECIFIC EVALUATION

Traffic: Access/Circulation/Safety

Access: The Site can be accessed directly off Highway 20 without the use of additional intersections or the use of roads of lower functional classification. Two access points would benefit on-site circulation patterns.

Circulation: Impacts to traffic circulation patterns on roads adjacent to the Site should be minimal. The functional class of Highway 20 and it's current Level of Service should be adequate to handle increases in traffic that will be generated by the Project. A traffic study will be required. Highway 20 is the current transportation route for solid waste out of the study area, meaning that a transfer station at this site would not increase the tonnage of refuse currently flowing on this route. The actual number of trucks should decrease as higher capacity trucks will be used to transport waste.

Safety: The amount of sight distance is good to the west and fair to the east. Two access points, a turning lane and acceleration and deceleration lanes would improve traffic safety. Additional vehicular use of Highway 20 could impact pedestrian and bicycle traffic.

Impact to Neighbors: Adjacent to the Site/On Route to the Site

Adjacent to the Site: The closest neighbor's building is approximately 50' from the eastern border of the Site and another one is located approximately 150' from the western border of the Site. There are 20 small residential parcels within 1,000' of the western boundary and one to the east. The existing dense vegetation on three sides will provide some amount of buffer but the Site is long and narrow, limiting the flexibility in the layout of the facility. Additional vegetative screening could be planted and soil berms or sound walls (sound barriers) could be constructed. Local views and vistas will not be affected as the project will only be seen momentarily by motorists passing it on Highway 20.

On Route to Site: Traffic associated with the Project will stay in the major transportation corridors, Highways 20 and 1 without driving through residential neighborhoods. Litter blowing off of unsecured loads will be an enforcement issue at this and all other sites.

Development Issues:

Electric and telephone services are available. A domestic water supply and a wastewater disposal system will have to be designed and constructed. A highway entrance and approximately 50 feet of road will have to be constructed to access the Site. Maximum elevation of is approximately 410'above current sea level and minimum elevation is 330'. Approximately 5 acres of the Site would have to be cleared of vegetation, possibly more depending on the final layout. The Jackson State Forest managers will be involved with setting Site boundaries, determining access points and facility layout.

Surface Water:

Hare Creek is adjacent to the southern boundary of the Site. The Site is gently sloping, heavily vegetated and drains to the south. The Blacklock and other marine terrace soil types have low permeability and so already generate a significant amount of surface water runoff during rainfall events. Management of the additional surface water generated by the buildings and paved surfaces will be challenging in the marine terrace geology and in the soil types present and with the proximity to Hare Creek.

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

The overall parcel contains Pygmy forest type and possibly wetlands. A wetland delineation, geotechnical surveys, and rare/endangered species surveys would be required to determine the presence/challenges of these features and characteristics.

