

Davis Street Transfer Station Master Plan Improvements

Initial Study Checklist and Negative Declaration

Prepared for

**City of San Leandro,
Community Development Department
San Leandro, CA**

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Prepared by



CH2MHILL

155 Grand Avenue
Suite 800
Oakland, CA 94612

Site Plan Review Update for Master Plan Implementation at Davis Street Transfer Station

Project Description

This Site Plan Review proposal describes the planned facilities necessary to fully implement the Davis Street Transfer Station's (DSTS) Master Plan Improvements adopted pursuant to the Conditional Use Permit (CU-96-1 Agreement) executed and issued by the City of San Leandro on February 19, 1998. Under the CU-96-1, Waste Management of Alameda County, Inc. (WMAC) was granted zoning approval to accept up to 5,600 tons per day (tpd) of waste per day at DSTS, and to implement a number of facilities at the DSTS to provide comprehensive solid waste services benefitting the City of San Leandro (City) and other jurisdictions in the Alameda County (County) area. Certain improvements have been completed and are in operation, while business, financial and, in some cases; technological reasons have dictated the timing of other improvements. This Site Plan Review provides a further description of the remaining facilities to be built. As part of this Site Plan Review, the maximum permitted tonnage accepted at DSTS remains at 5,600 tpd.

The following facilities will be constructed and operated as part of the DSTS Master Plan improvement project of the proposed Master Plan improvements.

- Food Waste/Organics/Green Waste Compost Facility (approximately 200,000 square feet)
- Food Waste/Organic Recycling Facility (approximately 62,000 square feet)
- Public Receiving (Disposal) Enclosure (approximately 62,000 square feet)
- Employee Building (9,000 square feet)
- Vehicle Maintenance (7,000 square feet)
- Single Stream Expansion Line (New SS Expansion) (approximately 13,000 square feet)

A detailed discussion of above facilities is provided in the sections below.

Background

WMAC submitted a Master Plan for the DSTS to the City of San Leandro in 1996-97. The purpose of this master plan was to describe the site improvements and facilities necessary to provide the processing and landfill diversion services required to meet the mandates of State and Federal laws, as well as those contractual requirements under the WMAC's municipal franchise agreements for the collection and processing of up to 5,600 tpd of municipal solid waste, organics and recyclables. The primary driver behind these improvements initially was Assembly Bill (AB) 939 that was passed in 1989 and imposed mandates to achieve 50 percent reduction of waste disposed in landfills through source reduction, recycling, and/or composting by 2000.

Since the passage of AB 939, various local and state agencies have considered other legislation to increase diversion, either by mandating higher diversion rates or by implementing Zero Waste programs. For example, two separate bills, Senate Bill (SB) SB 25 and AB 737, were considered in the California Legislature in 2009, both of which would have increased the AB 939 waste diversion goals from 50 percent to 75 percent. SB 25 remains before the legislature as a 2-year bill, and AB 737 would have required recycling programs in the commercial sector in addition to mandating a 75 percent diversion rate. Though neither bill has passed as of this date, they reflect the likelihood that new legislation being introduced would affect the citizens and businesses of San Leandro and Alameda County by requiring new efforts to reduce waste and increase recycling and composting efforts in the near future beyond the 50 percent requirement of AB 939. Moreover, Alameda County's Integrated Waste Management Plan sets a 75 percent diversion goal to be achieved in 2010. Finally, reuse and recycling are recognized key contributors to the reduction of greenhouse gases (GHGs) and the corresponding reduction in the affects of global climate change. The additional facilities and improvement in the DSTS Master Plan Improvements and as part of this Site Plan Review are proposed to assist Alameda County and its cities and communities to meet the 75 percent diversion goal set by the Alameda County Integrated Waste Management Plan.

To date, WMAC has already built a single-stream processing facility at DSTS for commingled recyclable materials; however, expanding this single-stream processing facility will not be sufficient to achieve a 75 percent diversion rate. Indeed, to meet the overall mandates of AB 939 as well as local and future initiatives, it will be necessary to process additional recyclables as well as other targeted materials contained in the up to 5,600 tpd of mixed waste streams permitted to be delivered to the DSTS. Specifically, yard waste, construction and demolition debris, wood waste, and food and commercial organics from the up to 5,600 tpd mixed waste stream are targeted for processing at the DSTS and diversion from landfill.

The purpose of full implementation of the DSTS Master Plan facilities is to process certain waste streams using improved technologies and procedures to recover a higher yield of materials that can be diverted from landfills. As described more fully below, one key element in implementing the Master Plan is to proceed with recovery of food waste and other organics for composting in a fully enclosed structure that will not only increase the proportion of waste that is recycled, but will minimize odors and other impacts.

Description of Existing Facilities

The Project site consists of 53.21 acres (Assessor's Parcel Number 79A-475-7-32) and is located at 2615 Davis Street, west of Doolittle Drive (See Figure 1). An improved road at the westerly end of Davis Street provides access to the site. The site consists of relatively flat topography, with some portions of the site consisting of minor elevation variations. The steepest slopes on the property are located in the eastern portion of the site.

The property has been previously developed and disturbed with the existing Davis Street Transfer Station footprint since 1979. The property is designated in the City's General Plan as "PI" Public/Institutional and as "IG" Industrial General on the City of San Leandro Zoning Map. These designations allow for a wide range of manufacturing, transportation, warehousing, vehicle storage and distribution uses. Surrounding land uses are primarily

industrial to the north, east and south, with recreational uses in the Oyster Bay Regional Park open space and recreational area located west of the project site.

The existing facilities at DSTS (see Figure 2) provide the necessary infrastructure to support the solid waste and recycling services currently required by the City and County, and neighboring communities. As noted above, the facility is permitted to accept up to 5,600 tpd, and this daily tonnage does not change as part of the Site Plan Review. The existing facilities include:

Transfer Station - 65,000 sq ft

This facility allows for commercial collection vehicles and waste delivered by the general public to be discharged in a building and reloaded into larger trailers for transportation to the ultimate disposal site. One transfer trailer is capable of hauling 3 to 4 times as much as one collection truck thus providing efficiency in transporting waste to the ultimate disposal site. The transfer station receives between 2,200 tons to 3,500 tpd.

SMART MRF aka Dry Waste Material Recovery Facility – 36,000 sq ft

Dry waste consists primarily of materials from commercial sources that do not contain food waste or large amounts of organic materials. It also includes select loads of construction and demolition (C/D) waste delivered by both WMAC trucks and contractors. The vehicles unload material on either side of this building. The material is then loaded onto a conveyor and material is moved through a series of sorting stations and screens to recover recyclables such as wood, old corrugated cardboard (OCC), metals and plastics. Inert materials (i.e. small rocks, broken glass and dirt) are separated and sent to the landfill to be used as daily or interim cover in place of using dirt. This practice contributes to the overall recycling rate of the City and County. The MRF also accepts select loads delivered by the general public and this waste is processed through this same equipment line to recover recyclables.

Commingled or Single Stream MRF – 55,000 sq ft

Households and some commercial customers in the City and surrounding cities set out containers with newspaper, cardboard, mixed paper, glass, cans and plastics. WMAC collects these containers and delivers the material to the single stream MRF for sorting recyclables.

Other Buildings

Truck Maintenance Building – 19,000 sq ft - This facility include several maintenance bays for servicing rolling stock used for transporting waste.

Heavy Equipment Shop – 4,000 sq ft - Includes several service bays for maintaining loaders, dozers, forklifts and equipment used on site.

Administration Building – 4,000 sq ft - Offices and employee areas for management and administrative staff.

Education Center – 1,500 sq ft - A place where students and groups can gather to learn more about ways to reduce waste, reuse materials, recycle and contribute to a more sustainable community.

In addition to these onsite structures, WMAC also operates an area to receive municipal solid waste from the general public from activities such as home improvement/remodeling projects, old appliances, yard cleanup (green material) that exceed the capacity of the residential waste bins, and a concrete pad and shipping area for green and woody wastes.

Prior Submittal and Current Status of Master Plan Improvements

WMAC submitted to the City a Conditional Use Permit (CU) application in 1996 that resulted in approval of a Master Plan development pursuant to a CU, which identified the following components:

1. The existing DSTS
2. Alternative clean air retrofit
3. Food Waste Recycling (Composting)
4. Reuse Salvage Center
5. Construction/Demolition Debris Recycling (separate from SMaRT MRF)
6. Outdated Food Disposal
7. Relocation of the Environmental Education Center
8. Facility Tour Observation area

In addition, the approved CU allows for the DSTS to accept up to 5,600 tpd of waste materials. This includes both the materials to be processed on-site and those transferred off-site for processing or disposal.

To date WMAC has built the following elements of the approved Master Plan (see Figure 2 for the location of the existing facilities).

1. **SMaRT Material Recovery Facility aka Dry Waste MRF** - In the CU it was expected that 800 tpd would be processed through this facility. The first phase of this has been operating since 2002 and processes between 400 tpd and 600 tpd of dry waste, including some construction/demolition debris from small contractors.
2. **Construction / Demolition Recycling** - WMAC has designated areas on the DSTS site for contractors to unload clean loads of dirt, concrete and asphalt. Source-separated wood is also accepted at the wood waste processing area. Smaller contractors that deliver mixed loads of C/D waste may dump near the SMaRT MRF, where select loads are processed.
3. **Reuse/ Salvage Center** - A central Reuse/Salvage operation was located on the northeast corner of the site. It has discontinued operation, but WMAC continues to operate retail recycling for soil amendment materials, and decorative bark.
4. **Outdated Food Disposal** - WMAC has a designated space within the enclosed transfer station building where outdated food is accepted and transported for processing. This material may also be received at the Food Waste Recycling Facilities for composting in the future.
5. **Relocation of the Education Center** - The education center was built in 2002. It is located on the west side of the entrance road, adjacent to the administration building.

6. **Tire Recycling** - A tire recycling building is located on the east side of the transfer station. Tires are shipped for recycling.
7. **Green Waste Recycling** - Currently, source-separated green waste is accepted at DSTS. This material is now unloaded on a concrete pad and reloaded into trailers for transporting to offsite compost sites. WMAC is planning to construct an enclosure for the green waste receiving operations. By fully enclosing the operation, odors and dust will be minimized. **This facility is being designed to receive between 400 and 600 tpd of green waste, which includes grass and other yard waste, tree trimmings, and food.** In addition, by tipping green and food waste in an enclosed structure with odor controls, the material can be accumulated throughout the day and unloaded during non-peak or low traffic hours to expedite shipping times and thus reduce the carbon footprint associated with truck travel during peak hours.

These represent the major improvements that have been constructed and are currently in operation, or are under construction consistent with the approved CU. Those facilities needed for full implementation of the Master Plan and are included as part of this Site Plan Review are described below.

Update Site Master Plan

The Site Master Plan Update represents conceptual building design and sizing information that is subject to refinement in the final design phase. Therefore, the size of the various buildings is relatively approximate; some changes in building dimensions will be made as the final programming and design development phases are completed. The waste flows and material handled by each unit of operation is represented by a range.

Key Features of Site Master Plan Improvements

The following is a description of the Site Master Plan improvements proposed. These improvements are shown on the site layout plan (see Figure 2) and overall floor plan (See Figures 3 and 4).

Food Waste/Organics Recycling Facility

The Site Master Plan Improvements includes an enhanced, larger scale Food Waste Recycling Facility to better achieve required diversion (see Figure 4 and 5). Using advanced and improved technology allows for the processing of these organics in an environmentally sound manner as opposed to landfilling them. **The facility will be capable of receiving and processing between 1,000 to 1,300 tpd of waste from residential and commercial generators that currently tip at the transfer station.** Equipment to be used to process the organics/ food waste will be similar to a typical materials recovery facility. It will include a series of conveyors, screens and manual sorting to transport and separate material.

An estimated 600 tpd of food and mixed organics are expected to be recovered for composting. This material will be conveyed to a separate building for mixing with green/woody waste. This mixing building is adjacent to the Green Waste building and will be used to prepare the food/green/ mixed organic material for the compost process described below. Material in excess of the capacity of the Food Waste/Organics/Green Waste Compost Facility will be loaded into

trailers and transported to an offsite facility for further processing. Residue from the food waste recycling operation will be conveyed to the transfer station. This new facility will allow WMAC to recover more recyclables and food waste for composting without increasing the total tonnage of waste brought into the site. As stipulated in the approved CU, the tipping and processing area for this operation will be fully enclosed.

Food Waste/Organics/Green Waste Compost Facility

Collection practices have evolved in the Alameda County that now require or allow some customers to combine green waste and food waste material into one container. As such, this material will be received and combined with the materials recovered from the Food Waste/Organics Recycling Facility for composting on site and/or to be shipped to offsite locations for composting (see Figure 6). The composting of food waste and organics at the DSTS is included in CU-96-1 as amended in February 1998 by the City's Board of Zoning Adjustments.

Under this Master Plan Improvements, the Food Waste/Organics/Green Waste Composting Facility will process approximately 1,000 tpd of food and green wastes along with other mixed organics will be processed. Between 250 and 350 tpd will be composted on site, and the rest of the material will be shipped for composting off site. Consistent with the process approved in the CU, all material will be handled in an enclosed building with the air being treated either with bio-filters and/or with a combination of bio-filters and mechanical systems. Using a series of in-vessel compost units or tunnels, the time to convert mixed organics to a usable soil amendment/enrichment product is about 75 days as compared to about 180 or more days if composted in outdoor windrow units. The composting will be performed in the following three stages:

Stage 1: Anaerobic Digestion - The food and green waste mixture will be loaded into a tunnel unit. Once the tunnel is full, it is closed airtight to begin the anaerobic digestion process of the food waste/green waste /organic mixture. This process will accelerate the production of compost, eliminate pathogens, and reduce the volume of material. The anaerobic decomposition process will produce methane gas that will be collected and blended with landfill gas (methane) currently being treated at the Oyster Bay Landfill Gas facility to provide a renewable energy source. This anaerobic decomposition process is estimated to take between 21 to 28 days to complete depending on the makeup of the food waste/ green waste/ organic material. It is also estimated that this process will generate between 2,500 mega-watts (MW) and 4,000 MW of useable power.

