

# ENVIRONMENTAL CHECKLIST

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## Initial Study

1. **Project Title:** Castro Valley and Palomares Canyonlands Sphere of Influence Amendment and Annexation to Castro Valley Sanitary District for Garbage and Recycling Services
2. **Lead Agency Name and Address:** Castro Valley Sanitary District  
21040 Marshall Street  
Castro Valley, CA 94546  
(510) 537-0757
3. **Contact Person and Phone Number:** Naomi Lue  
(510) 537-0757
4. **Project Location:** Castro Valley and Palomares Canyonlands area of unincorporated Alameda County
5. **Project Sponsor's Name and Address:** Castro Valley Sanitary District  
21040 Marshall Street  
Castro Valley, CA 94546  
(510) 537-0757
6. **General Plan Designation(s):** Resource Management (Measure D)
7. **Zoning Designation(s):** R-1 (L, B-E) - Single-Family Residential, with limited agriculture and 5-acre minimum site overlays; and  
A – Agricultural
8. **Description of Project:**

### Objectives and Intended Uses

The Castro Valley Sanitary District (“District”) proposes partial annexation in order to provide garbage and recycling services in the area referred to as the Castro Valley and Palomares Canyonlands (“Canyonlands”), located on unincorporated Alameda County (“County”) land. No provision of wastewater collection and treatment or other public services is proposed under this partial annexation, nor is such service anticipated to be provided in the future to the proposed project area.

The objective of the proposed partial annexation is to enable the District to provide single-stream recycling service, in addition to the existing garbage collection service, currently provided by Waste Management of Alameda County (WMAC), to the approximately 260 residences within the Canyonlands. Providing recycling service to the Canyonlands area is expected to improve compliance with California Integrated Waste Management Board diversion goals and to support the policy goal of Alameda County's Waste Reduction and Recycling Act (Measure D of 1990) of 75 percent landfill diversion of solid waste generation by 2010.

Castro Valley Sanitary District (CVSD) is a public agency organized under the Health and Safety Code of the State of California. As a California Special District, CVSD has responsibility for the operation and maintenance of the sanitary sewer collection system within the unincorporated community of Castro Valley.

Approvals are required from the Alameda Local Agency Formation Commission ("Alameda LAFCo") for partial annexation into Castro Valley Sanitary District and to amend the District's Sphere of Influence (SOI)<sup>1</sup> to include the Canyonlands area, as further discussed under "Approvals Required".

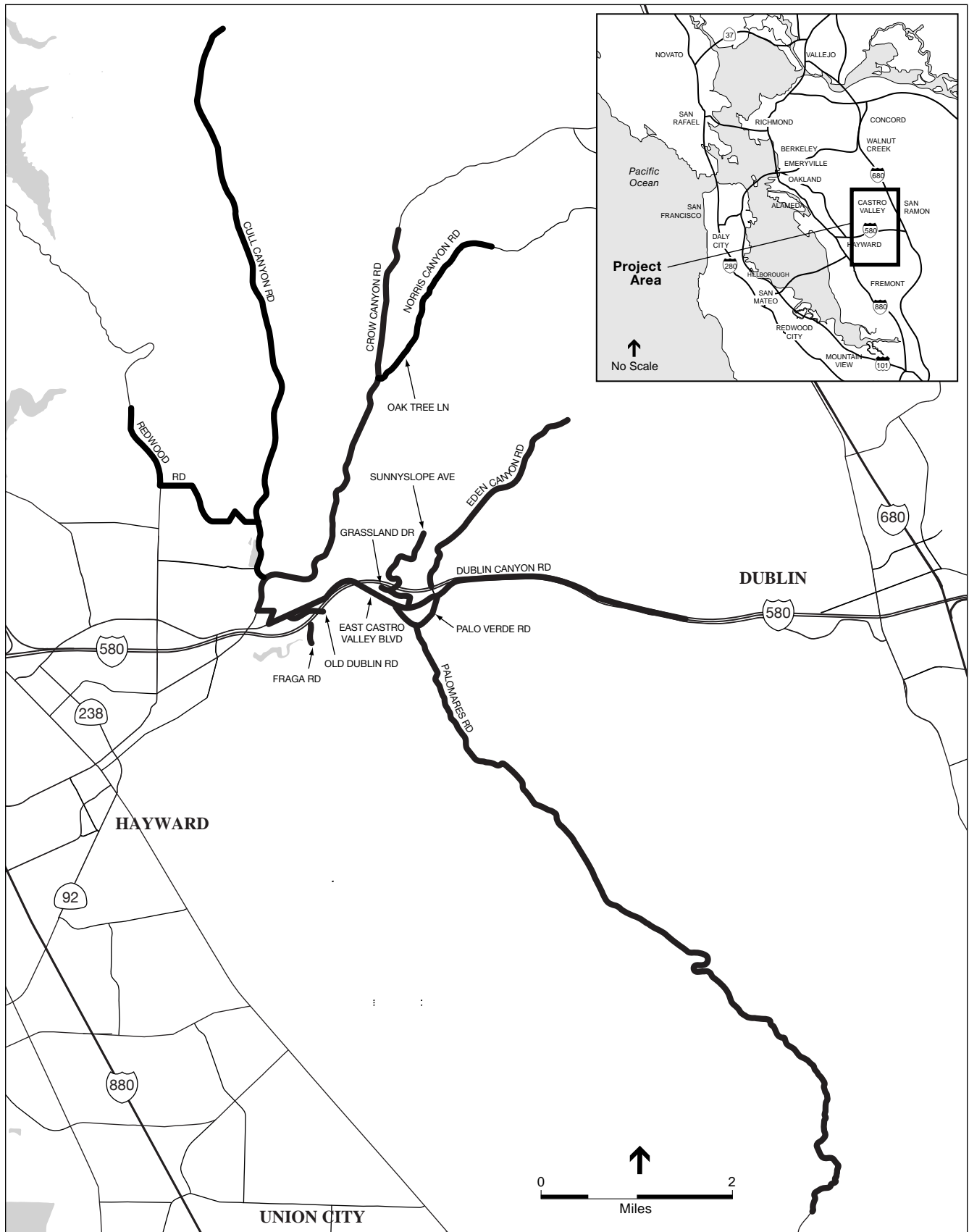
### **Project Location and Site Characteristics**