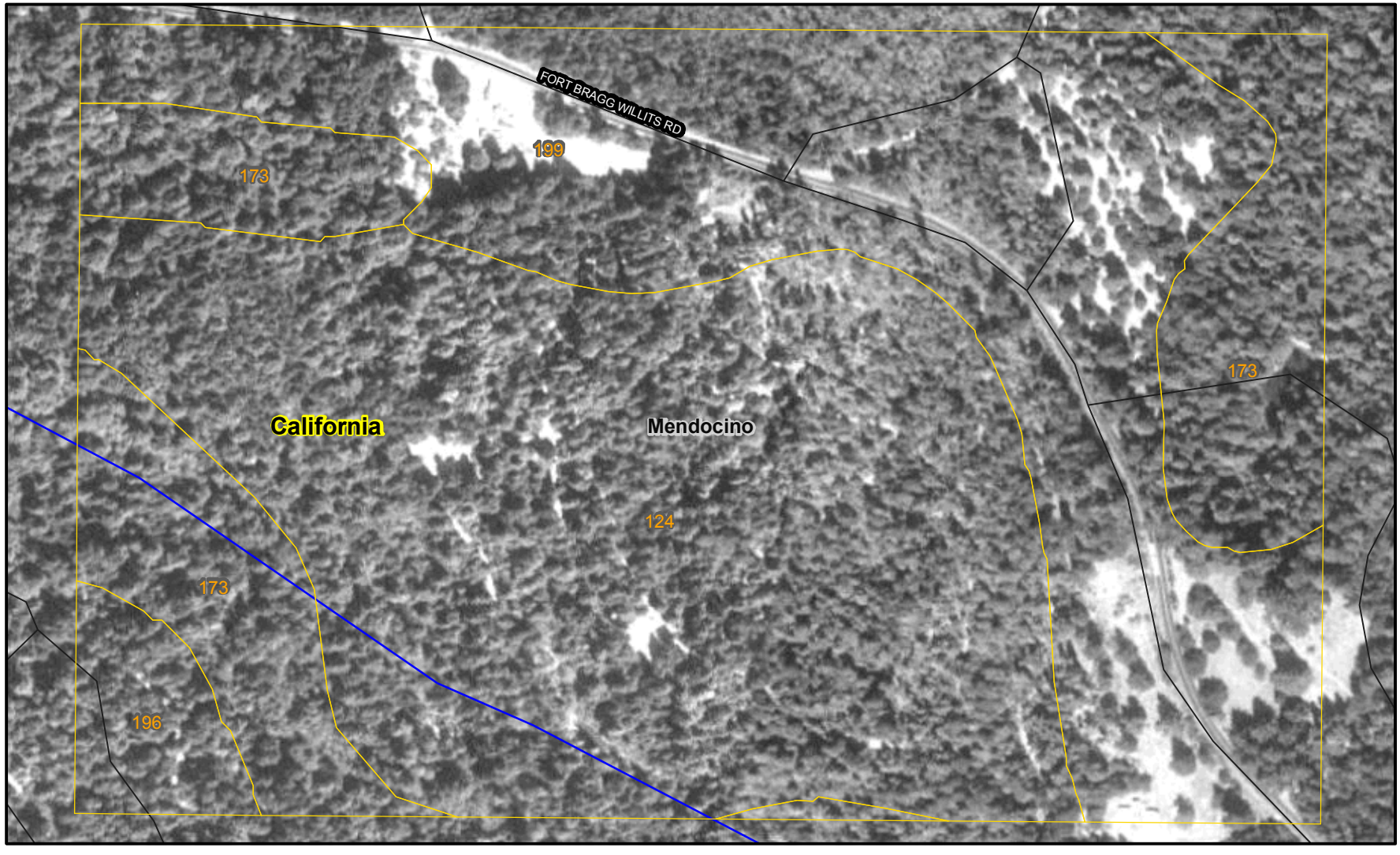
Maps and Photographs:

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 (50' New + accel/decel lanes)	$120,000
Total Estimated Project Cost (not including land)	**$3,973,802**

Site 41 - Rt. 20 - Jackson SF - Parcel 1 (South)



Meters
0 40 80 160

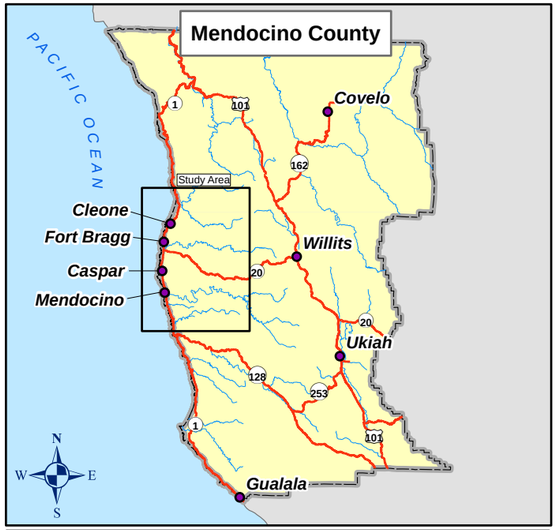
Feet
0 100 200 400 600 800

Map Unit Legend Summary

Mendocino County, Western Part, California

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
124	Caspar-Quinliven-Ferncreek complex, 9 to 30 percent slopes	46.2	44.6
173	Irmulco-Tramway complex, 30 to 50 percent slopes	18.0	17.4
196	Quinliven-Ferncreek complex, 2 to 15 percent slopes	3.2	3.1
199	Shinglemill-Gibney complex, 2 to 9 percent slopes	36.1	34.9