Stage 2: Aerobic Digestion - Once stage 1 is complete and the methane gas is removed, the material is moved by front loader and placed into a secondary tunnel. Once full, the tunnel is closed and the aerobic compost process continues. This secondary process is estimated to take 14 to 21 days to complete depending on the makeup of the material.

Stage 3: Screening/ Aging/ Curing -After the compost material has been processed through stage 2 it will be taken to the on-site compost processing building. The material is screened to separate fines, medium grade and material greater than one inch. Materials that are ready for market will be placed into bunkers for aging and sold on site. Some material will be recycled to be used as bio-filter media and/or bulking material in the compost process. The remaining compost material will be loaded into trailers and taken off site to complete the curing/ aging

process. The offsite curing/aging process can take anywhere from 30 to 40 days to complete. Through this 3-stage composting process, the volume of the compost will be reduced by 30 to 50 percent. This process will decrease the number of truck trips hauling offsite.

In addition to compost/soil amendment there are two other byproducts generated by the process. The first is a percolate liquid, which is collected and stored in tanks. The percolate is then recycled as part of the compost process. The second byproduct is methane gas, which will be stored in tanks and then used as a renewable energy source. It is estimated that up to four tanks will be needed to provide the capacity and the required redundancy to support the compost process.

These tanks could range from 20 feet to 35 feet in height and 25 feet to 50 feet in diameter. As shown on the master site plan these tanks are expected to be located on the west side of the Compost Facility either on the south or north end of the building depending on the final equipment design.

Public Receiving (Disposal) Enclosure

The existing Public Receiving (Disposal) Area will be enclosed to minimize litter and dust, and to minimize or eliminate problems due to birds and vectors (see Figure 7). In addition, a fully enclosed facility will offer a safer and more efficient area for the general public to unload waste. The enclosure will have a conveyor for sending material through the adjacent SMaRT MRF.

Alternate Fuel (Clean Air) Retrofit

WMAC has an ongoing program to use cleaner burning fuel in its collection fleets and transfer trucks to reduce greenhouse gas emissions. This will be accomplished by converting a number of its trucks from diesel fuel to alternative fuels such as compressed natural gas (CNG). In 2010, WMAC plans to purchase 21 new CNG trucks. These trucks will be serviced at the Altamont Landfill CNG fuel station. At Altamont, where the City's waste is disposed, gas extracted from the landfill is being converted to CNG. The Master Plan includes the installation of a CNG Fuel Station to provide the services needed to support a fleet of trucks and reduce the amount diesel fuel used. The DSTS fuel station will be supplied with CNG from the landfill and will operate in conjunction with the Altamont fueling facility to provide convenient services. The Alternative Fuel Retrofit was part of the 1998 CU.

Employee Building

The new Food waste/Organic/Green waste recycling and compost facilities at DSTS will create jobs for additional employees to operate and maintain the equipment. This includes line sorters. A new building will be constructed to provide an office area for administrative staff and restrooms, locker space, break area and training/conference rooms for employees. This is planned to be a two-story structure (9,000 total sq ft) located at the north end of the Food waste/Organic recycling facility.

Vehicle Maintenance

WMAC plans to consolidate current on-site product sales into a central retail store/outlet located in the existing truck maintenance building. To continue to provide for maintenance of

trucks used for transport, a new set of maintenance bays will be constructed next to the current Heavy Equipment Maintenance building to replace those currently located in the Truck Maintenance building. The new truck maintenance building is expected to be about 7,000 sq ft.

Single Stream Expansion Line (New SS Expansion)

An additional sorting line is needed at the Single Stream MRF (SS MRF) in order to continue to efficiently process the commingled/single-stream recycled material delivered to DSTS. The new process line is expected to be built in a parallel alignment and integral with the existing process equipment. It will be constructed and enclosed under a separate 13,000 sq ft structure.

Overhead Conveyance System

One key feature of the master plan is to construct an overhead conveyance system to transport materials between operational units. The conveyance system will be an extension of the current system that currently transports residue from the SMaRT MRF to the transfer station building. The network will consist of a system to convey residue from the Food Waste/Organic Recycling building to the transfer station. Along the same network will also be a conveyor to transport mixed recyclables from the Food Waste/Organic Recycling building to the SS MRF. In addition, a new conveyor will be built to transport residue from the SS MRF to the transfer station building.

The conveyor network will have a positive impact from an energy and environmental standpoint. First, it will minimize the need to have trucks loaded and transporting these materials onsite, thus reducing use of conventional fuels and reducing emissions. Second, dust and noise will be reduced by eliminating the need to load and unload trucks with residue and recyclables. Overall, the conveyor network will have a positive impact on greenhouse gas emissions and reduce the carbon footprint.

Landscaping

Landscaping is proposed for a swath measuring approximately 10 feet by 960 feet along the western edge of the Food Waste/Organic/Green Waste Composting Facility. In addition, per City of San Leandro requirements for updating and augmenting areas that are under-landscaped (ref Section 5-2512, Article 25 of the Zoning Code), WMAC will work with East Bay Regional Parks District (EBRPD) to install appropriate landscaping for the benefit of the greater area around the DSTS, subject to the review and approval of the City's Zoning Enforcement Official. WMAC will consult with EBRPD in development of final landscape plans for both areas as well as architectural plans of the Food Waste/Organic/Green Waste Composting Facility prior to submittal of building permits for approval by the City of San Leandro.

This Project Description represents the key features to be implemented as part of the Master Plan. The facilities described are consistent with the concepts and program facilities approved in the 1998 CU with the exception that the scale of the facilities with respect to organics processing in particular has increased to address the evolving requirements for diversion and to take advantage of new and improved technologies.

Waste Diversion

With the additional facilities at DSTS, it is expected that up to approximately 150,000 tons per year of food waste and green material will be diverted from landfilling for composting, with an up to an additional approximately 190,000 tons per year of materials is expected to be diverted from the landfill for recycling and other higher uses. The Food Waste / Mixed Organic recycling and compost facility will also produce a certain amount of renewable energy. This will occur as methane gas that will be withdrawn during the first stage of composting. The gasses will be blended with landfill gas currently recovered from the closed Oyster Bay landfill and used to produce electricity.

Environmental Conditions

As part of the in-place conditional use modification process and consistent with the requirements of the California Environmental Quality Act (CEQA) the City issued a Mitigated Negative Declaration of environmental impact for the master plan site improvements in 1998 (CU-96-1 Agreement). Through this process, the City considered the impact of executing or implementing the facilities and operations presented by the WMAC master plan. The Mitigated Negative Declaration imposed several conditions that are to be met in the implementation of these facilities.

The following mitigation measures included in the 1998 Mitigated Negative Declaration for the Master Plan Improvements authorized as part of the CU-96-1 agreement remain applicable to the overall development of DSTS. As the DSTC Master Plan has and will be implemented, these mitigation measures are being and will be implemented. These mitigation measures are as follows:

Outdated Food Disposal:

1. Outdated or off specification food waste shall be unloaded within the existing main refuse transfer building, or a similar covered structure, equipped with an odor control system.
2. An odor control product shall be utilized as necessary throughout the operating day to prevent odors from the Outdated Food Disposal operation from being detectable off-site of the Transfer Station.

Food Waste Recycling:

1. Unloading and mixing of food waste with bulking agents shall occur under a covered structure equipped with an odor control system.
2. An odor control product shall be utilized as necessary throughout the operating day to prevent odors from the Food Waste Recycling operation from being detectable off-site of the Transfer Station.
3. Within the same operating day as unloading, food waste shall be mixed with bulking agents and placed within a fully-enclosed composting system or units.
4. The fully-enclosed composting system or units shall be equipped with a bio-filter or functionally equivalent odor control device.

5. Once compost product is removed from the composting unit, it shall be covered during rainfall events.

Traffic

1. The applicant shall contribute 100 percent of the costs to restripe (i.e. lengthen) the northbound approach on Doolittle Drive to the intersection of Davis/Doolittle to provide an exclusive left-turn lane, two exclusive through lanes and one exclusive right-turn lane.

Summary of DSTS Site Improvements

The improvements included in this Site Plan Review plan are consistent with the conditions stipulated in the 1998 Mitigated Negative Declaration. The primary conditions pertain to the Food Waste Recycling facilities. As shown on the drawings the Food Waste Recycling operation occurs in an enclosed building. This includes the receiving, processing, mixing and bulking and compost operations.

Food Waste Recycling

The Organics/ Food Waste Recycling building will be fully enclosed and air handling equipment will be used to control fugitive dust and appropriately treat to minimize odors. The material will be conveyed inside the buildings to the mixing and in vessel compost units in a fully enclosed building. Air will collected and treated using bio filters or by a comparable air handling/ treatment process. The compost products will conveyed to a covered area to be screened and shipped for further processing for sale.

Traffic

No new traffic will be generated by this operation, as there will be no more waste accepted over the approved 5,600 tpd limit. In fact, the Food Waste Recycling and Compost operation will result in reducing the number of transfer truck trips by 8-10 per day. This is due the reduction in the volume of food/ green and mixed organic waste stream during the decomposition process to produce compost.

Architectural Treatment and Landscaping

As part of the project, architectural treatments and additional landscaping are included to improve the overall appearance of DSTS. For example, steel wall panels will alternate between a horizontal and vertical to improve the appearance of the new building, and parapets will vary in height to conceal rooftop equipment.

With the Oyster Bay Regional Park situated to the west of the site, the west-side of the Food Waste Recycling Building will be intentionally low key in color scheme and treatment. Building materials will include dark hue green metal wall panels to blend in with landscaping on the park side. Figure 5 provides representative architectural renderings/elevation drawings of the Food Waste/Organic/Green Waste Composting Facility and conceptual landscaping (also see Figure 2 - Site Layout). Figure 8 also provides representative architectural renderings of the Green Waste Building, Mixed Organics Building, and the Compost Building. The site layout, architectural treatment and conceptual landscaping plan have been developed in accordance

with the requirements of the City's Site Plan Review Standards (Standard 5-2512). The landscape plan will also meet the requirements of City Code 4-1902.

Onsite Traffic, Site Circulation and Parking

A new traffic circulation plan for the site will provide a safer and more efficient means to move vehicles throughout the site (see Figure 9). By building additional scales, the overall queue times for every type of vehicle will decrease, as the scale system will be able to process more transactions per hour. In addition, by providing an additional scale designated for the commercial vehicles, an existing scale can be designated for self haul. By designating a scale for self haul traffic and using traffic controls, self haul vehicles may enter a channelized circulation path with limited crossover points and little to no options to enter site operations areas. This will provide a safer path of travel for self haul vehicles.

In addition, immediately after the entrance, transfer trucks either will use a perimeter road for access to some facilities or will enter the transfer station for loading. This will help remove large trucks from other trucks and will allow them to move through the site quicker. In addition, the circulation plans for these trucks are set up to minimize or eliminate the need for these trucks to backup.

The additional scale will also help to reduce the amount of waiting time experienced in the queue by collection trucks. At peak times of the day, some collection trucks may wait in queue for up to half an hour before being processed. If these queue times were reduced by an average of 20 minutes for 12 trucks, a total savings of four hours of idle time would be realized. Additional on-site traffic will be eliminated by utilizing conveyors to move material between buildings.

By performing composting on-site, a total of 48,000 tons per year, or 180 tpd, of compost will be reduced in the composting process. This will result in a decrease of 8-10 truck trips per day. The average distance to the composting sites is approximately 60 miles roundtrip, and the material is shipped in a diesel tractor-trailer, which average between 6 and 8 mpg. This would save between 60 and 75 gallons of diesel fuel per day, which is equivalent to eliminating the emissions from 25 to 40 passenger vehicle from the road, as well as saving an estimated 150,000 miles of road use per year by trucks.

The volume and nature of the solid waste use of the site requires a large amount of area for the storage, processing and transfer of material. This use and the requisite amount of floor area is not specifically defined in the Off-Street Parking and Loading Regulations section of the City's Zoning Code. The following paragraph defines the method used to best define the parking requirements for the proposed site plan.

The City's Zoning Code was used as the basis for the analysis of required parking for the additional building area laid out in this master plan. Vehicle maintenance and office uses are clearly defined in the zoning code and therefore the corresponding parking ratios were use (1space per 300 sq. ft.). The parking ratio for the use classification of Warehousing/ Distribution/ Storage Facilities was used for the remaining proposed structures (not including the Food Waste/Organic/Green Waste Composting Facility) based on their related use for storage and transfer of material. The Food Waste/Organic/Green Waste Composting Facility is an exclusive use for the building. The in-vessel composting in the building requires an large

amount of area in comparison to the number of employees needed to occupy the building. The existing use classifications in the City's Zoning Code do not specifically address an equivalent or similar use match, however, the City's Zoning Code is useful in providing guidance as to how to proceed. Therefore, a maximum employee count for the building was used to establish the parking required for that building. The parking justification mentioned above is summarized on the Site Layout exhibit included with this package.

Odor Control/Management

Both the Food Waste/Organic/Green Waste Compost and the Food Waste/Organic Recycling operations will occur in enclosed buildings. To contain odors generated by the unloading and handling of organic material, the buildings will be designed to minimize the number of openings and large vehicle access doors will be equipped with high-speed doors. To control odor, the buildings will be equipped with an air handling and ventilation system to capture exhaust from the building so that it can be treated for odor prior to release to the atmosphere. The air will be treated using a bio-filter system and/or a mechanical air handling and treatment system, such as a misting system. Bio-filters have been proven effective at removing odors from air that are caused by mixed organics and sulfur compounds, which are the main source of odor associated with green waste and food waste handling and processing. Bio-filters use biological and chemical oxidation to remove undesirable compounds in the air by forcing the air through a porous media (such as wood chips or compost) that contains an optimal environment for bacteria to grow and consume the odor causing agents in the air.