The project area is located on unincorporated Alameda County land outside of the District's Sphere of Influence and outside of the Urban Growth Boundary created by the Alameda County "Save Agriculture and Open Space Lands Initiative", or Measure D of 2000 (see "Approvals Required"). Land use is predominantly low-density, detached single-family homes. Zoning is single-family residential (R-1) and agricultural (A); the R-1 district in the project area also has two overlay "combining districts"—limited agricultural (L), which allows keeping certain farm animals on larger lots, and (B-E), which specifies that certain design standards, including a 5-acre site minimum and building setbacks applied on a case-by-case basis.

The project area encompasses portions of 14 roads to the northeast, east and southeast of downtown Castro Valley (**Figure 1**), thus the shape of the project area is finger-like. Access to project area roads exists via central Castro Valley and Highway 580. From downtown Castro Valley, the project area extends approximately seven miles north on Cull Canyon Road, four miles north on Redwood Road, and similar distances to the northeast on Crow Canyon Road, Norris Canyon Road, and Eden Canyon Road. The project area extends along Crow Canyon Road to within 1.5 miles of the western edge of San Ramon in Contra Costa County. The project area extends east on Dublin Canyon Road to within 0.1 miles of the western edge of Dublin. The project area extends southeast from Highway 580 approximately 10 miles on Palomares Road, to within 0.5 miles of Niles Canyon Road (Highway 84), approximately 5 miles west of Sunol.

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<sup>1</sup> Sphere of Influence (SOI) is defined by statute as a plan for the probable physical boundary and service area of a local government agency, as determined by the local LAFCo.



Note: Area proposed for annexation includes all properties fronting on the roadways indicated.

SOURCE: ESA

Castro Valley Canyonlands Recycling . 208662

**Figure 1**  
Road-to-be-Annexed

Garbage service is currently provided by Waste Management of Alameda County (WMAC) to roughly 260 addresses on 14 roads in the Canyonlands area (**Table 1**), under franchise agreement with Alameda County. The two primary garbage routes serving these roads account for

**TABLE 1  
EXISTING GARBAGE COLLECTION SERVICE ON CANYONLANDS STREETS**

Street	Range of Addresses		Number of stops
Crow Canyon Rd	6301	11405	41
Cull Canyon Rd	10303	18452	24
Dublin Canyon Rd	8875	9929	13
E Castro Valley Bl	5933	6301	6
Eden Canyon Rd	21120	22990	10
Fraga Rd	4992	4992	1
Grassland Dr	6135	6225	3
Norris Canyon Rd	7977	10250	17
Oak Tree Ln	8600	8700	3
Old Dublin Rd	4901	5073	5
Palo Verde Rd	6301	6800	15
Palomares Rd	24543	37455	103
Redwood Rd	17007	17007	1
Sunnyslope Av	6457	6917	20
<b>Total</b>			<b>262</b>

SOURCE: Route spreadsheet provided by David Horn, Waste Management of Alameda County, email correspondence, February 18, 2009.

approximately 115 vehicle miles traveled (VMT) per week.<sup>2</sup> Garbage service is currently provided using two types of vehicles: a Rear End Loader with a capacity of 20-30 cubic yards depending on the material collected and a pick-up truck mounted with a Par-Kan refuse dumper with a capacity of six cubic yards, for moving collected materials in restricted areas. All collected material is brought to the Davis Street Recycling & Transfer Station, a municipal solid waste (MSW) transfer station and commingled recycling processing facility in San Leandro and access via dirt roads is required at approximately 18 locations.<sup>3</sup>