LOCATION MAP
SITE 41 - Jackson S.F. - South of Highway 20



Legend

- Parcels
- Parcel of Interest
- Potential Site Boundary
- Transfer Station Footprint
- Coastal Zone
- Streams
- 300' Stream Buffer
- 500 Year Flood Zone
- Potential Ingress Point(s)
- Highway
- Major Road
- Local Road
- Minor Road

PARCEL DATA
APN = 01915005
Parcel = 200 acres
Potential Site = 13.0 acres
Distance from Gateway = 3.0 miles
Jurisdiction = Mendocino County/State Forest
Zoning = TP

SITE ANALYSIS DATA SHEET

SITE #39

REVISED - SITE ANALYSIS DATA SHEET

GENERAL SITE INFORMATION	
Site #: 39	**Site Name:** Jackson State Forest – Milepost 3.0
APN: 019-15-005	**Driving Distance from Gateway:** 3.0 miles

Site Summary:

This 200-acre parcel straddles Highway 20 at milepost 3.0 and is approximately ¾ mile east of Summers Lane. It is part of the Jackson State Forest, in the jurisdiction of the County and is not in the Coastal Zone. The Jackson State Forest may be willing/able(?) to lease or sell a portion of the parcel to a public entity for development of a public facility. They will entertain a proposal from the County to see if the transfer station development could be designed for the mutual benefit of their operations and would fit their "mandate."

There are two potential sites on this parcel (Site 39 and Site 41). Site 41 is on the south side of Highway 20 and Site 39 is on the north side. Site 39 includes 20 acres of "useable" (relatively flat) land. It is between 550' and 800'deep and has 1,300' of road frontage. Site 39 is the larger of the two sites and would allow more flexibility in the layout and design.

The Site is flat to gently sloping and heavily vegetated. Pygmy forest-type is probably present. No major streams or waterways are located on the Site. Water supply and wastewater treatment systems will have to be developed. The Site is served by telephone and electric utilities. A graveled road extends 200' into the Site providing access to a one acre clearing. A significant volume of ground asphalt is currently stockpiled at the clearing. It status is unknown.

The closest neighbor's building is approximately 20' from the western boundary line. There are about 20 small residential parcels within 1,000' of the western property line and one parcel adjacent to the eastern boundary.

The Site has good site distance in both directions, on Highway 20. It is within ¾ mile of the CalTrans Highway 20 widening project. Extension of the widening project through the site would allow for acceleration/deceleration lanes and a turning lane. CalTrans has already put their project out for bid and so additional widening would probably be a new, future project.

Pros of Siting Project at this Site:	**Cons of Siting Project at this Site:**
• Site can be accessed directly off Highway 20 without routing traffic through residential neighborhoods. • Existing natural buffers are present that will help minimize impacts to adjacent parcels. • The Site is at the edge of the urbanized area and adjacent to large parcels of sparsely populated private and State Park lands. • The Site has good site distance in both directions and is within a ¾ mile of the CalTrans Highway 20 widening project. • The parcel has sufficient frontage on both sides of the road to allow widening of	• Lease or sale of a portion of the parcel must be negotiated with the State. It will not be a simple land transaction. • Purchase of a portion of the parcel will require a subdivision. • Development of Jackson State Forest land for a transfer station may not be compatible with their land management mandate. • Pygmy forest vegetation, wetlands and other environmental constraints may be present. • Sewer/water must be developed. • Will create a new traffic pattern at the intersection of Highway 20 and Highway 1.