To properly treat the air generated by the Green Waste Enclosure, the Food Waste/Organic/Green Waste Compost Facility and the Food Waste/Organic Recycling Facility, it is estimated that an area of between 20,000 square feet (SF) and 30,000 SF will be needed for the bio-filter. The bio-filter is planned to be installed in two phases. The first phase is estimated to be approximately 10,000 SF and will be sized to treat the air from the Food Waste/Organic Recycling Facility and the Green Waste Enclosure. The second phase is estimated to be between 14,000 SF and 20,000 SF and will be sized to treat the air from the Food Waste/Organic/Green Waste Compost Facility including the mixing operations for the composting building. The proposed Project is required to and will comply with applicable Bay Area Air Quality Management District's (BAAQMD's) regulations, including the guidelines for composting facilities through the collection and control of biogas, and through the use of a bio-filter system to control odors.

Renewable Energy from Methane Gas

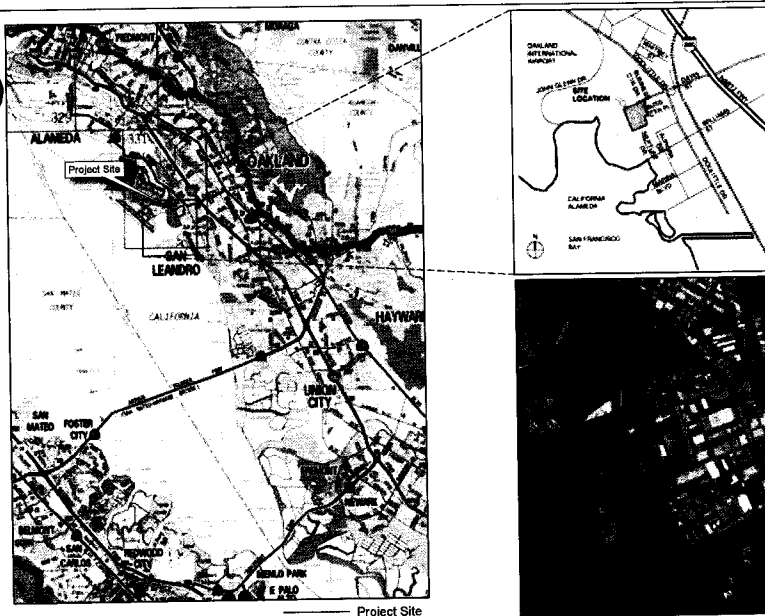
The primary purpose of the Food Waste/Organic/Green Waste Compost Facility is to produce a variety of marketable soil amendment products for sale. One by-product of the Food Waste/Organic/Green Waste Compost Facility will be bio-gas that is comprised of about 60 percent methane and roughly 35 percent carbon dioxide. The remaining trace gases may include nitrogen, oxygen, ammonia and hydrogen, which comprise less than 5 percent of the volume of bio-gas. In summary, biogas is a clean fuel source and can be used once the moisture is removed. Bio-gas is generated in the enclosed compost tunnels and will be collected and piped to storage tanks. The tanks are used to store the methane and allow the condensate to drop out and be collected. The tanks provide the pressure and feed control needed to operate the

generation sets. It is estimated that between 10,000 cubic feet/hour (CF/hr) and 20,000 CF/hr of methane will be generated.

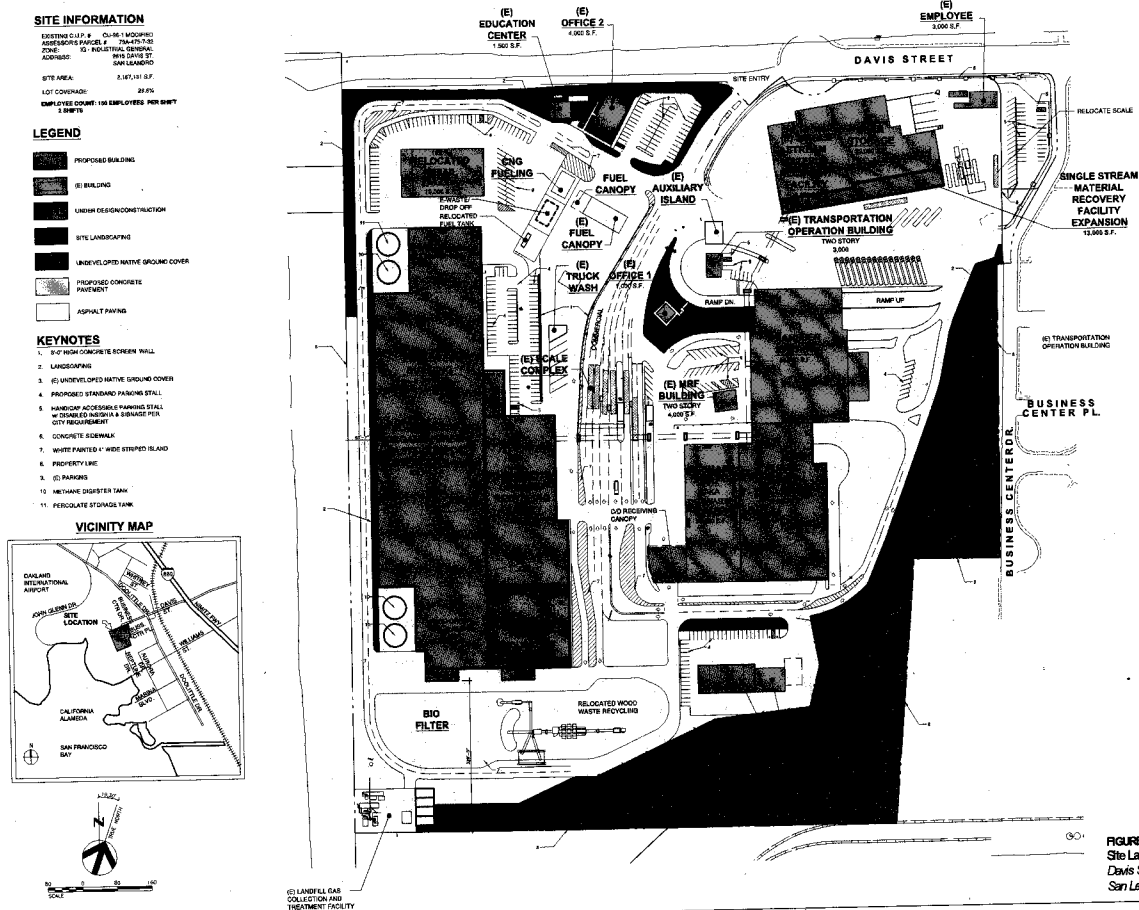
The gas will be combined with the landfill gas collected from the closed Oyster Bay landfill that is compressed for use in internal combustion units with reciprocating engines and/or gas turbine generators to produce electricity. The size, number of units, and configuration of technology will be determined in the final design process of the generation equipment to best utilize the resource that could produce between 4,000 MWh and 9,000 MWh annually. The equipment used to generate electricity will be similar to other internal combustion units used throughout the industry, several of which operate in the Bay Area. Waste Management has three (3) similar projects in various stages of development in the Bay Area.

The equipment will achieve a destruction efficiency that prevents any risk to health or the environment through combustion or oxidation of the gas. In addition, the generating equipment will exceed the destructive efficiency of the existing flare system for landfill gas. Exhaust gas produced from the generation equipment will be processed through a series of emission control technologies designed to meet air quality standards for the Oakland/Alameda County area. Currently, the Generator Set Technology of several manufacturers is designed to meet EPA's Tier 4 Interim Emission Standards. These technologies limit emissions of oxides from nitrogen (NO_x), particulate matter (PM), hydrocarbons (HC) and carbon monoxide (CO). Controls can include electronic air management to lower combustion temperatures thus reducing NO_x output, use of oxidation catalysts and particulate filters. The suite of emission control technologies for the DSTS project will be tailored to meet optimal performance requirements and will depend on the ultimate quality of the methane content of the bio-gas and air quality standards for the area. Many of the Generation Set Technologies are designed to handle a variety of fuel sources such as diesel, landfill gas and bio gas. Bio gas generated from the compost operations is expected to be relatively clean compared to other sources. Air permitting will be completed prior to any development activities at the site to verify emissions are below appropriate levels.

The renewable energy can be used to offset onsite operational electrical demand, with any excess electric power being delivered to the grid for distribution. The project will be located adjacent to the existing permitted landfill gas flare system. The flare system is used to destruct landfill gas prior to discharge into the atmosphere. The new system will essentially replace the gas flare system; however, the flare system will remain in service on a backup basis.



Source: Thomas Guide Road Atlas, 2003.
 SPO04758.01.02 site vicinity map rev2 as 11/10



SC0407758.01.02 site layout at 9'10"

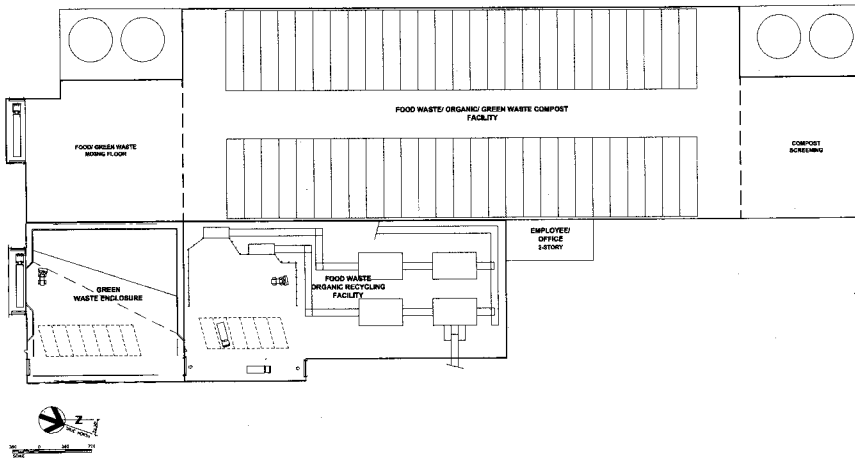
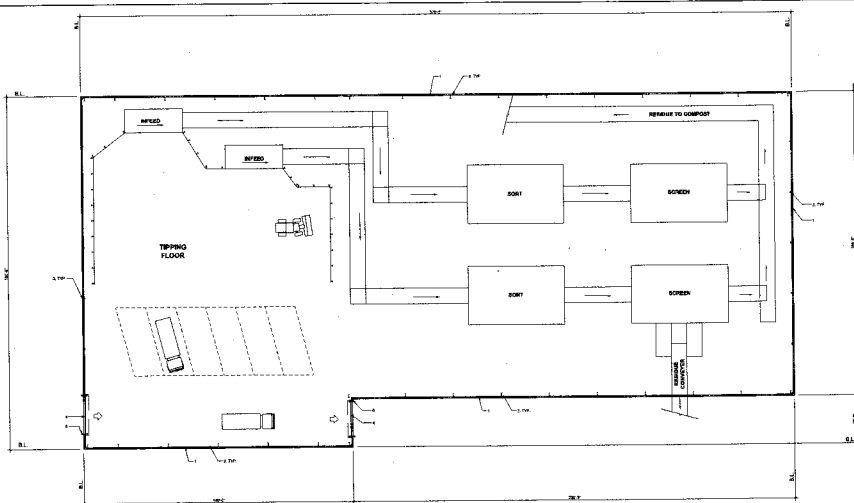


FIGURE 3
Overall Floor Plan
Davis Street Transfer Station
San Leandro, California

SC0407758.01.02 overall_floor_plan.dwg

CH2MHILL



KEYNOTES

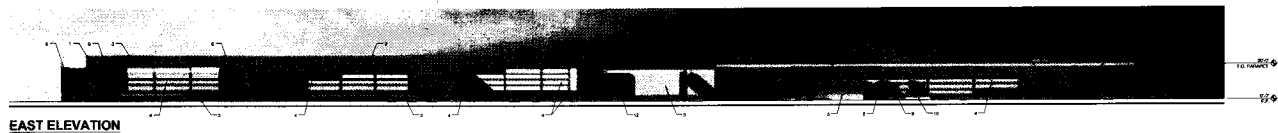
1. METAL WALL PANEL PER EXTERIOR ELEVATIONS
2. STRUCTURAL COLUMN
3. EXTERIOR WALL COLUMN
4. ROLL UP DOOR
5. MAIN DOOR
6. BOLLARD



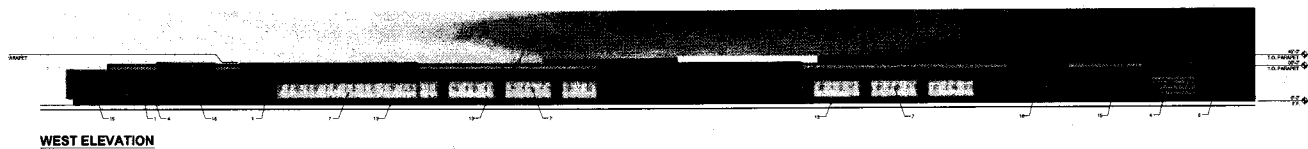
FIGURE 4
Food Waste Organic Recycling Facility
Davis Street Transfer Station
San Leandro, California

SC0407758.01.02 food_waste_organic_recycling.dwg

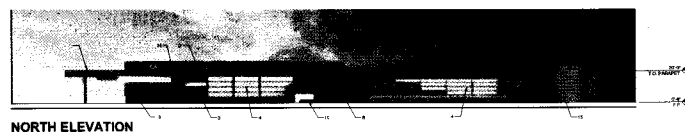
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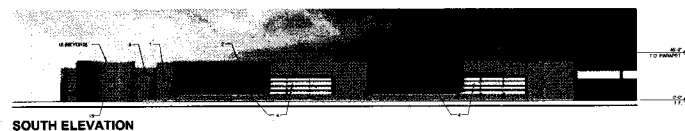
EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