### Project Characteristics

The project proposes a partial annexation of the Canyonlands area for garbage service and single-stream recycling service to enable the District to provide these services to the approximately 260 residences within the Canyonlands. The proposed area for annexation is indicated in Figure 1. Garbage and recycling services would be provided under the jurisdiction of the District, under a franchise agreement with WMAC that extends into 2019. Thereafter, these services would be provided by any hauler with which the District chooses to contract. The project is

<sup>2</sup> Based on approximately 70 miles traveled per week on Route 413 and approximately 40 miles per week on Route 170, per David Horn, Contract Compliance Manager, Waste Management of Alameda County, email communication March 6, 2009. Redwood Road service adds approximately 4 miles per week.

<sup>3</sup> David Horn, Contract Compliance Manager, Waste Management of Alameda County email communication, March 6, 2009, and www.dsgardencenter.com, accessed on March 1, 2009.

expected to add two recycling collection vehicles, traveling the roads listed in Table 1, in order to make weekly recycling collections. Vehicle miles traveled (VMT) by recycling collection trucks would be approximately the same as for existing garbage collection. Vehicles used in the recycling operations would be similar to the existing garbage collection vehicles described above, a Rear End Loader with a capacity of 20-30 cubic yards and a pick-up truck mounted with a Par-Kan refuse dumper, with a capacity of six cubic yards, which can transfer directly into the Rear End Loader.

Recyclables collected on the proposed collection routes would be conveyed to the existing materials recovery facility (MRF) at Davis Street Recycling & Transfer Station. No need for additional recycling support infrastructure is anticipated due to the additional of a Canyonlands route. No provision of wastewater collection and treatment or other public services is proposed nor is such service anticipated to be provided in the future to the proposed project area.<sup>4</sup>

## References

Alameda County Community Development Agency. (1996). *Castro Valley Canyonlands Issue Paper* (p. 64).

Alameda Local Agency Formation Commission (LAFCo). (2003, November). Guidelines, Policies and Procedures, Vol I. Alameda Local Agency Formation Commission. Retrieved from [www.co.alameda.ca.us/lafco/index.shtml](http://www.co.alameda.ca.us/lafco/index.shtml).

## 9. Surrounding Land Uses and Setting.

Uses within and surrounding the project area include a mix of residential uses, schools, and commercial businesses, and undeveloped land mostly zoned “A” (Agriculture) (Alameda County Community Development Agency, 1996). The Canyonlands have been valued for “agricultural and equestrian-centered traditions ... since the days of Don Guillermo Castro and Rancho San Lorenzo in the mid-1850’s”. (Alameda County Community Development Agency, 1996, p. 4)

## References

Alameda County Community Development Agency. (1996). *Castro Valley Canyonlands Issue Paper*.

## 10. Other public agencies whose approval is required.

The project requires the approval of the Alameda County Local Agency Formation Commission (“LAFCo”)

- for partial annexation of the project area into Castro Valley Sanitary District, and
- to amend the District’s Sphere of Influence (SOI) to include the Canyonlands area.

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<sup>4</sup> The District would need to apply to Alameda LAFCo in order to extend other services to the proposed area, per Government Code Section 56824.10-56824.14.

Under California law, each County LAFCo is empowered to ensure that change in governmental organization occurs in an orderly manner that provides efficient services and preserves agricultural and open space land. LAFCo powers are set forth in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, commencing with §56000 of the California Government Code. The legislative intent (§56300) is that each LAFCo establish policies and exercise its powers in a manner that provides planned, well-ordered, efficient urban development patterns with appropriate consideration to preserving open space and agricultural lands within those patterns. The Act's purposes (§56301) are the discouragement of urban sprawl and the encouragement of the orderly formation of local agencies based upon local conditions and circumstances.

A Sphere of Influence (SOI) is defined as a plan for the probable physical boundary and service area of a local government agency, as determined by the local LAFCo (§56076). SOIs include policies that affect the pattern and timing of growth within the planning area (Alameda LAFCo 2003, p. 77). LAFCOs are required to establish and maintain SOIs for local agencies under their jurisdiction (§56425). The California Court of Appeals has held that SOIs must be adopted before an annexation to the affected city or district can be considered (Resources Defense Fund v. LAFCo (1983) 138 Cal.App.3d 987).

## References

Alameda Local Agency Formation Commission (LAFCo) (2003, November). Guidelines, Policies and Procedures, Vol I. Alameda Local Agency Formation Commission. Retrieved from [www.co.alameda.ca.us/lafco/index.shtml](http://www.co.alameda.ca.us/lafco/index.shtml).