Highway 20 and installation of a turning lane and acceleration/deceleration lanes. • The parcel contains enough relatively flat, useable land to allow flexibility in the layout and design of the facility. • A highway entrance and only a short access road (50'?) will be required to enter the Site off of Highway 20. • A portion of the northern Site is cleared. • A large quantity of good quality fill is stockpiled on-site (its status is unknown). • Electric and telephone services are available. • The Site is not in the Coastal Zone.	• Will require project oversight and acquisition of permits from various resource agencies.

LAND USE

Owner/Contact:	State of CA - Jackson State Forest	**Willing Seller?**	Tentative
Acreage:	200± (21.5)	**Lot Split Required?**	Unknown (possible lease?)
Base Zoning:	TP	**Use Permit Required?**	Yes
General Plan:	PL	**Jurisdiction:**	Mendocino County; Jackson State Forest.
Rezoning Required?	No	**Current Land Use:** Jackson State Forest (Public Lands): Timber production and recreation.	
Coastal Zone:	No	**Surrounding Land Use:** North, south and east; timber production and recreational uses. West: residential.	
Incompatible Land Use?	State lands Mandate (?)		

SITE SPECIFIC EVALUATION

Traffic: Access/Circulation/Safety

Access: The Site can be accessed directly off Highway 20 without the use of additional intersections or the use of roads of lower functional classification. The Site has an existing private gravel road access on the north side of Highway 20. Two access points would benefit on-site circulation patterns.

Circulation: Impacts to traffic circulation patterns on roads adjacent to the Site should be minimal. The functional class of Highway 20 and it's current Level of Service should be adequate to handle increases in traffic that will be generated by the Project. A traffic study will be required. Highway 20 is the current transportation route for solid waste out of the study area, meaning that a transfer station at this site would not increase the tonnage of refuse currently flowing on this route. The actual number of trucks should decrease as higher capacity trucks will be used to transport waste.

Safety: The amount of sight distance is good to the west and fair to the east. Two access points, a turning lane and acceleration and deceleration lanes would improve traffic safety. Additional vehicular use of Highway 20 could impact pedestrian and bicycle traffic.

Impact to Neighbors: Adjacent to the Site/On Route to the Site

Adjacent to the Site: The closest neighbor's building is approximately 20' from the western border of the Site. Another neighbor's building is approximately 80' from the eastern border. There are about 20 residential parcels within 1,000' of the western property line.

The existing dense vegetation on three sides will provide some amount of buffer. The Site is large enough that the facility could be laid out to maximize the distance to neighbors and so minimize potential impacts from noise, vibration, light, dust, vapors, odor and vectors. Additional vegetative screening could be planted and soil berms or sound walls (sound barriers) could be constructed. Local views and vistas will not be affected as the project will only be seen momentarily by motorists passing it on Highway 20.

On Route to Site: Traffic associated with the Project will stay in the major transportation corridors, Highways 20 and 1 without driving through residential neighborhoods. Litter blowing off of unsecured loads will be an enforcement issue at this and all other sites.

Development Issues:

Electric and telephone services are available. A domestic water supply and a wastewater disposal system will have to be designed and constructed as well as storm water management facilities. This may be challenging in the marine terrace geology and in the soil types present. A highway entrance and approximately 50 feet of road will have to be constructed to access the Site. Maximum elevation of is approximately 430'above current sea level and minimum elevation is 330'. Approximately 5 acres of the Site would have to be cleared of vegetation, possibly more depending on the final layout. The Jackson State Forest managers will be involved with setting Site boundaries, determining access points and facility layout.

Surface Water:

The Noyo River is about 1.2 miles to the northeast. The area under consideration is fairly flat, heavily vegetated and drains to the north. The Blacklock and other marine terrace soil types have low permeability and so already generate a significant amount of surface water runoff during rainfall events. The additional surface water generated by the buildings and paved surfaces would have to be managed on the Site.

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

The overall parcel contains Pygmy forest type and possibly wetlands. A wetland delineation, geotechnical surveys, and rare/endangered species surveys would be required to determine the presence/challenges of these features and characteristics.