KEYNOTES

1. VERTICAL METAL WALL PANEL
2. HORIZONTAL METAL WALL PANEL
3. FLAT METAL WALL PANEL
4. TRANSLUCENT PANEL
5. STOREFRONT GLASS SYSTEM
6. LOCATION OF ROLL-UP DOOR
7. CONCRETE WALL PANEL
8. WATER TANK
9. PERFORATED SCREEN WALL
10. STACKED STONE WALL
11. CLEARSTORY BEYOND
12. STEEL BRACING
13. LOW NATIVE SHRUB
14. METAL CANOPY
15. PERCOLATE TANK
16. METHANE DIGESTER TANK

SCALE 1/32" = 1'-0"

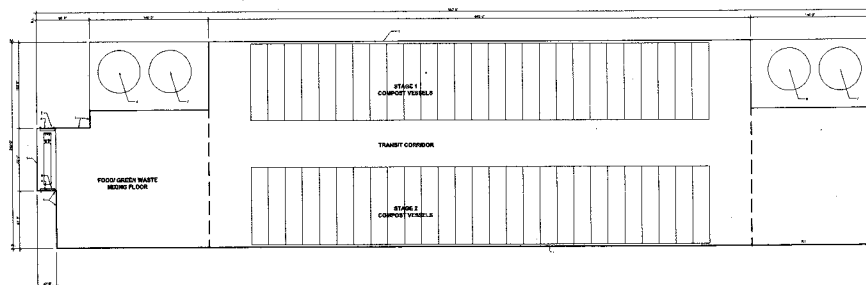
ARCHITECTS
ENGINEERS

JOB #4117

FIGURE 5
Food Waste Recycling Elevations
Davis Street Transfer Station
San Leandro, California

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300407756.01.02 food_waste.na 9/10



KEYNOTES

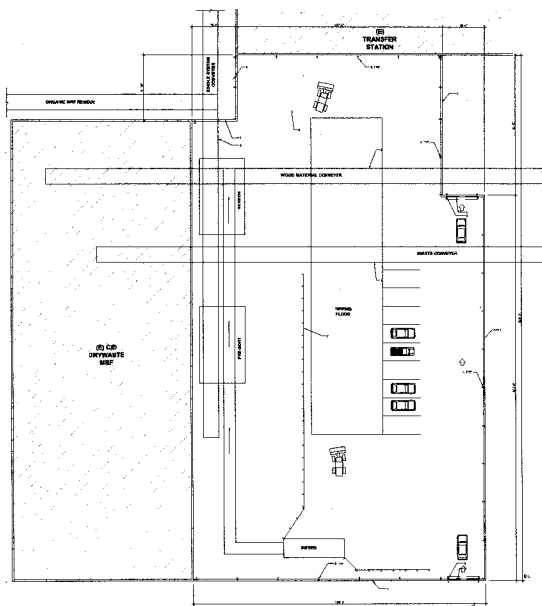
1. METAL WALL PANEL
2. STRUCTURAL COLUMN
3. END WALL COLUMN
4. ROLL-UP DOOR
5. MAN DOOR
6. BOLLARD
7. METHANE DIGESTER TANK
8. PERCOLATE STORAGE TANK



FIGURE 6
Food Waste/Organic Green Waste Compost Facility
Davis Street Transfer Station
San Leandro, California

CH2MHILL

300407756.01.02 food_waste_organic_green.na 9/10



KEYNOTES

1. METAL WALL PANEL
2. INTERIOR STUD WALL
3. STRUCTURAL COLUMN
4. END WALL COLUMN
5. STEEL PUSH WALL
6. ROLL-UP DOOR
7. MAIN DOOR
8. BOLLARD
9. CONVEYER SYSTEM
10. PROCESSING EQUIPMENT



FIGURE 7
Public Disposal Enclosure Floor Plan
Davis Street Transfer Station
San Leandro, California

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SC0407758.01.02 public_disposal at 910



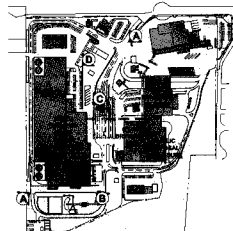
B VIEW LOOKING NORTH-WEST - GREEN WASTE BUILDING



C VIEW LOOKING SOUTH-WEST - MIXED ORGANICS BUILDING



D VIEW LOOKING SOUTH-WEST - COMPOSTING BUILDING



KEY PLAN



A AERIAL VIEW LOOKING SOUTH-WEST

FIGURE 8
Renderings
Davis Street Transfer Station
San Leandro, California

CH2MHILL

SC0407758.01.02 renderings at 910



**CITY OF SAN LEANDRO
DEPARTMENT OF DEVELOPMENT SERVICES
Planning Division**

INITIAL STUDY CHECKLIST FORM

Project title: Davis Street Transfer Station Master Plan Improvements

Lead agency name, address & phone number: Sally Barros, Senior Planner City of San Leandro
Community Development Department
835 E. 14th Street, San Leandro, CA 94577
(510) 577-3458

Project location: 2615 Davis Street
San Leandro, CA 94577
Assessors Parcel Number 079A-0475-007-32

Project sponsor's Name and address: Waste Management of Alameda County Davis Street Transfer Station
2615 Davis Street, San Leandro, CA 94577
Contact: Jack Isola, District Manager

General Plan: The property is designated in the City's General Plan as "PI" Public/Institutional and as "IG" Industrial General on the City of San Leandro Zoning Map. These designations allow for a wide range of manufacturing, transportation, warehousing, vehicle storage and distribution uses.

Zoning: IG – General Industrial

Description of site and proposed project: See attached Project Description

Surrounding land uses: Surrounding land uses are primarily industrial in nature, with the Oyster Bay Regional Park open space and recreational area located to the west of the project site.

Other public agencies involved: Alameda County Waste Management Authority (StopWaste.ORG)
East Bay Regional Parks District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| ☐ Land Use and Planning | ☐ Transportation/Circulation | ☐ Public Services |
| ☐ Population and Housing | ☐ Biological Resources | ☐ Utilities and Service |
| ☐ Geological Problems | ☐ Energy and Mineral Resources | ☐ Aesthetics |
| ☐ Water | ☐ Hazards | ☐ Cultural Resources |
| ☐ Air Quality | ☐ Noise | ☐ Recreation |
| ☐ Mandatory Findings of Significance | | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, to analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature

Sally Barros

Date

11/22/10

Printed name

Sally Barros

Environmental Checklist:

The Environmental Checklist and discussion that follows is based on questions provided in Appendix G of the CEQA Guidelines. The questions focus on individual concerns within 17 different broad environmental categories, such as air quality, cultural resources, land use, and traffic. The CEQA guidelines provide direction for preparing checklist responses. Each question in the Checklist requires a "yes" or "no" reply indicating whether or not the project will have a potentially significant environmental impact of a certain type.

The Checklist table provides other possible replies to the questions, including one which indicates the project would have a "less than significant" impact, and another which indicates that the project *could* have a significant impact but that the impact can be avoided if mitigation measures are applied. The "less than significant" impact correspond to those where relevant information, reports or studies demonstrate that the impacts would not exceed a threshold of significance established by the lead agency. Impacts that are "less than significant with mitigation" include those where it can be demonstrated that the incorporation of clearly defined mitigation measures into the project would avoid impacts or reduce them to less than significant levels.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D) of the Guidelines). In this case, a brief discussion should identify the earlier analysis used, the impacts that were previously addressed, and the mitigation measures that were applied.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
1. LAND USE AND PLANNING. Would the project:					
a. Physically divide an established community?				X	1, 2
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X	1, 9
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X	1
EXPLANATION: a. The proposed Project would implement the Master Plan Improvements for the Davis Street Transfer Station (DSTS) pursuant to CU- 96-1, which includes implementing a number of facility improvements at the DSTS. The composting of food waste and organics at the DSTS is included in CU-96-1 as amended in February 1998 by the City's Board of Zoning Adjustments. The proposed Project would not physically divide an established community, as the proposed improvements occur within the existing facility boundary. b. The proposed Project would not change existing land uses and would not conflict with existing general plan designations or zoning ordinances. The property is designated in the City's General Plan as "PI" Public/Institutional and as "IG" Industrial General on the City of San Leandro Zoning Map. These designations allow for a wide range of manufacturing, transportation, warehousing, vehicle storage and distribution uses. As part of the project, architectural treatments and additional landscaping are included to improve the overall appearance of DSTS. For example, steel wall panels will alternate between a horizontal and vertical to improve the appearance of the new building, and parapets will vary in height to conceal rooftop equipment. With the Oyster Bay Regional Park (Park) situated to the west of the site, the west-side of the Food Waste/Organics/Green Waste Composting Building will be intentionally low key in color scheme and treatment. Building materials will include dark hued green metal wall panels to blend in with landscaping on the Park side of the facility. The site layout, architectural treatment and conceptual landscaping plan have been developed in accordance with the requirements of the City's Site Plan Review Standards (Standard 5-2512). The landscape plan will also meet the requirements of City Code 4-1902. As part of the Project, landscaping is proposed for a swath measuring approximately 10 feet by 960 feet along the western edge of the Food Waste/Organic/Green Waste Composting Facility. In addition, per the City's requirements for updating and augmenting areas that are under-landscaped (Section 5-2512, Article 25 of the Zoning Code), WMAC will work with East Bay Regional Parks District (EBRPD) to install appropriate landscaping for the benefit of the greater area around the DSTS, subject to the review and approval of the City's Zoning Enforcement Official. WMAC will consult with EBRPD in development of final landscape plans for both areas as well as architectural plans of the Food Waste/Organic/Green Waste Compositing Facility prior to submittal of building permits for approval by the City of San Leandro.. The DSTC and the Site Master Plan Improvements are not located within an area designated in the San Francisco Bay Plan, and the proposed Project will not interfere with the implementation of components of the San Francisco Bay Plan at the Oyster Bay Regional Park, the Oyster Bay Marine Park, the Oyster Bay Regional Seashore, or the San Leandro Shoreline Park system. c. The proposed Project site would not conflict with any applicable habitat conservation plan or natural community conservation plan.					

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
2. POPULATION AND HOUSING. Would the project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
EXPLANATION: a. As noted in the Project Description, the proposed Project would not have any appreciable effect on regional or local residential population and housing or any effect on regional or local residential population and housing. The proposed Project would require an additional 31 employees that are expected to live in the local area, and therefore the proposed Project would not result in an impact related to inducing population growth. b. As noted in the Project Description, the proposed Project would not attract new residents to the area nor necessitate the construction of replacement housing. c. As noted in the Project Description, the proposed Project would have no impact associated with displacing people or necessitating the construction of replacement housing.					
ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
3. GEOLOGY AND SOILS. Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X	1
ii. Strong seismic ground shaking?			X		1
iii. Seismic-related ground failure, including liquefaction?			X		1
iv. Landslides?				X	1
b. Result in substantial soil erosion or the loss of topsoil?				X	1

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X	1
d. Be located on expansive soil creating substantial risks to life or property?				X	1, 3
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	1
f. Any increase in wind or water erosion of soils, either on- or off-site?				X	1
g. Changes in deposition or erosion of beach, sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?				X	1

EXPLANATION:

- a. The proposed Project site is located in a seismically active region. Ground shaking is the greatest hazard near the project site, which would be very strong to violent in the event of a major earthquake on the San Andreas or Hayward Faults, located 14 miles to the southwest and 3 miles to east, respectively. The proximity of the Hayward Fault makes it the most significant. The maximum probable earthquake (MPE) along the Hayward Fault has been estimated to range from 7 to 7.5 on the Richter scale. The proposed Project area is not within the Alquist-Priolo special study zone designated by the California Geological Survey. Onsite structures are and will be designed to conform to the San Leandro Building Code and to adhere to policies in the City's General Plan, which would minimize seismic shaking impacts. Liquefaction hazards are most pronounced in the industrial areas west of Interstate (I-880) where the project site is located. Landslide hazards are not present at the project site. The Building Code requires that projects in geologically hazardous areas complete geotechnical studies with specific measures incorporated into the project to reduce potential hazards. With the Project's structure being designed to conform to the Building Code and the policies in the City's General Plan, potential seismic impacts to the Project will be less than significant.
- b. The proposed Project would not result in substantial soil erosion or loss of soil. Erosion potential was mapped as part of the General Plan Update. The proposed Project will incorporate erosion control measures so that no new or increased impact will result above that documented in the General Plan.
- c. The proposed Project would not result in landslides, lateral spreading, subsidence, or collapse. The potential for liquefaction will be addressed by completion of geotechnical studies with specific measures to reduce potential hazards as discussed in Response "a" above.
- d. The proposed Project is located on expansive soil as identified in the Soil Survey of Alameda County, Western Part. The Building Code requires that projects in geologically hazardous areas complete geotechnical studies with specific measures incorporated into the project to reduce potential hazards. With the Project's structure being designed to conform to the Building Code and the policies in the City's General Plan, potential impacts to the Project will be less than significant.
- e. The proposed Project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- f. The proposed Project would not cause an increase in wind or water erosion of soils, either onsite or offsite.
- g. The proposed Project would not cause a change in deposition or erosion of beach, sands, or cause any changes in siltation, deposition, or erosion of a river, stream, or bed of the ocean, or any bay, inlet or lake.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
4. HYDROLOGY AND WATER QUALITY. Would the project:					
a. Violate any water quality standards or waste discharge requirements?			X		1
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, for example, the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X	1
c. Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X	1
d. Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site)?				X	1
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X		1
f. Otherwise substantially degrade water quality?			X		1
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map (FIRM) or other flood hazard delineation map?				X	1
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X	1, 8
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	1
j. Inundation by seiche, tsunami, or mudflow?				X	1
k. Exposure of people property to water related hazards such as tidal waves?				X	1

EXPLANATION:

- a. As the proposed Project will be built within the existing facility boundary, the proposed Project includes stormwater control measures and conforms to the General Plan to minimize siltation and erosion from construction. In May 2010, WMAC entered into a Stormwater Treatment Measures Maintenance Agreement with the City of San Leandro. This agreement includes Order R2-2003-0021, CAS0029831 issued by the Regional Water Quality Control Board, San Francisco Bay Region (RWQCB), which is the Alameda Countywide NPDES municipal permit for the Alameda Countywide Clean Water Program. The existing stormwater quality plan is shown on Figure 1. As part of the proposed Project, WMAC will construct the onsite stormwater treatment measures shown on the Site Plan (Figure 2). The stormwater management strategy is to provide a train of Best Management Practices (BMPs) to the stormwater runoff prior to its release to the discharge points. The train of BMPs will consist of rainwater capture, bioretention, filtration, hydrodynamic separation, and bioswales. The construction of the onsite stormwater treatment measures will ensure that potential impacts to stormwater quality will be less than significant. The onsite stormwater drainage and treatment system will not affect the right-of-way (ROW) that has been offered for dedication to the City to provide access to the East Bay Regional Park District.
- b. As the proposed Project will be built within the existing facility boundary, the proposed Project would not impact groundwater recharge areas or have an impact on the water table. General Plan Policy 32.10 protects San Leandro's groundwater from the potential adverse effects of urban uses. The proposed Project includes tanks to store the percolate liquid, which is then used as makeup to initialize the compost process forming a closed loop system. Any excess water will be conveyed to the sanitary sewer.
- c. As the proposed Project will be built within the existing facility boundary, the proposed Project includes stormwater control measures and conforms to the General Plan to minimize siltation and erosion from construction.
- d. The proposed Project would not alter the drainage patterns and would not result in an increased risk of flooding onsite or offsite as the proposed Project will be built within the existing facility boundary.
- e. As the proposed Project will be built within the existing facility boundary, the proposed Project includes stormwater control measures and conforms to the General Plan to minimize siltation and erosion from construction. In May 2010, WMAC entered into a Stormwater Treatment Measures Maintenance Agreement with the City of San Leandro. This agreement includes Order R2-2003-0021, CAS0029831 issued by the Regional Water Quality Control Board, San Francisco Bay Region (RWQCB), which is the Alameda Countywide NPDES municipal permit for the Alameda Countywide Clean Water Program. As part of the proposed Project, WMAC will construct the onsite stormwater treatment measures shown on the Site Plan (Figure 2). The stormwater management strategy is to provide a train of Best Management Practices (BMPs) to the stormwater runoff prior to its release to the discharge points. The train of BMPs will consist of rainwater capture, bioretention, filtration, hydrodynamic separation, and bioswales. The construction of the onsite stormwater treatment measures will ensure that potential impacts to stormwater quality will be less than significant.
- f. As the proposed Project will be built within the existing facility boundary, the proposed Project includes stormwater control measures and conforms to the General Plan to minimize siltation and erosion from construction. In May 2010, WMAC entered into a Stormwater Treatment Measures Maintenance Agreement with the City of San Leandro. This agreement includes Order R2-2003-0021, CAS0029831 issued by the Regional Water Quality Control Board, San Francisco Bay Region (RWQCB), which is the Alameda Countywide NPDES municipal permit for the Alameda Countywide Clean Water Program. As part of the proposed Project, WMAC will construct the onsite stormwater treatment measures shown on the Site Plan (Figure 2). The storm water management strategy is to provide a train of Best Management Practices (BMPs) to the stormwater runoff prior to its release to the discharge points. The train of BMPs will consist of rainwater capture, bioretention, filtration, hydrodynamic separation, and bioswales. The construction of the onsite stormwater treatment measures will ensure that potential impacts to stormwater quality will be less than significant.
- g. The proposed Project is not located within a 100-year flood hazard as mapped on a federal Flood Insurance Rate Map (FIRM) The proposed Project would not alter the drainage patterns and would not result in an increased risk of flooding onsite or offsite.
- h. The proposed Project is not located within a 100-year flood hazard as mapped on a federal Flood Insurance Rate Map (FIRM) The proposed Project would not alter the drainage patterns and would not result in an increased risk of flooding onsite or offsite. Therefore, the structures as part of the proposed Project will not impede or redirect flood flows.
- i. The proposed Project will not expose people or structures to a significant risk due to a failure of a levee or dam as there are no dams or levees onsite.

- j. The proposed Project would not result in tsunami hazards as these hazards in San Leandro are minimal due to the City's distance from the ocean. The proposed project is not located in an area with mudflow hazards. The proposed Project would not result in seiche hazards, as a body of water does not exist on the Project site.
- k. The proposed Project is not located in an area subject to hazards such as tidal waves and therefore would not expose people or property to tidal waves.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
5. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?			X		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X		
d. Expose sensitive receptors to substantial pollutant concentrations?			X		
e. Create objectionable odors affecting a substantial number of people?			X		

EXPLANATION:

- a. As noted in the Project Description, the proposed Project would not conflict with or obstruct implementation of the Air Quality Plans for the San Francisco Bay Area. The proposed Project is required to and will comply with applicable Bay Area Air Quality Management District (BAAQMD) regulations, including the BAAQMD's guidelines for composting facilities through the collection and control of biogas, and through the use of a bio-filter system to control odors, therefore, the proposed Project will not have significant air quality impacts.
- b. As noted in the Project Description, the proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. No new traffic is expected to be generated by the proposed Project as there will be no increase in the amount of waste accepted over the current permitted 5,600 ton per day limit. The Food Waste Recycling and Compost operation will result in a reduction of transfer truck trips by 8-10 trips per day. This is due to the reduction in the volume of food/green and mixed organic waste stream during the decomposition process to produce compost. This reduction in emissions is equivalent to removing between 25 and 40 cars from the road per day. Site improvements include additional scale systems to reduce the idle time for vehicles using the facility. The Organic/Food Waste Recycling building will be fully enclosed and air-handling equipment will be used to control fugitive dust and to appropriately treat to minimize odors. Air will be collected and treated using biofilters and/or mechanical air handling and treatment systems. The compost products will be conveyed to a covered area to be screened. The applicant will pave the roads and parking areas to reduce fugitive dust.
- One of the by-products of the compost operation will be a biogas. The gas will be combined with the landfill gas collected from the closed Oyster Bay landfill that is compressed for use in internal combustion units with reciprocating engines and/or gas turbine generators to produce electricity. The equipment will achieve a destruction efficiency that prevents any risk to health or the environment through combustion or oxidation of the gas. In addition, the generating equipment will exceed the destructive efficiency of the existing flare system for landfill gas. Exhaust gas produced from the generation equipment will be processed through a series of emission control technologies designed to meet air quality standards of the BAAQMD. The emission control technologies for the Davis Street site will be tailored to meet optimal performance requirements and will depend on the ultimate quality of the methane content of the biogas and air quality standards for the area.
- c. As noted in the Project Description, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant. See Response "b" above.
- d. Sensitive receptors, which include residences, schools, and hospitals, would not be exposed to substantial pollutant concentrations by the proposed Project. The nearest homes are located approximately 0.5 miles southeast of the Project site. The nearest school is located 0.7 miles southeast of the Project site. The nearest hospital (San Leandro Hospital) is located approximately 3.5 miles east of the Project site. See Response "b" above.
- e. As noted in the Project Description, the proposed Project would not create objectionable odors affecting a substantial number of people. The Organic/Food Waste Recycling building will be fully enclosed and air-handling equipment will be used to control fugitive dust and to appropriately treat to minimize odors. Air will be collected and treated using biofilters. The compost products will be conveyed to a covered area to be screened. See Response "b" above.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
6. BIOLOGICAL RESOURCES. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X	2

b. Have a substantial adverse effect on any riparian, habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				X	2
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	2
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X	2
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X	2
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	2

EXPLANATION:

- a. As noted in the Project Description, the proposed Project will be built within the existing facility boundary and would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- b. As noted in the Project Description, the proposed Project will be built within the existing facility boundary and is not located in a riparian habitat and would not have a substantial adverse effect on the sensitive natural community in Oyster Bay Regional Park.
- c. As noted in the Project Description, the proposed Project will be built within the existing facility boundary and is not located on a federally protected wetland. The proposed Project does not include any direct removal, filling or hydrologic interruption and would not cause disruption to marshes, vernal pools, or coastal areas.
- d. As noted in the Project Description, the proposed Project will be built within the existing facility boundary and would not interfere with the movement of any native resident or migratory fish or wildlife species,
- e. As noted in the Project Description, the proposed Project will not results in conflicts with any local tree protection ordinances and will likely result in a net increase in tree cover, as trees will be planted to mitigate visual impacts. There are not conflicts with local policies or ordinances protecting biological resources.
- f. As noted in the Project Description, the proposed project will be built within the existing facility boundary and does not conflict with any habitat conservation plan or natural community conservation plan.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
7. MINERAL RESOURCES. Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	1
b. Result in the loss of availability of a locally, important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	1
EXPLANATION:					
a. There are no areas within San Leandro by the State Geologist or the California Geological Survey as containing mineral deposits, which are of statewide significance or the significance of which requires further evaluation. Therefore, the proposed Project will not result in any impacts to mineral resources.					
b. The General Plan confirms there are no mineral deposits of significance in the city limits. Therefore, the proposed Project will not result in any impacts to mineral resources.					
ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	2
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X	2
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	2
d. Be located on a site which is included on a list of hazardous materials sites and, as a result, would it create a significant hazard to the public or the environment?				X	2
e. For a project located within an airport land use plan, would the project result in a safety hazard for people residing or working in the project area?				X	2
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	2

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	2
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	2

EXPLANATION:

- a. As noted in the Project Description, the proposed Project would not result in any transport, use, or disposal of hazardous materials. DSTS does accept residential curbside household hazardous waste (HHW) from the general public that is picked up by designated residential waste hauling trucks. All loads of waste brought to the site are checked for toxic materials and hazardous waste. If hazardous materials are undetected during the initial load checking, once detected, the hazardous materials are removed to a hazardous waste storage area and then taken offsite by trained personnel. All onsite hazardous materials and wastes must be used and managed in compliance with the applicable Certified Unified Program Agency (CUPA) [i.e. Alameda County Environmental Health Department] regulations and the facility hazardous materials management plan approved by CUPA. The facility does not accept waste oil from the public. Waste oil is placed in double-walled above ground tanks and removed by a company that recycles the oil.
- b. As noted in the Project Description, the proposed Project would not result in any increased risk of upset or accident conditions involving hazardous materials into the environment.
- c. As noted in the Project Description, the proposed Project would not cause the emission of hazardous materials or require the handling of hazardous materials within one-quarter mile of a school. The nearest school is located 0.7 miles southeast from the Project site.
- d. As noted in the Project Description, the proposed Project site is not included on a list of hazardous materials sites. The site did report a gasoline leak in February 1990 and after a field investigation and remedial action, the RWQCB issued a "No Further Action" letter and closed the case in November 1996. Therefore, the proposed Project site will not create a significant hazard to the public or the environment.
- e. As noted in the Project Description, the proposed Project will not result in a safety hazards for people residing or working near areas covered by the Oakland International Airport land use plan.
- f. There are no private airstrips near the proposed Project, therefore the proposed Project will not result in a safety hazards for people residing or working near areas covered by a private airport
- g. As noted in the Project Description, the proposed Project will be built in the existing facility boundary and would have no effect on emergency response plans or evacuation plans for the City.
- h. As noted in the Project Description, the proposed Project will not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The proposed Project will comply with applicable building and fire codes as adopted by the City of San Leandro. The proposed Project will have automatic sprinkler systems in the buildings. Fire hydrants will be installed prior to vertical construction of the buildings. Combustible material storage shall comply with the San Leandro Fire Code Section 315. Any storage area over six feet shall not be within 10 feet of the property line. Any storage area less than 6 feet high shall not be within three feet of the property line.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
9. NOISE. Would the project result in:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		4
e. For a project located within an airport land use plan would the project expose people residing or working in the project area to excessive noise levels?				X	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	

EXPLANATION:

- a. The construction noise from the proposed Project would be less than significant because of the attenuating effects of existing intervening structures. Additionally, construction activities would occur during daytime hours only. Impacts associated with exposure of persons to noise during construction are considered to be less than significant because construction activities would be temporary, would be limited to daytime hours. Operation of the proposed Project would be less significant as facility improvements would occur in enclosed facilities.
- b. As noted in the Project Description, construction of the proposed Project would not require the substantial duration or amount of activities commonly known to produce excessive groundborne vibration or noise (e.g., pile driving). Therefore, the proposed Project would have no impact associated with the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- c. As noted in the Project Description, operation of the proposed Project would not cause a permanent increase in ambient noise levels in the project vicinity above existing levels. Operation of the proposed Project would be less significant as facility improvements would occur in enclosed facilities. The Food Waste/Organics Recycling Facility, Food Waste/Organics/Green Waste Compost Facility, and the Public Receiving/Disposal Enclosure, will be enclosed and insulated; therefore, these facilities will effectively control and reduce the noise levels from the interior operation of these facilities to ensure the noise levels at the boundary of the DSTS continue to meet the City's industrial facility/land use noise standard. Landscaping along the west side of the Food Waste/Organics/Green Waste Compost Facility will reduce the noise level from the transfer trucks hauling organic materials to this building. The Food Waste/Organics/Green Waste Compost Facility will also act as a noise buffer for the existing trucks and vehicles accessing the existing facilities at the DSTS.
- d. As noted in the Project Description, construction activities would temporarily increase noise levels at the project site. However, construction would occur during daylight hours and would not occur between the hours of 7 a.m. and 7 p.m. on weekdays, or between 8 a.m. and 7 p.m. on Saturday and Sunday.
- e. As noted in the Project Description, the proposed Project will not result in a safety hazards for people residing or working near areas covered by the Oakland International Airport land use plan.
- f. There are no private airstrips near the proposed Project, therefore the proposed Project will not result in excessive noise levels for people residing or working near areas covered by a private airport.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
10. TRANSPORTATION/CIRCULATION: Would the project:					
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; that is, results in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections?				X	
b. Exceed, either individually or cumulatively, a level of service standard established by the congestion management agency for designated roads or highways?				X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X	
d. Substantially increase hazards due to a design feature, for example, sharp curves or dangerous intersections or incompatible uses (farm equipment)?				X	

e. Result in inadequate emergency access?				X	
f. Result in inadequate parking capacity?				X	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X	1
h. Trigger CMA Review? (GPA involving more than 100 p.m. peak hour trips generated over exiting GP)?				X	