# A. Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture Resources       | <input checked="" type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources                       | <input type="checkbox"/> Cultural Resources          | <input checked="" type="checkbox"/> Geology, Soils and Seismicity      |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality | <input checked="" type="checkbox"/> Land Use and Land Use Planning     |
| <input type="checkbox"/> Mineral Resources                          | <input checked="" type="checkbox"/> Noise            | <input type="checkbox"/> Population and Housing                        |
| <input checked="" type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                  | <input checked="" type="checkbox"/> Transportation and Traffic         |
| <input type="checkbox"/> Utilities and Service Systems              | <input type="checkbox"/> Growth Inducement           | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

## DETERMINATION:

On the basis of this Initial Study:

- 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 revisions in the project have been made by or agreed to by the project proponent. 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 "potentially significant impact" or "potentially significant unless mitigated" impact 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. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

*Roland P. Williams, Jr.*  
Signature

Roland P. Williams, Jr.  
Printed Name

July 20, 2009  
Date  
Castro Valley  
Sanitary District  
For

## B. Environmental Checklist

### Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>1. AESTHETICS—Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light, glare, or shadow that would result in safety hazards or adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

- a-c) The proposed project would result in an additional trip per week by each of two collection vehicles along each road in the project area, but would not change the physical setting in any other way. The additional trip by collection vehicles would only be noticeable to those residents at home during the daytime. Any adverse effect on a scenic vista, scenic resources or the visual character of the site and surroundings would be less-than-significant.
- d) No substantial additional light, glare or shadow would be introduced by the travel of the collection vehicles, which would occur primarily during daylight hours.

### References

Project Description.

ESA Site visit. February 19, 2009.



# Agricultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>2. AGRICULTURAL RESOURCES</b>				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
<b>Would the project:</b>				
a) Convert Prime Agricultural Land, Unique Farmland, Farmland of Statewide Importance, Agricultural Preserves, areas containing prime soils, or productive agricultural operations to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in substantial loss of important agricultural, open space or resource land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cause premature, ill planned, illogical, or inefficient conversion of prime agricultural, open space, mineral resource or other important resource areas not planned for development in the next five years especially when such land is not located within the SOI of a proposed service provider and there is alternative sufficient vacant land available for development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Induce development by permitting uses that adversely impact adjacent agricultural operations, significantly increase the property values of adjacent or proximate resource land, or remove natural or man-made buffers between urban and agricultural/open space uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with agricultural, open space or resource conservation plans or programs of the County, state or federal government?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(See Section 17 for Growth Inducement.)

## Discussion

- a) Much of the Canyonlands area is zoned “A” (Agriculture), a minimum parcel size of 100 acres, while smaller lots with single family homes are zoned “R-1 (L, B-E)” (Single Family, with Limited Agriculture and Rural Residential overlays) with a 10,000 or 20,000 square foot lot minimum (Alameda County Community Development Agency, 1996). The “L” (limited agriculture) combining district overlay allows keeping certain farm animals on larger lots. The “B-E” (rural residential) combining district overlay requires a 5-acre building site minimum and that certain design standards, including building setbacks, be applied on a case-by-case basis. Although the project area contains substantial areas of agriculturally zoned land, the proposed annexation would not change zoning or existing land uses, so it would not convert any Prime Agricultural Land, Unique Farmland, Farmland of Statewide Importance, Agricultural Preserves, areas containing prime soils, or productive agricultural operations to non-agricultural use.

- b-c) No land use change would result from the proposed annexation, so no conflict with any existing zoning for agricultural use, or a Williamson Act contract, would be created. Similarly, no loss of agricultural, open space or resource land would result.
- d-f) Since no zoning or land-use change is required under the proposed project, no conversion of agricultural areas, open space, mineral resource areas or other important resource areas would result. The proposed weekly trips by recycling collection trucks would have no impact on adjacent agricultural operations or property values of resource land nearby. No removals of natural or man-made buffers between urban and agricultural/open space uses would result. The proposed annexation would not affect or conflict with agricultural, open space or resource conservation plans or programs of the County, state or federal government.

## References

- Alameda County, *A New General Plan for Castro Valley, Existing Conditions Report*, March 2005.
- Alameda County, *Castro Valley General Plan Draft Environmental Impact Report*, April 2007.
- Alameda County, *Castro Valley Plan*, April 1985.
- California Department of Conservation, *Alameda County Important Farmland Map*, 2004.
- Alameda County Community Development Agency. (1996). *Castro Valley Canyonlands Issue Paper*.

## Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>3. AIR QUALITY</b>				
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. <b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) Create objectionable odors affecting a substantial number of people, including through placement of conflicting land uses within proximity of a solid waste facility, wastewater treatment facility, or energy facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a, b, and c) The proposed project would result in emissions, including greenhouse gases emissions, associated with the additional trucks' contribution to regional ozone and particulate matter concentrations, as summarized in **Table 2**.<sup>5</sup> A conservative estimate, based on two "heavy duty" trucks driving at 25 mph would result in PM10 emissions of less than one pound per week. In fact, one truck is expected to be a light-duty truck fitted with a Par-Kan disposal device, which would likely emit considerably less than the rear-end loader truck. Also, self-haul vehicle trips would be reduced by the project since individuals would not need to drive private vehicles to recycle the materials that would be collected. Extending recycling and garbage service would increase emissions at a less than significant impact level pursuant to the Bay Area Air Quality Management District's (BAAQMD) established criteria for assessing the CEQA significance of air quality impacts of projects (80 pounds *per day* of (reactive organic gases) ROG, oxides of nitrogen (NOx), and fine particulate less than 10 microns in diameter (PM<sub>10</sub>) and 550 pounds per day of carbon monoxide (CO); no existing criterion for fine particulate less than 2.5 microns in diameter (PM<sub>2.5</sub>), carbon dioxide (CO<sub>2</sub>), or methane (CH<sub>4</sub>)).

Greenhouse gas emissions would occur as the collection vehicles travel their routes. These emissions would be substantially offset, however, both by the expected reduction in self-haul recycling trips and by avoided methane emissions due to the recycling of paper, which generates methane when sent to landfill. Thus the proposed project would not contribute substantially to greenhouse gas emissions, nor would the project result in a cumulatively significant increase in air pollutants, in conjunction with other approved or foreseeable projects in the area.

- d) The project area includes or is located adjacent to several hundred single-family residences and several multifamily residences, as well as religious facilities, schools and a skilled nursing facility – all of which house residents or assemblies of people considered to be sensitive receptors. Other sensitive receptors onsite would include hospital patients and visitors, many of which are frail or infirm, young children, asthmatic and immune-deficient, as well as employees. The weekly trips traveled by two collection vehicle along each road in the annexation area would expose sensitive receptors to a less-than-significant level of pollutant concentrations.

<sup>5</sup> Calculations based on EMFAC2007, the most recent version of the California Air Resources Board's Emission FACTors (EMFAC) model, which is used to calculate emission rates from all motor vehicles, such as passenger cars to heavy-duty trucks, operating on highways, freeways and local roads in California.

**TABLE 2**  
**WEEKLY EMISSIONS PER VEHICLE FOR LIGHT DUTY AND**  
**HEAVY HEAVY DUTY TRUCKS DRIVEN 115 MILES PER WEEK**

Vehicle type (speed)	Pounds per week of emissions						
	ROG	CO	NOx	PM10	PM2.5	CO2	CH4
Light Duty (25 mph)	< 1	< 1	< 1	< 0.1	< 0.1	123	< 0.1
Light Duty (55 mph)	< 1	< 1	< 1	< 0.1	< 0.1	98	< 0.1
Heavy Heavy Duty (25 mph)	< 1	2.2	4.4	< 1	< 1	499	< 0.1
Heavy Heavy Duty (55 mph)	< 1	1.3	4.2	< 1	< 1	406	< 0.1

SOURCE: CARB EMFAC2007 emissions factor model

As discussed in criteria 3a through 3c, pollutant concentrations may increase due to the addition of collection vehicle trips for recycling, but self-haul vehicle trips for recycling would be reduced by the project, lessening the trucks' impact. Effects to sensitive receptors would thus be less-than-significant.

- e) The proposed annexation would affect the transport of solid-waste material, so the possibility of causing the spread of objectionable odors does exist. However, the project would affect just the transportation of recyclable material, by using dedicated recycling vehicles, rather than mixing recycling with solid waste or requiring materials to be self-hauled by residents. Objectionable odors due to the proposed project should not exceed the odors generated under existing garbage collection service and this impact would be less-than-significant.

## References

- Bay Area Air Quality Management District (BAAQMD), *Bay Area 2005 Ozone Strategy*, January 4, 2006.
- Bay Area Air Quality Management District (BAAQMD), *Air Quality Standards and Attainment*, July 2005, [http://www.baaqmd.gov/pln/air\\_quality/ambient\\_air\\_quality.asp](http://www.baaqmd.gov/pln/air_quality/ambient_air_quality.asp).
- Bay Area Air Quality Management District (BAAQMD), *BAAQMD CEQA Guidelines*, Assessing the Air Quality Impacts of Projects and Plan, December 1999.

# Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>4. BIOLOGICAL RESOURCES— Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Result in removal or damage to native/landmark trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Cause premature, ill planned, illogical, or inefficient conversion of important wildlife resource areas not planned for development in the next five years especially when such land is not located within the SOI of a proposed service provider and there is alternative sufficient vacant land available for urban uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a-c) The Canyonlands consists of areas outside of Castro Valley’s Urban Area characterized by “steeply sloping ridges and hills, canyons, and narrow valleys with some level areas of meadow” and “Grassland and dry coastal scrub are the primary biotic species along with pockets of evergreen forest and riparian woodlands communities” (Alameda County Community Development Agency, 1996, p. 4). By expanding the District’s SOI to include the Canyonlands, two additional collection vehicles would make weekly trips only on roads currently traveled by WMAC vehicles. The project would include no development activity that could affect biological resources by creating any direct or

- indirect habitat modification, or affecting any riparian habitat, sensitive natural communities, or federally protected wetlands.
- d) The addition of two collection vehicle trips per week would not substantially interfere with the movement of fish or wildlife species or conflict with Alameda County policies for protection of biological resources or any adopted Habitat Conservation Plan or similar plan.
  - g) No native or landmark trees would need to be removed as a result of the Project, since the same type and size of vehicles that would be added are already in use and able to navigate all roads proposed for service by the District.
  - h) Although the area proposed for recycling service is currently outside the SOI of the proposed service provider, CVSD, the conversion of wildlife resource areas does not apply to the current Project because no wildlife resource areas would be impacted by the provision of recycling service.