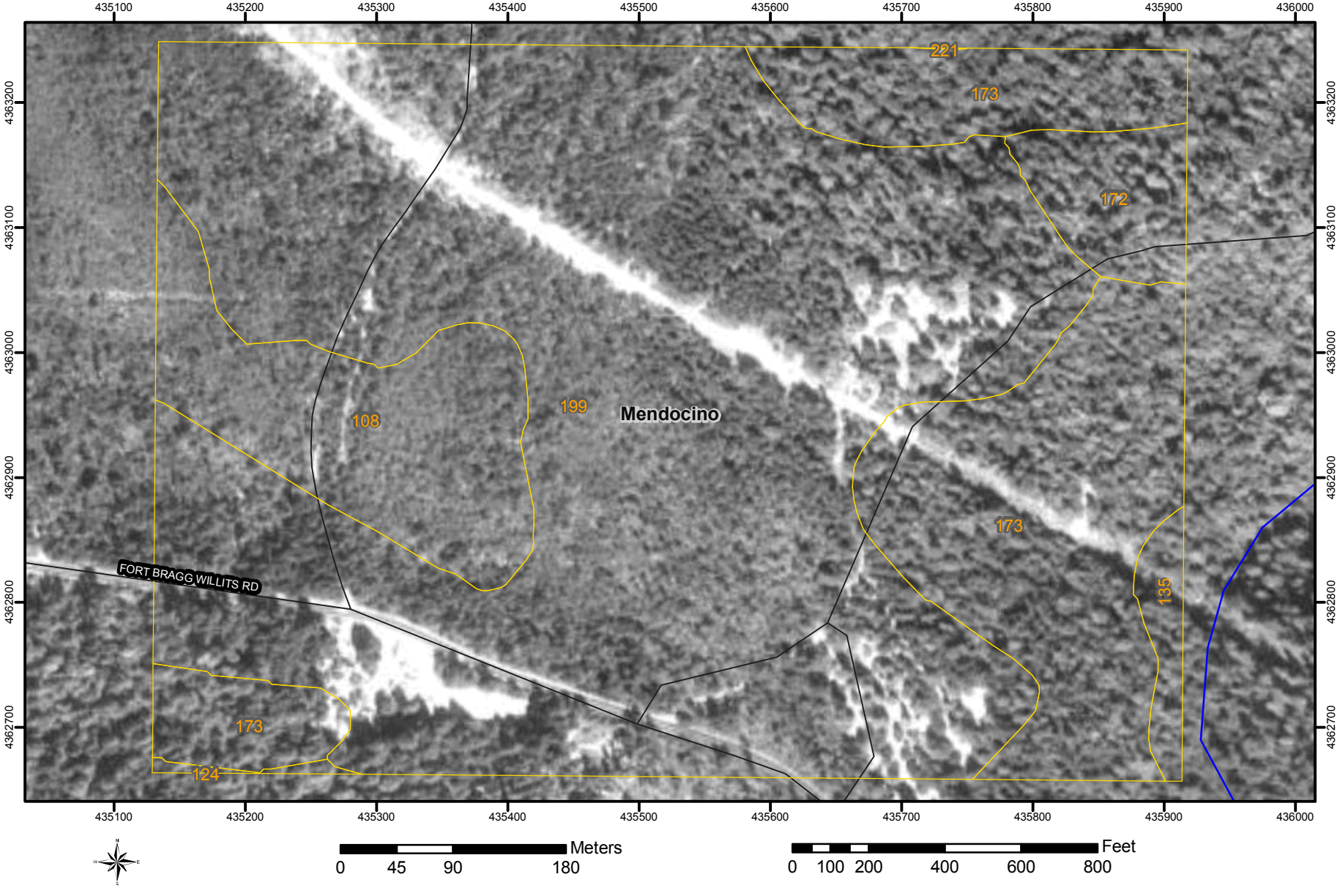
Maps and Photographs:

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 (50' New + accel/decel lanes)	$120,000
Total Estimated Project Cost (not including land)	**$3,973,802**

Site 39 - Rt. 20 - Jackson SF - Parcel 1 (North)