EXPLANATION:

- a. As noted in the Project Description, the proposed Project would not generate new traffic, as there will be no increase in the amount of waste accepted at the DSTC over the currently permitted 5,600-tpd limit. The Food Waste Recycling and Compost operation will result in a reduction in the number of transfer truck trips by 8-10 trips per day. This is due to the reduction in the volume of food/green and mixed organic waste stream during the decomposition process to produce compost.
- b. Davis Street in the vicinity of the DSTC and at the entrance to the DSTC currently operated within an acceptable level of service (LOS) as defined by the congestion management agency. Since as noted in the Project Description and in a. above, the proposed Project would not generated new traffic as there will be no increase in the amount of waste accepted at the DSTC over the currently permitted 5,600-tpd limit; and as noted in the Project Description and in a. above, the Food Waste Recycling and Composting operation will result in a reduction in the number of transfer truck tips by 8-10 trips per day, the proposed Project will not exceed a level of service standard established by the congestion management agency on Davis Street or at the entrance to the DSTS. In addition, as discussed in Section 4a. Hydrology and Water Quality, the onsite stormwater drainage and treatment system will not affect the right-of-way (ROW) that has been offered for dedication to the City to provide access to the East Bay Regional Park District.
- c. As noted in the Project Description, the proposed Project would not result in changes in air traffic patterns, or a change in location that results in substantial safety risks.
- d. As noted in the Project Description, the proposed Project includes a new traffic circulation plan for the site, which will provide a safer and more efficient means to move vehicles throughout the site. Therefore, the proposed Project would not result in increase hazards due to a design feature.
- e. As noted in the Project Description, the inclusion of the new traffic circulation plan for the site will ensure continued emergency access to the site is provided.
- f. As noted in the Project Description, the proposed Project includes additional onsite parking (additional 136 parking stalls), therefore providing adequate parking capacity for the site.
- g. As noted in the Project Description, the proposed Project would not conflict with adopted policies, plans, or programs supporting alternative transportation.
- h. As noted in the Project Description, the proposed Project would not generate new traffic, and therefore would not trigger Alameda County Congestion Management Agency (ACCMA) Review.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
11. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:					
a. Fire protection?				X	
b. Police protection?				X	

c. Schools?				X	
d. Parks?				X	
e. Other public facilities?				X	

EXPLANATION:

Police and fire protection services are provided by the City of San Leandro Police Department and the Alameda County Fire Department. As noted in the Project Description, the proposed Project would require an additional 31 employees. The additional employees would not require new or physically altered fire stations or government facilities. Therefore, the proposed Project would have no impact associated with public services.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
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12. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.				X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.				X	2
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.				X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.				X	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.				X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.				X	
g. Comply with federal, state, and local statutes and regulations related to solid waste.				X	
h. Comply with federal, state, and local statutes and regulations related to discharge of storm waters.				X	

EXPLANATION:

- a. As noted in the Project Description, the proposed Project would not include any components that will alter existing wastewater conditions onsite.
- b. The existing facility currently generates wastewater subject to relevant wastewater requirements, waste discharge regulations, and other relevant requirements for discharges into sewer systems or from the site. As noted in the Project Description, the proposed Project would not alter existing conditions.
- c. As noted in the Project Description, the proposed Project includes construction of new storm water drainage facilities to support the facility improvements (see Figure 2). The construction of the new storm water drainage facilities would not cause an expansion of existing facilities.
- d. As noted in the Project Description, the Project site has sufficient water supplies available to serve the project.
- e. As noted in the Project Description, the proposed Project would not alter existing wastewater conditions and would not result in a determination by the wastewater treatment provider that the projects projected demand would alter the existing commitments.
- f. Solid waste produced by the proposed Project would be disposed of at a properly permitted facility in accordance with federal and state laws.
- g. As noted in the Project Description, the proposed Project would comply with federal, state, and local statutes and regulations related to solid waste.
- h. As noted in the Project Description, the proposed Project would comply with federal, state, and local statutes and regulations related to discharge of storm water.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
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13. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X	

EXPLANATION:

- a. As noted in the Project Description, the proposed Project would not increase the use of parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- b. As noted in the Project Description, the proposed Project would not increase the use of existing parks or recreational facilities or involve construction or expansion of new recreational facilities that might have an adverse physical effect on the environment. The proposed Project would have no impact on the use of existing neighborhood and regional parks or other recreational facilities.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
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14. AESTHETICS. Would the project:

a. Have a substantial adverse effect on a scenic vista?			X		1, 9
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X	5, 6, 7
c. Substantially degrade the existing visual character or quality of the site and its surrounding?			X		5, 6, 7, 9
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		5, 6, 7
e. Create significant shadow effects on adjacent buildings?				X	5, 6, 7

EXPLANATION:

Setting

The Project site is the DSTS on the western edge of the City of San Leandro adjacent to the San Francisco Bay (see Figure 3). The DSTS is currently an active waste transfer site that contains an industrial yard, heavy machinery, and a series of buildings. On the north, east, and south sides of the Project site is an industrial corridor characterized by manufacturing plants, warehouses, storage lots, and heavy truck traffic. The San Leandro Rifle and Pistol Range is adjacent to the Project site, the San Leandro Water Pollution Control Plant is approximately 0.25 miles north and the Oakland International Airport is approximately 0.5 miles north. The Project site is accessible from Davis Street which connects the industrial corridor with I-880 (see Figure 3).

West of the Project site is a former solid waste landfill site that was closed in the early 1980s and is undergoing conversion to parkland by East Bay Regional Parks District (Parks District) as Oyster Bay Regional Shoreline Park. To complete the conversion, the Parks District is hauling in soil, contouring the site, and planting native trees and shrubs. Currently, the park may only be accessed on foot through the southern entrance on Neptune Drive but will eventually be accessible by car and will contain parking lots. The San Francisco Bay Trail, a regional hiking and biking trail that, when complete, will encircle San Francisco and San Pablo Bays, has been established on the western edge of the park. A bike and pedestrian bridge has been built to connect the Bay Trail within the park to a stretch of planned trail to the north that has not yet been developed. As the park conversion is completed, the park will offer views of the bay, hiking and bike trails, picnic areas, and irrigated play meadows, the largest of which may also include a performance area.

The closest residential area is the Mulford Gardens and Davis West neighborhood located 0.5 miles southeast of the Project site. Other residential neighborhoods are clustered around the I-880 corridor approximately 0.8 miles east of the Project site. Aside from Oyster Bay Regional Shoreline Park, there are other recreational areas in the Project vicinity. A quarter of a mile north of the Project site is Metropolitan Golf Links in the city of Oakland. Three quarters of a mile south of the Project site is the San Leandro Recreation Area which includes the San Leandro Marina, the Marina Park, and Monarch Bay Golf Club.

Methodology

Field Visits, Selection of Key Observation Points, and Modeling

On June 24, 2010, CH2M HILL visited the Project site and potentially sensitive locations in the Project surroundings to determine potential project visibility. CH2M HILL project staff determined that the Project would not be visible from the San Leandro Recreation Area or the Mulford Gardens neighborhood due to topography and screening by trees on the south edge of the Project site. CH2M HILL project staff was accompanied around Oyster Bay Regional Shoreline Park by Sofia Zander from East Bay Regional Parks and Sally Barros from the City of San Leandro. Photographs were taken from representative viewpoints within the park and global positioning system (GPS) points were recorded. All photographs were taken with a single lens reflex digital camera set to take photographs that are the equivalent of photos taken with a 35-millimeter (mm) camera with the lens set at a 50-mm focal length.

From the photographs taken at Oyster Bay Regional Shoreline Park, two were selected as Key Observation Points (KOPs) by CH2M HILL in consultation with the East Bay Regional Park District and the City of San Leandro. KOPs are views that are representative of the types of views that general public has of the Project. The two KOPs were selected based on observations made during the field visit to represent a range of views toward the Project site from Oyster Bay Regional Shoreline Park including close-up and more distant views, views from future recreational areas within the park, and views from the entrance road. Based upon an in-the-field visit, it was determined the two selected KOPs are appropriate and adequate to represent the types of views visitors to the Oyster Bay Regional Shoreline Park will have of the Project, and to allow for the analysis of potential visual impacts to be analyzed and addressed in the Initial Study/Negative Declaration.

For this analysis, CH2M HILL prepared a visual simulation for each KOP using computer modeling techniques to depict the view as it would appear with the Project completed. A combination of computer-aided drafting, GIS, and rendering programs were used to produce the images of the project facilities that are superimposed on photographs. To produce the simulations, a digital site model was created using topographic and site data. Next, three-dimensional (3-D) models of project features were prepared using Project plans, and these were superimposed on the digital site model. For each KOP, viewer location was digitized from topographic maps, using 1.5 meters (5 feet) as the assumed eye level. Computer "wire frame" perspective plots were overlaid on the photographs of the KOPs from the simulation viewpoints to verify scale and viewpoint location. Digital visual-simulation images were produced based on renderings of the 3-D model combined with the high-resolution digital base photographs. The process of computer modeling techniques ensures the proposed Project facilities are accurately simulated in the existing setting.

Key Observation Point Evaluation

To assess the existing visual quality of the views from the KOPs and to establish the degree to which the Project would alter visual quality levels, CH2MHILL rated the images using a scale summarized in Table 1. This scale incorporates landscape assessment concepts applied by the U.S. Forest Service, the U.S. Department of Transportation, and Buhyoff *et al.* (1994).

In the rating the levels of scenic quality of the KOPs, a broad spectrum of factors was taken into consideration including:

- Natural features, including topography, water courses, rock outcrops, and natural vegetation
- The positive and negative effects of cultural alterations and built structures on visual quality
- Visual composition, including an assessment of the vividness, intactness, and unity of patterns in the landscape¹

TABLE 1
Landscape Scenic Quality Scale

Rating	Explanation
Outstanding Visual Quality	Landscapes of exceptionally high visual quality that are significant nationally or regionally. They usually contain exceptional natural or cultural features. They are what we think of as "picture post card" landscapes. People are attracted to these landscapes to view them.
High Visual Quality	Landscapes that have high quality scenic value. This may be due to cultural or natural features that cause the landscape to be visually interesting or particularly comfortable. These landscapes have high levels of vividness, unity, and intactness.
Moderately High Visual Quality	Landscapes that have above average scenic value but are not of high scenic value. Levels of vividness, unity, and intactness are moderate to high.
Moderate Visual Quality	Landscapes that are common or typical with average scenic value. They usually lack significant cultural or natural features. Levels of vividness, unity, and intactness are average.
Moderately Low Visual Quality	Landscapes that have below average scenic value but not low scenic value. They may contain visually discordant man-made alterations, but these features do not dominate the landscape. They often lack spaces that people will perceive as inviting and provide little interest in terms of two-dimensional visual attributes of the landscape.
Low Visual Quality	Landscapes that have below average scenic value. They may contain visually discordant man-made alterations, and often provide little. Levels of vividness, unity, and intactness are below average.

Note: Rating scale based on Buhyoff *et al.*, 1994; US DOT, 1988; and USDA, 1995.

¹ Vividness is the memorability of landscape elements. Intactness is the integrity of visual order in the natural and built landscape, and the extent to

Existing Environment

KOP 1

KOP 1 (Figure 5) is a view from Oyster Bay Regional Shoreline Park, approximately 0.3 miles southwest of the Project site. KOP 1 was taken from the area that, as part of the Park District's plans for the park, will in the future be a large play meadow including a broad grassy area for recreational activities with picnic tables around the edge. This meadow will feature views of the bay and may contain a performance space. This area is intended to become a destination for many of the park's visitors. KOP 1 also is representative of the views from the San Francisco Bay Trail, which is located 0.2 miles west along the park's San Francisco Bay shoreline.

The duration of the view from KOP 1 could vary from short to long depending on the amount of time a visitor spends in the play meadow. Sensitivity to this view is likely to be relatively high because though many visitors will be engaged in recreational activities such as picnicking or playing Frisbee, park goers tend to expect relatively scenic views. However, the primary view from KOP 1 will not be this view eastward toward the project site and the East Bay Hills, but the view westward toward the bay.

The view from KOP 1 is toward the northeast, with a portion of the planned meadow area and the bermed area that defines its eastern edge in the foreground, and the East Bay Hills in the background. Though the view from KOP 1 will change as the park is developed, the current view is that of a clearing covered in weedy plants backed by two hill-like berms that are covered in grasses and native shrubs and trees. Between the low hills, existing transfer station facilities, a fence, and piles of green waste (residential yard waste) and wood waste are visible though not readily distinguishable from this distance. The top of a warehouse is visible behind the hill on the right. Hills in the foreground and trees in the middle-ground substantially block views toward other existing DSTS facilities and toward structures in the industrial zone beyond the transfer station. Houses are scattered across the hills in the background though they are not very visible due to distance.

Applying the scale presented in Table 1, the existing view can be rated as having a moderate to moderately high level of visual quality. The vividness of the view is moderately high due to the row of berms in the foreground and the range of high hills in the background. The intactness of the existing view is moderately low due to the weedy plants in the foreground and visibility of existing transfer station facilities. Many other built elements are visible on the hills in the background but do not intrude upon the existing view because of their distance. The unity of the existing view is moderately high due to the harmonious composition created by the field in the foreground backed by the repeating forms of the berms and the hills.

The character of the existing view is one of a somewhat natural appearing landscape set within a larger urban environment.