## References

Project Description.

Alameda County Community Development Agency. (1996). *Castro Valley Canyonlands Issue Paper*.

# Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>5. CULTURAL RESOURCES— Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a-d) Providing recycling service to the Canyonlands area would not affect any historical resource, archeological resource, paleontological resource or geologic feature, or human remains because the proposed trips by collection vehicles would be on Canyonlands roads that already are traveled by private vehicles, no buildings would be demolished as part of the project, and only small bits of native soils are exposed since nearly all roads to be traveled are developed, with pavement. The project would involve no development activity that could affect cultural resources.

## References

### Project Description

ESA Site visit. February 19, 2009.

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# Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>6. GEOLOGY, SOILS, AND SEISMICITY—</b>				
<b>Would the project:</b>				
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a, d) The project area is a seismically active area. The Hayward fault and the Calaveras Fault are located within 2 miles of the closest portion of the project area. The San Andreas fault is approximately 19 miles to the northwest. The project area is not located within an Alquist-Priolo Earthquake Fault Zone. Strong ground shaking at the site will likely occur during a moderate to severe earthquake occurring at one of the active Bay Area faults. Earthquake ground shaking can also lead to secondary ground failures caused by liquefaction (failure of saturated earth materials when subjected to shaking). Liquefaction causes saturated soils to lose strength and the building overlying them to suffer considerable damage. However, the additional risk posed by two collection vehicles per week travelling the area roads would not result in any increased risk of loss, injury or death.
- b) The addition of two collection vehicles per week travelling the area roads would be insubstantial considering that all public roads to be traveled are paved, that less than



twenty residences proposed for recycling require access via non-paved roads (David Horn, 2009), and in comparison to the existing volume of traffic. Therefore, no significant effect would ensue related to erosion.

- c) No structures would be built or would result from the proposed project, so the project would have no effect on unstable geologic units.
- e) The use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater would not be affected, directly or indirectly, by the proposed partial annexation for provision of recycling and garbage service.

## References

California Geological Survey (2001), Official Map of Alquist-Priolo Earthquake Fault Zones CD-ROM 2001-04. Retrieved June 9, 2009 from [http://gis.abag.ca.gov/website/Fault\\_Map/viewer.htm](http://gis.abag.ca.gov/website/Fault_Map/viewer.htm)

California Division of Mines and Geology (1982). Hayward Quadrangle 7.5 Minute Series (topographic). Retrieved June 8, 2009 from <http://www.lib.berkeley.edu/EART/UONLY/CDMG/central/pdf/alameda/hayward.pdf>

David Horn, Contract Compliance Manager, Waste Management of Alameda County email communication, March 6, 2009.

ESA Site visit. February 19, 2009.

## Hazards and Hazardous Materials

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
<b>7. HAZARDS AND HAZARDOUS MATERIALS</b>				
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) No routine transport, use, or disposal of hazardous materials would take place under the proposed project, so no significant hazard to the public or the environment would result from the project, and no significant effect would result.
- b-c) Household (dry cell) batteries would be collected from sealed plastic bags on top of residents' recycling carts. Other hazardous materials could be inadvertently collected if residents place such materials in their recycling containers. However, WMAC drivers are trained to avoid inadvertently collecting hazardous materials. In addition, the volume collected would be limited to containers small enough to be mixed with other recyclables into a household recycling container, since larger containers would usually be obvious to the driver. Therefore, this situation would likely be infrequent and no significant impact would be anticipated to result related to upset and accident conditions involving the release of hazardous materials. Likewise, no aspect of the project would result in hazardous emissions or require handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d) The Canyonlands area proposed for partial annexation may encompass sites on the State Water Resources Control Board Geotracker Database (a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). However, the Project would not lead to any significant new hazard to the public or the environment as a result.
- e-f) The project area is not within two miles of a public airport or public use airport. Livermore Municipal Airport is approximately 10 miles east of the eastern edge of project area. Hayward Executive Airport lies approximately 7 miles southwest of Fraga Road, the nearest point in the project area. Therefore, these topics are not applicable to the proposed project.