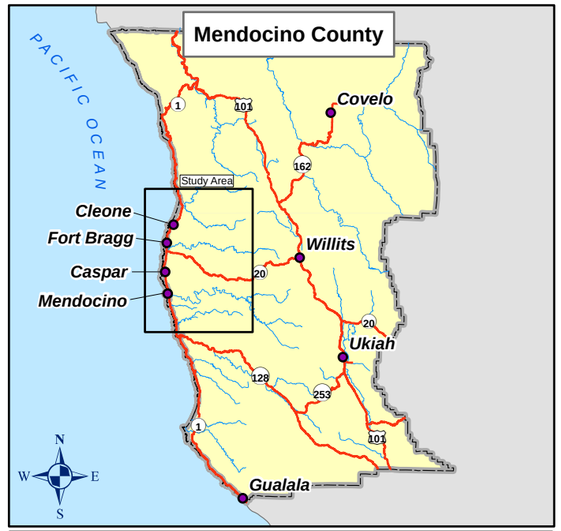


Map Unit Legend Summary

Mendocino County, Western Part, California

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
108	Blacklock and Aborigine soils, 0 to 5 percent slopes	10.8	9.1
124	Caspar-Quinliven-Ferncreek complex, 9 to 30 percent slopes	0.2	0.2
135	Dehaven-Hotel complex, 50 to 75 percent slopes	1.4	1.2
172	Irmulco-Tramway complex, 9 to 30 percent slopes	3.4	2.9
173	Irmulco-Tramway complex, 30 to 50 percent slopes	24.2	20.3
199	Shinglemill-Gibney complex, 2 to 9 percent slopes	78.9	66.3
221	Vandamme loam, 9 to 30 percent slopes	0.0	0.0

LOCATION MAP
SITE 39 - Jackson S.F. North of Route 20



Legend

- Parcels
- Parcel of Interest
- Potential Site Boundary
- Transfer Station Footprint
- Potential Ingress Point(s)
- Coastal Zone
- Streams
- 300' Stream Buffer
- 500 Year Flood Zone
- Highway
- Major Road
- Local Road
- Minor Road

PARCEL DATA
APN = 01915005
Parcel = 200 acres
Potential Site = 21.5 acres
Distance from Gateway = 2.9 miles
Jurisdiction = Mendocino County/State Forest
Zoning = TP

Haire Creek

Miles
0 0.125 0.25 0.5

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

Site Summary:

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.

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.

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.

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.

A third potential access route is through Summers Lane but that was rejected due to the impacts to the residential neighborhood, on Summers Lane.

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.

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.

Pros of Siting Project at this Site:	Cons of Siting Project at this Site:
• 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.	• 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.

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
Rezoning Required?	No	**Current Land Use:** Inactive woodwaste landfill, timber production	
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.