KOP 2

KOP 2 (Figure 6) is a view from Oyster Bay Regional Shoreline Park, approximately 0.1 miles southwest of the Project site. KOP 2 was taken from the site of the future entrance road at the turn off to a parking area on the east side of the park. KOP 2 presents a view that many park visitors who access the park by car will see and since this KOP is so close to the Project site, it represents a potential worst case scenario for views from other parts of the park.

The duration of the view from KOP 2 would be relatively short, representing the view of motorists along the roadway on the east side of the park. Sensitivity to this view may not be as high as it would be from the parts of the park dedicated to recreational activity, though views from KOP 2 are likely to affect the overall experience of the park.

Though the view from KOP 2 will change as the park is developed, the current foreground view is that of a gravel road flanked by weedy plants. On the right side of the view, the existing transfer station is visible. The view includes piles of green waste, wood waste and heavy machinery. Beyond it is the San Leandro Rifle and Pistol Range, Metropolitan Golf Links, and several buildings in vicinity of Doolittle Drive in the City of Oakland. The East Bay hills form the background.

Applying the scale presented in Table 1, the current view can be rated as having a moderately low to low level of visual quality. The vividness of the existing view is moderately low because no element of the view aside from the hills in the distance could be considered memorable. The intactness of the existing view is low due to the visibility of the transfer station. The unity of the existing view is low because the image does not form a harmonious composition.

The character of the existing view is one of an undeveloped foreground with industrial and commercial structures in the middle and background.

which the landscape is free from visual encroachment. Unity is the degree to which the visual resources of the landscape join to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony of compatibility between landscape elements. (US DOT, 1988)

Impacts Discussion

Assessment of Visual Effects

KOP 1

Figure 5 presents a photo of the existing view toward the Project site from Oyster Bay Regional Shoreline Park (Photo A) approximately 0.3 miles southwest of the Project site, and a simulation of the view as it would appear after Project construction (Photo B). Comparison of the images indicates that although the Project has the potential to affect the quality and character of the view, the degree of change would not be considered substantial and is less than significant.

From KOP 1, the Project would be visible as a structure between the berms in the foreground and would also be visible as a roofline above the hill on the right. Though the berms would block most views of the Project from KOP 1, the portion that is visible would draw attention due to its scale and proximity to KOP 1. The Project has potential to affect the character of the view from KOP 1 because it makes the proximity to the industrial corridor more apparent. However, because the view already includes some encroaching elements and because the Project would affect a somewhat small portion of the view, the degree of character alteration would not be considered substantial and is less than significant. The Project also has the potential to affect the quality of the view from KOP 1, reducing its level of quality to moderate from moderate to moderately high because the Project could be considered an encroaching element in the view. However, this degree of change in visual quality would not be considered substantial and is less than significant.

KOP 2

Figure 6 presents a photo of the existing view toward the Project site from Oyster Bay Regional Shoreline Park (Photo A) approximately 0.1 miles southwest of the Project site, and a simulation of the view as it would appear after Project construction (Photo B). Comparison of the images indicates that when the Project is in place, it would not degrade either the character or quality of the view, and the project's impact would be less than significant.

From KOP 2, the Project would be visible as a structure in the foreground on the right side of the view. Though the Project would be highly visible and would to some extent dominate the view, it would not degrade the character or quality of the existing view. The character of the view would not change because the Project is being built in an area that is in an industrial zone and is already being used for as a waste transfer station, therefore the use of the project site does not represent a change in use of the site. The quality of the existing view would not be degraded and has the potential to be improved because the Project would reduce visual clutter by blocking views from the park toward the interior of the existing transfer station.

Impact Significance

- a. The two publically accessible places which provide scenic vistas toward the Project site are Oyster Bay Regional Shoreline Park and the San Francisco Bay Trail. Although the Project would be screened from much of Oyster Bay Regional Shoreline Park due to trees and topography, the Project would be visible from certain places as represented by KOPs 1 and 2. From parts of the park, such as KOP 1, from which the existing DSTC is barely visible, the Project has the potential to create some visual effects because the Project is larger than the existing transfer station facilities and is closer to the park. This change would not be considered substantial because the view already includes some encroaching elements and because the Project would affect a somewhat small portion of the view. From parts of the park, such as KOP 2, from which the existing transfer station facility is very visible, the Project would not have a substantially adverse visual effect on the existing view and has the potential to reduce visual clutter by blocking views toward the interior of the transfer station from the park. Therefore, the Project will not result in a significant impact, and no mitigation is required.

The Project has the potential to be visible from portions of the San Francisco Bay Trail in the Project vicinity, but most, if not all, of these views would be blocked by trees and topography. Therefore, the Project will not result in a significant impact, and no mitigation is required.

As part of the Project, architectural treatments and additional landscaping are included to improve the overall appearance of DSTS. For example, steel wall panels will alternate between a horizontal and vertical to improve the appearance of the new building, and parapets will vary in height to conceal rooftop equipment. With the Oyster Bay Regional Park situated to the west of the site, the west-side of the Food Waste/Organics/Green Waste Composting Building will be intentionally low key in color scheme and treatment. Building materials will include dark hued green metal wall panels to blend in with landscaping on the Park side of the facility. The site layout, architectural treatment and conceptual landscaping plan have been developed in accordance with the requirements of the City's Site Plan Review Standards (Standard 5-2512). The landscape plan will also meet the requirements of City Code 4-1902.

As part of the Project, landscaping is proposed for a swath measuring approximately 10 feet by 960 feet along the western edge of the Food Waste/Organic/Green Waste Composting Facility. In addition, per the City's requirements for updating and augmenting areas that are under-landscaped (Section 5-2512, Article 25 of the Zoning Code), WMAC will work with East Bay Regional Parks District (EBRPD) to install appropriate landscaping for the benefit of the greater area around the DSTS, subject to the review and approval of the City's Zoning Enforcement Official. WMAC will consult with EBRPD in development of final landscape plans for both areas as well as architectural plans of the Food Waste/Organic/Green Waste Compositing Facility prior to submittal of building permits for approval by the City of San Leandro.

- b. No. The project would not be visible from any State Scenic Highway. The closest Officially Designated State Scenic Highway is Interstate 580 located a minimum of 3 miles east of the Project site and does not offer views of the Project site. Therefore, there is no impact to scenic resources and no mitigation is required.
- c. The Project would be constructed within a pre-existing industrial corridor on the DSTS property; therefore, the Project does not represent a change to the industrial corridor or to the existing industrial use of the site. On the west side of the Project site, Oyster Bay Regional Shoreline Park is being developed from a former landfill site. As is discussed in question a, while the Project has the potential to degrade the quality or character of views from parts of the park, the visual impact of the Project is less than significant. From parts of the park, such as KOP 1, from which the existing transfer station facility is barely visible, the Project has the potential to degrade views because the Project is bigger and closer to the park than existing transfer station facilities. From these areas, the Project has the potential to dominate views. However, this change would not be considered substantial because the view already includes some encroaching elements and because the Project would affect a somewhat small portion of the view. From parts of the park, such as KOP 2, from which the existing transfer station facility is already very visible, the Project would not substantially degrade views and has the potential to reduce visual clutter by blocking views toward the interior of the transfer station from the park. Therefore, the Project visual impact will be less than significant and no mitigation is required.

The Project has the potential to be visible from portions of the San Francisco Bay Trail in the Project vicinity, but most, if not all, of these views would be blocked by trees and topography. Therefore the Project will not substantially degrade the character or quality of views from the San Francisco Bay Trail and the Project's visual impact will be less than significant. The Project would not be visible from other surrounding recreational or residential areas due to distance, screening by buildings, vegetation, and topography.

As the Project will not result in a significant visual impact, no mitigation is required.

As discussed in c. above, part of the Project, architectural treatments and additional landscaping are included to improve the overall appearance of DSTS. For example, steel wall panels will alternate between a horizontal and vertical to improve the appearance of the new building, and parapets will vary in height to conceal rooftop equipment. With the Oyster Bay Regional Park (Park) situated to the west of the site, the west-side of the Food Waste/Organics/Green Waste Composting Building will be intentionally low key in color scheme and treatment. Building materials will include dark hued green metal wall panels to blend in with landscaping on the Park side of the facility. The site layout, architectural treatment and conceptual landscaping plan have been developed in accordance with the requirements of the City's Site Plan Review Standards (Standard 5-2512). The landscape plan will also meet the requirements of City Code 4-1902.

Also, as discussed in c. above, as part of the Project, landscaping is proposed for a swath measuring approximately 10 feet by 960 feet along the western edge of the Food Waste/Organic/Green Waste Composting Facility. In addition, per the City's requirements for updating and augmenting areas that are under-landscaped (Section 5-2512, Article 25 of the Zoning Code), WMAC will work with East Bay Regional Parks District (EBRPD) to install appropriate landscaping for the benefit of the greater area around the DSTS, subject to the review and approval of the City's Zoning Enforcement Official. WMAC will consult with EBRPD in development of final landscape plans for both areas as well as architectural plans of the Food Waste/Organic/Green Waste Compositing Facility prior to submittal of building permits for approval by the City of San Leandro.

- d. No. The Project would not create a new source of substantial light. The Project would be built within a pre-existing industrial zone which already contains nighttime lighting. Nighttime lighting at the Project site would be limited to that necessary for safety and security. The Project's contribution to the nighttime light in the area would be limited. Publically accessible areas from which the Project has the potential to be seen such as Oyster Bay Regional Shoreline Park would be closed at night so Project night lighting would not adversely affect nighttime views from the park. Therefore, the Project would not create a new source of light that would adversely affect day or nighttime views in the area and the visual impact would be less than significant.

Light fixtures associated with the Project would not create a source of glare. They would be fully shielded and directed downward. Therefore, the Project would not create a source of glare and there would be no visual impact.

As the Project will not result in a significant impact, no mitigation is required.

- e. No. The Project site is located within the DSTS. The only adjacent buildings are other transfer station facilities. Any shadow effect created on other transfer station facilities would be less than significant, and no mitigation is required.

Mitigation and Residual Impacts

As discussed above, the Project visual impacts will be less than significant and no mitigation is required., The Project facilities would be screened in views from the San Francisco Bay Trail and other nearby areas of the Oyster Bay Regional Shoreline Park, assuring that the Project's impacts on those views under significance criteria a and c would be at a level that would be less than significant and not mitigation is required.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
15. CULTURAL RESOURCES. Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5?				X	2
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?				X	2
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	2
d. Disturb any human remains, including those interred outside of formal cemeteries?				X	2

EXPLANATION:

- a. As noted in the Project Description, the proposed Project will be built within the existing facility boundary and would have no direct impact on historical resources.
- b. As noted in the Project Description, the proposed Project will be built within the existing facility boundary and would have no direct impact on archaeological resources.
- c. As noted in the Project Description, the proposed Project will be built within the existing facility boundary and would have no direct impact on a unique paleontological resources or unique geologic features.
- d. As noted in the Project Description, the proposed Project will be built within the existing facility boundary and it is not anticipated that human remains will be encountered during construction. In the event, such remains are discovered during construction, appropriate measures would be taken.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
16. AGRICULTURAL RESOURCES. Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	1
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	1
c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X	1
EXPLANATION:					
a. The proposed Project site is not located in any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed Project would have no impact on any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.					
b. The proposed Project site is not zoned for agricultural use and is not under a Williamson Act contract. Therefore, the proposed Project would not conflict with zoning for agricultural use, or a Williamson Act contract.					
c. The proposed Project would not affect agricultural resources including the conversion of Farmland to non-agricultural use. Therefore, the proposed Project would not involve other changes in the existing environment, which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use.					
ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
17. GREENHOUSE GAS EMISSIONS. Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				X	

EXPLANATION:

- a. The California legislature passed Assembly Bill 32 in 2006, requiring that the state reduce GHG emissions to 1990 levels by 2020. An enforceable statewide cap on GHG emissions will be phased in starting in 2012. In addition, Senate Bill 374 seeks to curb GHG emission by reducing vehicle miles traveled. The proposed Project will control odors and reduce traffic. Through implementation of the improved facilities and operations, the amount of waste that the Davis Street facility sends to landfills will decrease, and more material will be recycled. The proposed Project will result in reducing the waste currently be disposed between 1,000 and 1,200 tpd, or a reduction of 40 to 50 percent. Methane gas generated during the compost operation will be blended with gas from the Oyster Bay Landfill Gas facility to produce electricity. The Compressed Natural Gas (CNG) for use as a vehicular fuel shall comply with Chapter 22 of the CFC, NFPA 52, and the California Mechanical Code.

Through the proposed Project's new facilities and operations, the amount of waste that the DSTS sends to landfills will decrease and more material will be recycled. In addition to the benefits of reducing the waste disposed at landfills, fully implementing the Master Plan as updated will contribute to sustainability for preserving natural resources. As such, the improvements address many of the key items adopted in the City's **Climate Action Plan (CAP)**. The following a list of the environmental benefits of the facilities as identified in the CAP:

Greenhouse Gas Emissions

1. Reduced Greenhouse gases attributed to landfilling
 - The facilities will result in reducing the amount of waste currently being disposed at the landfill between 1,000 to 1,200 tpd, or a reduction of 40% to 50%.
 - Methane gas generated during the compost operation will be blended with gas from the Oyster Bay Landfill Gas facility to produce electricity.
 2. Reduced air emissions and fuel use from truck traffic
 - Site improvements include additional scale systems to reduce the idle time for vehicles using the facility. A rough estimate suggests the reduced idle time for commercial trucks will be equivalent to eliminating the emissions from 1 to 2 passenger vehicles currently on the road.
 - Using conveyors to efficiently move material on-site will save on-site truck traffic, which may save between 5 and 10 gallons of diesel fuel per day, and would result in a net reduction in emissions equivalent to removing 2 to 4 cars from the road.
 - The Food Waste/ Organic Recycling and Compost Operations will reduce the number of truck trips required to haul green waste by 8-10 trips per day, which saves 480 to 600 miles of transfer truck traffic per day. This reduction in emissions is equivalent to removing between 25 and 40 cars from the road.
 3. Renewable Energy
 - The Food Waste Recycling processing and compost units will produce renewable energy to offset use of other fossil fuels (est. over 1MW)
 - Waste from the City of San Leandro is disposed at the Altamont Landfill where methane gas collected from the landfill is converted to CNG and used to fuel a number of trucks. This will reduce the number of trucks using diesel fuel.
- b. The proposed Project will not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. See Response "a" above.