- g) The collection vehicles could potentially interfere with emergency routes, when passing through particularly narrow access points. Due to the short time span for each collection stop, the fact that drivers would never be far from the vehicles, and that the vehicles would be regularly serviced as part of WMAC’s fleet of vehicles, according to the Project Sponsor the risk of interference would not be substantial, and the impact would be less than significant.
- h) A minimal additional risk of wildland fires would result from the additional collection vehicles making weekly trips along project area roads, due to the potential for an accident involving a collection vehicle. The additional risk would be small, however, in comparison to the risk of accident by any of the other passenger or commercial vehicles traveling the area, and in comparison to existing conditions. The project would not include any development activity, and thus would not increase the risk of fire in the urban-wildland interface zone. Therefore, no potentially significant effect as related to wildfire would result due to the project.

**References**

Project Description.

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**Hydrology and Water Quality**

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
<b>8. HYDROLOGY AND WATER QUALITY— Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 (e.g., 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river or, by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a-j) The project would not involve any development activities that would affect water quality, groundwater, drainage, or runoff, nor would the project involve placement of any structures in a flood plain, nor would the project increase any risks due to flooding.

## References

Project Description.

## Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>9. LAND USE AND LAND USE PLANNING— Would the project:</b>				
a) Physically disrupt/divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable SOI, boundary, district or city operations, resource or open space conservation plan, growth management, air quality or trip reduction ordinance, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
d) Result in substantial noncontiguous urban development which, in turn, results in adverse physical impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a, d) The Project would not result in new development or redevelopment since garbage service is already provided to residents in the project area and since the Project does not propose to extend new wastewater service. For these reasons, the Project would not disrupt or divide any established community. Collection vehicles would not pass through Castro Valley’s Central Business District, as designated in the 1993 *Castro Valley Central Business District Specific Plan* and the *Draft Castro Valley General Plan Update* (referred to as the “2007 Draft General Plan Update,” which is proposed to update the 1985 *Castro Valley Plan*), according to the Project Sponsor. This would be a less-than-significant impact.
- b) Consistent with the 2007 Proposed General Plan Update, the proposed project is not affected by the use and development standards set forth in the applicable plans that are intended to avoid or reduce adverse environmental effects (such as building setbacks and maximum heights to ensure adequate light and air, compatible land uses to avoid adverse noise, odor, emissions and hazardous materials effects that can affect human health and safety) because the project would not involve any development activity that would require a land use permit or other approval. So the project would no conflict with any applicable SOI, boundary, district or city operations, resource or open space conservation plan, growth management, air quality or trip reduction ordinance, 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.
- c) The project would not involve any development activity that would require a land use permit or other approval, so the project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

## References

Project Description.

Alameda County, *A New General Plan for Castro Valley, Existing Conditions Report*, March 2005.

Alameda County, *Castro Valley General Plan Draft Environmental Impact Report*, April 2007.

Alameda County, *Castro Valley Plan*, April 1985.

ESA site visit. February 19, 2009.

## Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>10. MINERAL RESOURCES—Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause premature, ill planned, illogical, or inefficient conversion of land containing important mineral resources, included in a state designated mineral resource zone and not planned for development in the next five years especially when such land is not located within the Sphere of Influence of a proposed service provider and there is alternative sufficient vacant land available for development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a-c) Since no zoning or land-use change is required and no development activity would ensue under the proposed project, no loss of mineral resources, mineral resource recovery sites, and no conversion of land containing important mineral resources would result.

## References

Project Description.

## Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>11. NOISE—Would the project:</b>				
a) Result in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a-c) Additional noise would be generated by the loading and travel of collection vehicles in the proposed project area, which would serve each property to be annexed weekly. However, vehicles would not result in exposure to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The vehicles would not generate excessive groundborne vibration or groundborne noise levels or cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project because the incremental increase in noise and vibration would not meaningfully alter noise levels, as measured on an hourly and daily averaged basis, or result in substantial vibration. Therefore, the impact would be Less Than Significant
- d) The addition of one recycling truck trip per week would result in some periodic increase in ambient noise levels in the project vicinity, above levels existing without the project. This impact, for no more than one hour per week for any particular resident, would be Less Than Significant.
- e-f) The project area is not within two miles of a public airport or public use airport. Livermore Municipal Airport is approximately 10 miles east of the eastern edge of project area. Hayward Executive Airport lies approximately 7 miles southwest of Fraga Road, the nearest point in the project area.

## References

Project Description.

# Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>12. POPULATION AND HOUSING— Would the project:</b>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing increased densities, new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

a-c) The proposed project would not result in any substantial unplanned population growth or displace existing housing units or people, since no development is proposed and since garbage service is already provided to residents in the project area.

## References

Project Description.

# Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>13. PUBLIC SERVICES— Would the project:</b>				
a) Cause the adequacy of services provided to decrease, costs of service provision to rise substantially, or cause those currently receiving service to receive reduced or inadequate services especially when such change may cause adverse health, safety or other physical impacts, or result in substantial adverse physical impacts associated with the provision of, any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



## Discussion

- a.i) As discussed in section 7h, a minimal additional risk of wildland fires would result from the additional collection vehicles making weekly trips along project area roads, due to the potential for an accident involving a collection vehicle. The additional risk would be minimal, however, in comparison to the risk of accident by any of the other passenger or commercial vehicles traveling the area and in comparison to existing conditions. Therefore, no potentially significant change in adequacy of service, cost of service or reduced service would result due to the proposed project.
- a.ii-v) Since no development is proposed or would result due to the proposed project, no impact on services including police protection, schools, parks or other public facilities would result.

## References

Project Description.

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## Recreation

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>14. RECREATION—Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a-b) Since no development is proposed or would result due to the proposed project, no recreational facilities would be built or caused to be built by the project, and no impact on the use of existing neighborhood and regional parks or other recreational facilities would result.

## References

Project Description.

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# Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>15. TRANSPORTATION AND TRAFFIC—</b>				
<b>Would the project:</b>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Result in a substantial adverse impact due to inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a-b) The proposed recycling service would require two collection vehicles to travel the roads of the Canyonlands area on a weekly basis in addition to current garbage collection trips. Most travel would occur outside of peak commute hours, since the vehicles would generally operate on Canyonlands roads between approximately 6:00am and 6:00pm. In some locations, the larger, rear-end loading vehicle would likely travel more slowly than the prevailing traffic, which could decrease overall traffic speeds at certain times. Since the vehicle would travel the Canyonlands area only once per week, the impact of any such delay would be less than significant. Given existing, relatively low traffic volumes on the roads proposed for annexation, there are no locations where the addition of two vehicle trips per week could result in a cumulatively considerable decrease in level of service.
- c-d) No aspect of the annexation or the additional vehicle trips would require a change in air traffic or use of airspace.
- e) There have been only a small number of accidents involving the existing garbage vehicles that have driven on Canyonlands roads since 2001 without major safety-related

incidents, according to the Project Proponent. Since all roads proposed for recycling service are already served by garbage trucks, any potentially hazardous areas to be traveled under the proposed project are currently traveled. The increased trips along the same routes would result in a minor and less-than-significant increased risk.

- f) Although recycling vehicles, and in particular the larger rear-end loader, could result in obstructions to portions of roads in the project area, such obstructions would be occasional and temporary, and would occur in only no more than two locations at any given time. Moreover, it is assumed that recycling trucks would be able to move aside in the event of emergency vehicle activity. Therefore, the project would result in a less-than-significant impact with respect to emergency access.
- g) The proposed project would not require any change in parking capacity because parking in the project area currently allows garbage vehicles to pass. No development would result from the proposed project, therefore no increase in parking demand would result.
- h) The project would not require rerouting of bus routes because the additional recycling vehicles would not typically drive on the routes of the nearest transit lines, AC Transit lines 84, 87, and 91. Alternative transportation policies, which generally concern commute traffic, do not apply to this project because the recycling trucks would not be making commute trips.

## References

Project Description.

Alameda County, *A New General Plan for Castro Valley, Existing Conditions Report*, March 2005.

AC Transit map accessed June 4, 2009 at

<http://transit.511.org/schedules/index.aspx#m1=S&m2=bus&routeid=22401&cid=AC>

ESA site visit. February 19, 2009.

## Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>16. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Require new or expanded water supply resources or entitlements and have an adequate water supply?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in substantial adverse physical impacts associated with provision of electric or natural gas service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Cause unnecessary service provision, adversely affects important public resources, or the cost and adequacy of public services to the detriment of public health and safety?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a-i) Since no development is proposed or would result due to the proposed project, no impact would result in regard to utilities and service systems.

## References

Project Description.

## Growth Inducement

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>17. GROWTH INDUCEMENT— Would the project:</b>				
a) Include or plan for infrastructure capacity, especially water and sewer lines, that exceed the needs of the proposed project and may be used to serve areas not planned for development, especially those containing prime agricultural land, mineral, sensitive plant and wildlife or other important resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) b. Induce substantial growth on important agricultural and open space lands because it would:				

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. Permit the extension of, or require, infrastructure such as flood control levees or water diversions, electrical, water or sewer lines, especially trunk lines, roadways or other public facilities that would permit new development in a substantial area currently constrained from development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Encourage or foster development by permitting uses that adversely impact adjacent agricultural operations, significantly increase property values of adjacent or proximate resource land, or remove natural or man made buffers between urban and agricultural, mining or other conservation uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a-b2) No growth or development would result due to the proposed project, and provision of recycling collection services would not be considered to remove a barrier to future development or otherwise encourage or foster future development, so this impact would be Less Than Significant.

## References

Project Description.

## Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:</b>				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be 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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) No development activity is included in the project or would result from the project. Therefore, the project could not 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, and any such impact would be Less Than Significant.
  
- b-c) The project would not make a substantial contribution to any cumulative effect because no development activity is included in the project or would result from the project.

## References

Project Description.