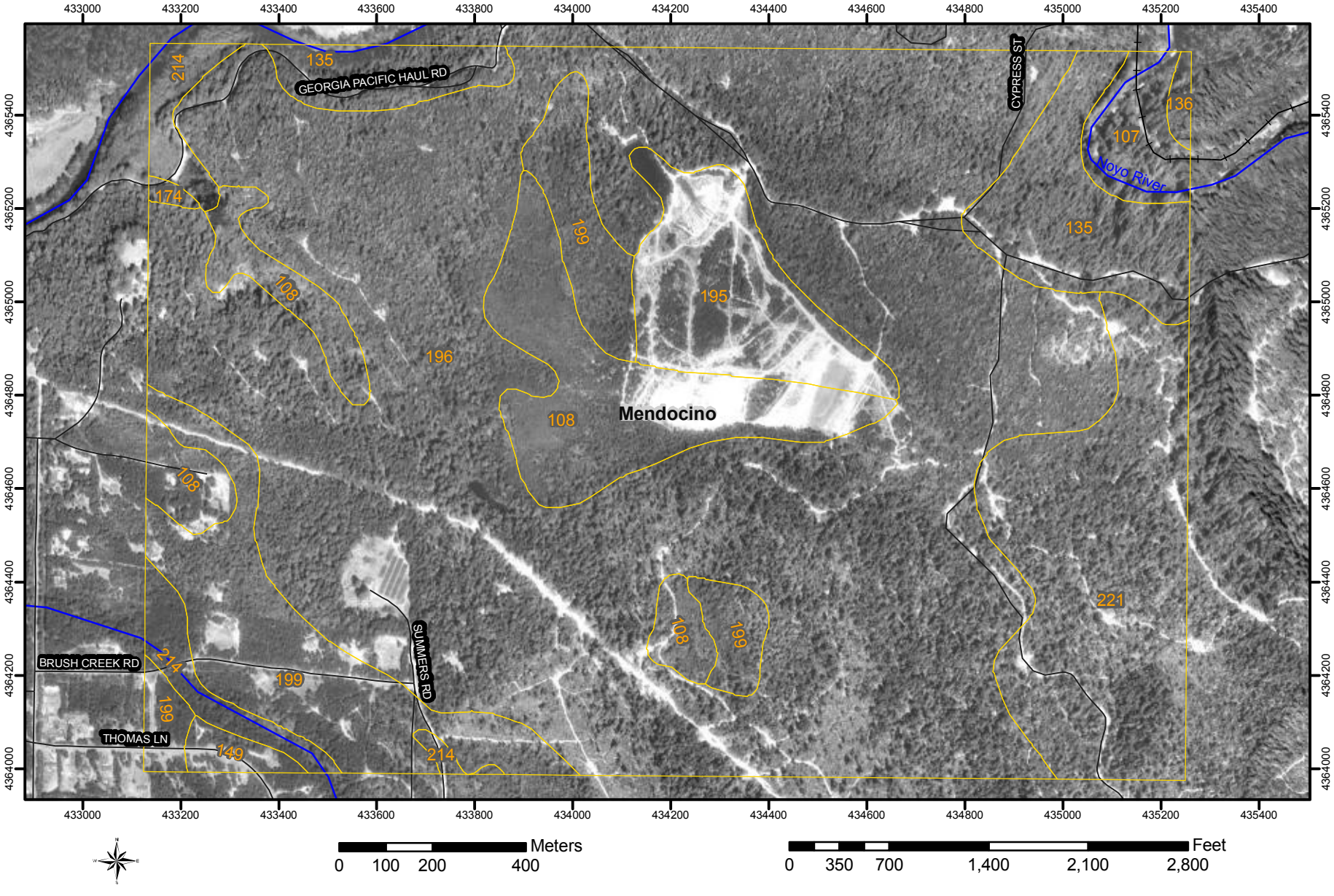
Maps and Photographs:

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??)	$50,000
Total Estimated Project Cost (not including land)	**$5,903,802 - $6,403,802**

Site 18 - Unknown Road - GP Bark Dump

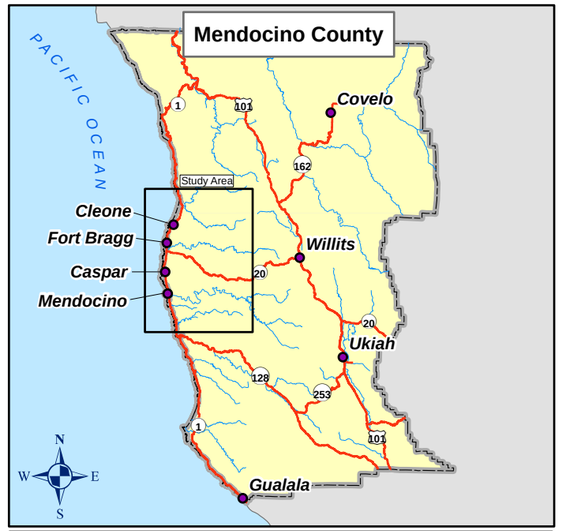


Map Unit Legend Summary

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



Legend

- Parcels
- Potential Site Boundary
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- Local Road
- Minor Road

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

Miles
0 0.125 0.25 0.5