ISSUES	POTENTIALLY SIGNIFICANT ISSUES	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
18. MANDATORY FINDINGS OF SIGNIFICANCE					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X	
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X	
EXPLANATION: a. The proposed Project will be built in the existing facility boundary and the does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important periods of California history or prehistory. b. The proposed Project does not have impacts that are individually limited or cumulatively considerable of past projects, the effects of other current projects, and the effects of probable future projects.) c. The proposed project does not have any environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.					

SOURCES

1. City of San Leandro. City of San Leandro General Plan Update. 2002.
2. Conditional Use 96-1. September 9, 1996.
3. United States Department of Agriculture, National Resources Conservation Service. 2010. Downloaded from <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>.
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5. Buhyoff, G. J., P. A. Miller, J. W. Roach, D. Zhou, and L. G. Fuller. 1994. An AI Methodology for Landscape Visual Assessments. AI Applications. Vol. 8, No. 1, pp. 1-13.
6. United States Department of Agriculture Forest Service. 1995. Landscape Aesthetics: A Handbook for Scenery Management. Agriculture Handbook No. 701. December.
7. United States Department of Transportation Federal Highway Administration. 1988. Visual Impact Assessment for Highway Projects.
8. Federal Emergency Management Agency (FEMA) Flood Map 2008 (City of San Leandro GIS: Printed November 8, 2010).
9. San Francisco Bay Plan, Reprinted January 2007.

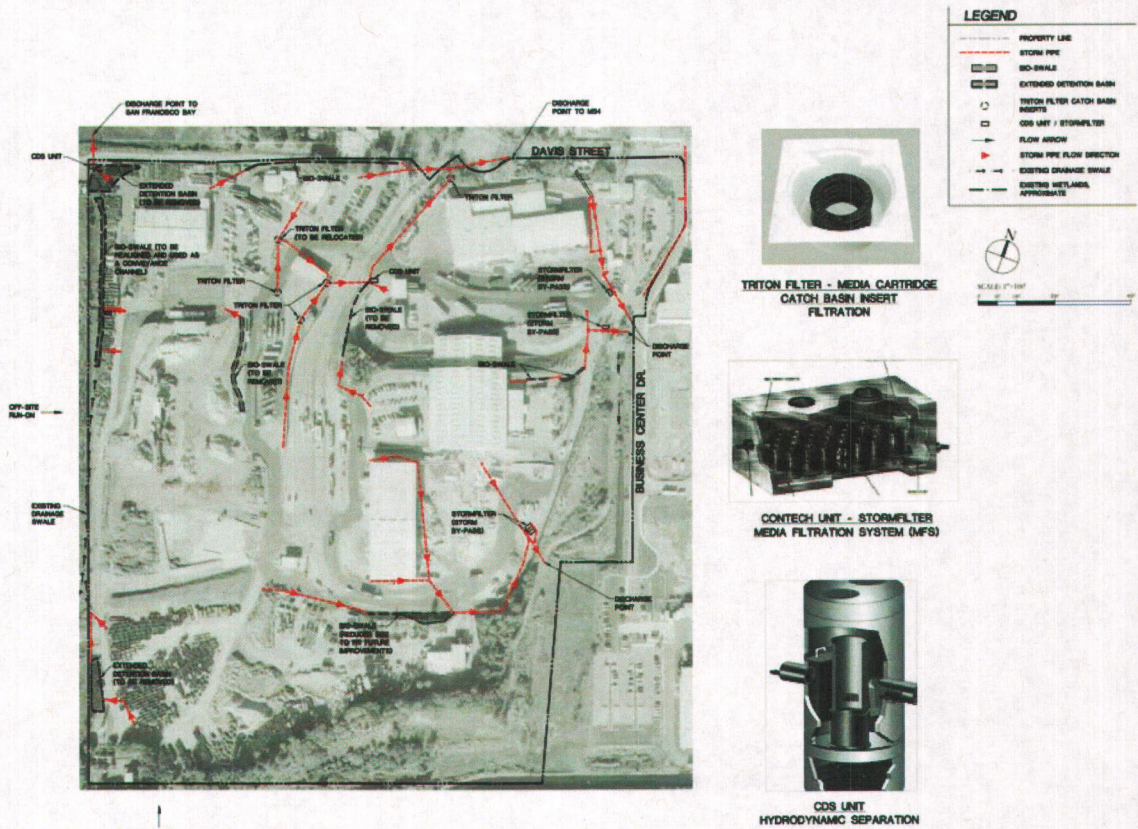


FIGURE 1
Existing Water Quality Plan
Davis Street Transfer Station
San Leandro, California

SC0407768.01.02 existing_water_rev1a 11/10

CH2MHILL

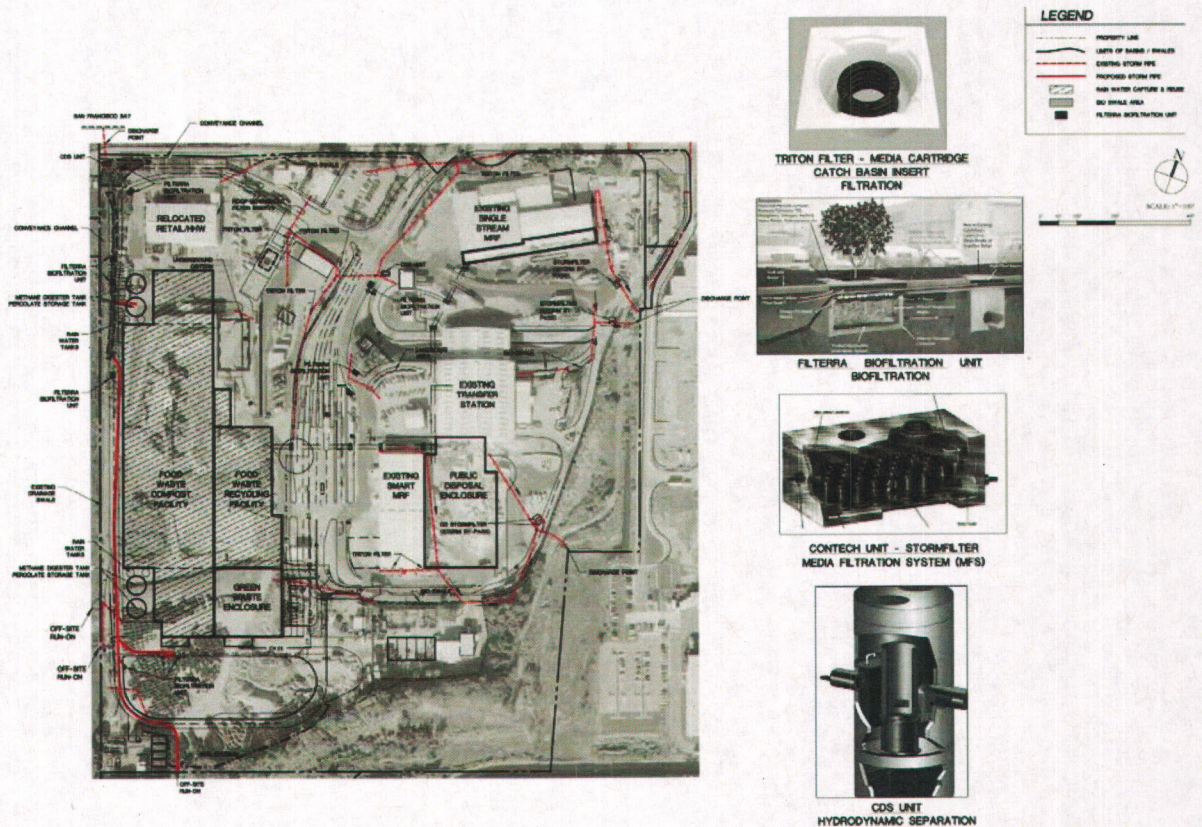


FIGURE 2
Proposed Water Quality Plan
Davis Street Transfer Station
San Leandro, California

SC0407768.01.02 proposed_water_rev1a 11/10

CH2MHILL



LEGEND
 Key Observation Points
 Project Site
 San Francisco Bay Trail
 Planned Bay Trail
 (Future Route - Not Developed)

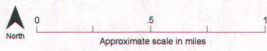


FIGURE 3
 Visual Map
 Davis Street Transfer Station
 San Leandro, California
CH2MHILL

Aerial Image © Google Earth, 2008; Annotation by CH2MHILL, 2010
 BCO47758.01.02: davis_street_visual_map_rvw.dwg 9/10



View along Davis Street toward the west from the intersection of Davis Street and Doolittle Drive.

FIGURE 4
 View Along Davis Street
 Davis Street Transfer Station
 San Leandro, California

CH2MHILL

ES0031100420100AC2_Davis_01_rvw.indd 09/10/10



A. KOP-1: Existing view toward the Project site from the future main play meadow of Oyster Bay Regional Shoreline Park.



B. KOP-1: Simulated view toward the Project site from the future main play meadow of Oyster Bay Regional Shoreline Park.

FIGURE 5
KOP 1: View from future play meadow of
Oyster Bay Regional Shoreline Park
Davis Street Transfer Station
San Leandro, California

CH2MHILL



A. KOP-2: Existing view toward the Project site from the future entrance road of Oyster Bay Regional Shoreline Park.

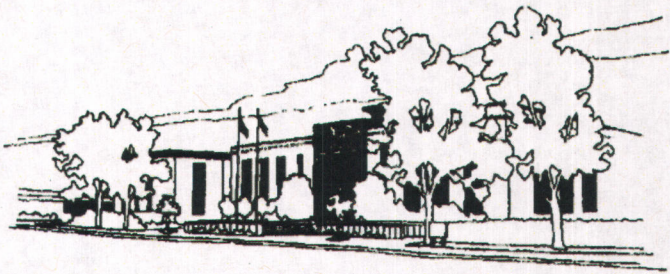


B. KOP-2: Simulated view toward the Project site from the future entrance road of Oyster Bay Regional Shoreline Park.

FIGURE 6
KOP 2: View from future entrance road of
Oyster Bay Regional Shoreline Park
Davis Street Transfer Station
San Leandro, California

CH2MHILL

City of San Leandro
Civic Center, 835 E. 14th Street
San Leandro, California 94577



**NOTICE OF AVAILABILITY AND INTENT TO ADOPT A NEGATIVE DECLARATION FOR THE
DAVIS STREET TRANSFER STATION MASTER PLAN IMPROVEMENTS
PLN2010-00026**

Notice is Hereby Given that the City of San Leandro is considering a recommendation that the project herein identified will have no significant environmental impacts in compliance with Section 15070 of the State CEQA Guidelines. A copy of the proposed Negative Declaration (findings) and Initial Study are on file in the San Leandro Community Development Department, 835 East 14th Street, San Leandro, CA 95477. This document is available for public review between the hours of 8:30 a.m. and 4:00 p.m. Monday through Friday.

A copy of the Initial Study and Negative Declaration is available in the City's web site at:
http://www.sanleandro.org/depts/cd/projects/davis_street_transfer_station.asp or in the Community Development Department offices at 835 East 14th Street, San Leandro, CA 94577

REVIEW PERIOD: The 30-day review period is from November 23, 2010 through December 22, 2010. Comments on the proposed Negative Declaration should be provided in writing to the San Leandro Community Development Department, 835 East 14th Street, San Leandro, CA 94577 by December 22, 2010 by 4:00 p.m. or email sbarros@sanleandro.org

This proposed finding does not constitute approval or denial of the project itself, it only determines if the project could have a significant environmental impact. Projects that could have a significant impact must have an Environmental Impact Report prepared to evaluate those possible impacts in compliance with Section 15064 of the State CEQA Guidelines.

If you wish to challenge the City's action on this Negative Declaration in court, you may be limited to raising only those issues you or someone else raised in written correspondence.

For further information concerning this project, please contact Sally Barros at (510) 577-3458.

ASSESSOR'S PARCEL NUMBERS: 079A-0475-007-32

PROJECT LOCATION: 2615 Davis Street, San Leandro, CA
(Western terminus of Davis Street)

PROJECT DESCRIPTION: Davis Street Transfer Station Master Plan Improvements

The Davis Street Transfer Station Master Plan proposal includes new built facilities necessary to fully implement the Master Plan Improvements adopted pursuant to the Conditional Use Permit (CU-96-1 Agreement) executed and issued by the City of San Leandro on February 19, 1998 to accept up to 5,600 tons per day (tpd) of waste per day at DSTS. The new facilities included in the Site Plan Review proposal are:

Tony Santos, Mayor

City Council:

Michael J. Gregory;
Diana M. Souza;

Jim Prola;
Joyce R. Starosciak;

Ursula Reed;
Bill Stephens



- Food Waste/Organics Recycling Facility: 63,000 square feet
- Food Waste/Organics/Green Waste Compost Facility: 200,000 square feet
- Public Receiving (Disposal) Enclosure: 62,000 square feet
- Employee Building: 9,000 square feet
- Vehicle Maintenance: 7,000 square feet
- Single Stream Expansion Line (New SS Expansion): 13,000 square feet
- Overhead Conveyance System
- Alternate Fuel (Clean Air) Retrofit

DECISION MAKING AUTHORITY:

Zoning Enforcement Official

HEARING DATE:

Tuesday, January 4, 2011 at 2 p.m.
Sister Cities Gallery Conference Room
San Leandro Civic Center
835 East 14th Street
San Leandro, CA 94577

Signature of Lead Agency Representative:

Sally BMD

Date:

11/22/10