Authority Board (WMA) & Energy Council (EC)

Dan Kalb, **WMA**, **President** City of Oakland, WMA, EC

Michael Hannon, WMA 1st Vice President

City of Newark, WMA, EC

Dave Sadoff, WMA 2nd Vice President

Castro Valley Sanitary District, WMA

Lorrin Ellis, **EC, President** City of Union City, WMA, EC

Dianne Martinez, EC 1st Vice President

City of Emeryville, WMA, EC

Jim Oddie, **EC 2**nd **Vice President**

City of Alameda, WMA, EC

Keith Carson, County of Alameda, WMA, EC Peter Maass, City of Albany, WMA, EC

Teter Maass, City of Albarry, WIVIA, EC

Jesse Arreguin, City of Berkeley, WMA, EC

Don Biddle, City of Dublin, WMA, EC

Vinnie Bacon, City of Fremont, WMA, EC

Sara Lamnin, City of Hayward, WMA, EC Bob Carling, City of Livermore, WMA, EC

Shelia Young, Oro Loma Sanitary District, WMA

Tim Rood, City of Piedmont, WMA, EC

Jerry Pentin, City of Pleasanton, WMA, EC

Deborah Cox, City of San Leandro, WMA, EC

Wendy Sommer, Executive Director

11

AGENDA

MEETING OF THE
ALAMEDA COUNTY WASTE MANAGEMENT
AUTHORITY (WMA) BOARD
AND
THE ENERGY COUNCIL (EC)

Wednesday, February 22, 2017

3:00 P.M.

StopWaste Offices 1537 Webster Street Oakland, CA 94612 510-891-6500

Meeting is wheelchair accessible. Sign language interpreter may be available upon five (5) days notice by calling 510-891-6500. Members of the public wanting to add an item to a future agenda may contact 510-891-6500.

- I. CALL TO ORDER
- II. ROLL CALL
- **III. ANNOUNCEMENTS BY THE PRESIDENTS -** (Members are asked to please advise the board or the council if you might need to leave before action items are completed)
- Page IV. CONSENT CALENDAR
 - 1. Approval of the Draft Minutes of January 25, 2017 (Wendy Sommer)

Action

Action

2. Waste Characterization 2017: Contractor Recommendation (Meghan Starkey)

The Programs & Administration Committee recommends that the Authority Board authorize the Executive Director to enter into a contract with SCS Engineers for a total of \$347,000.

V. OPEN PUBLIC DISCUSSION

An opportunity is provided for any member of the public wishing to speak on any matter within the jurisdiction of the boards or council, but not listed on the agenda. Total time limit of 30 minutes with each speaker limited to three minutes.

- VI. REGULAR CALENDAR
- 1. First Reading and Public Hearing for Ordinance 2017-02: Amendment to the Alameda County Integrated Waste Management Plan to Include the Davis Street Transfer Station Organics Facilities in the City of San Leandro (Debra Kaufman)

Action

Staff and the Recycling Board as LTF and the P&O committee, recommend that the

WMA Board take the following actions:

Hold a public hearing and introduce and waive the first reading of the ColWMP Amendment ordinance (Attachment A) at the February 22, 2017 meeting to:

- Amend the ColWMP (Exhibit 1) to include the Davis Street Organics Facilities at the Davis Street Transfer Station in San Leandro, and make additional changes for consistency;
- 2. Find that the Davis Street Organics Facilities including the organics materials recovery facility (OMRF), composting facility and anaerobic digestion facility conform to the ColWMP as amended and;
- 3. Make the findings required by CEQA, and also recommend that the Authority Board direct staff to place the ordinance on the calendar for adoption at the March 22, 2017 meeting.

131 2. Workforce Strategy: Two-Year Service Credit (Pat Cabrera)

Action

Staff recommends that the WMA Board approve offering the two-year service credit to eligible employees in the Program Manager I, Program Manager II and Senior Program Manager classifications, and approve establishing the window period to begin May 1, 2017 and end September 30, 2017. Staff further recommends that the Board direct the Executive Director or designee to prepare the enacting resolution for action at the March 22, 2017 WMA Board meeting.

3. Interim appointment(s) to the Recycling Board for WMA appointee unable to attend future Board Meeting(s) (Wendy Sommer)

Action

(P&O and Recycling Board meeting, March 9, 2017 - 4:00 pm – StopWaste Offices, 1537 Webster Street, Oakland, CA)

- VII. COMMUNICATIONS/MEMBER COMMENTS
- VIII. ADJOURNMENT

MINUTES OF THE MEETING OF THE ALAMEDA COUNTY WASTE MANAGEMENT AUTHORITY (WMA) And THE ENERGY COUNCIL (EC)

Wednesday, January 25, 2017

3:00 P.M.

StopWaste Offices 1537 Webster Street Oakland, CA 94612 510-891-6500

I. CALL TO ORDER

Dan Kalb, President, WMA, called the meeting to order at 3.02 p.m.

II. ROLL CALL

WMA & EC:

County of Alameda Keith Carson, WMA, EC
City of Alameda Jim Oddie, WMA, EC
City of Albany Peter Maass, WMA, EC
City of Berkeley Kriss Worthington, WMA, EC

Castro Valley Sanitary District Dave Sadoff, WMA City of Dublin Don Biddle, WMA, EC City of Emeryville Dianne Martinez, WMA, EC City of Livermore Bob Carling, WMA, EC City of Newark Mike Hannon, WMA, EC City of Oakland Dan Kalb, WMA, EC **Oro Loma Sanitary District** Shelia Young, WMA City of Piedmont Tim Rood, WMA, EC City of Pleasanton Jerry Pentin, WMA, EC City of San Leandro Deborah Cox, WMA, EC City of Union City Lorrin Ellis, WMA, EC

City of Fremont Vacant

ABSENT:

City of Hayward Al Mendall, WMA, EC

Staff Participating:

Wendy Sommer, Executive Director Debra Kaufman, Senior Program Manager Karen Kho, Senior Program Manager Richard Taylor, Legal Counsel, Authority Board Arliss Dunn, Clerk of the Board

Others Present:

Ken Lewis, Waste Management, Inc.
Peter Slote, City of Oakland
Donna Cabanne, City of Livermore Resident
Antoinette Stein, City of Berkeley Resident

III. ANNOUNCEMENTS BY THE PRESIDENTS

President Kalb announced that the State of California Environmental Protection Agency (CalEPA) awarded StopWaste one of its 2016 Governor's Environmental and Economic Leadership (GEELA) Awards for its multi-step school program. President Kalb along with staff from the schools program was present to accept the award. President Kalb thanked staff for years of dedicated work to make this program a successful asset to schools in Alameda County.

Executive Director Wendy Sommer announced that staff Wes Sullens is leaving StopWaste to accept a position at the US Green Building Council in Washington, DC. Mr. Sullens will be working as the Director of Codes Technical Development. Ms. Sommer acknowledged Mr. Sullens for his contributions to the agency in the area of green policy and codes development. He also recently received the prestigious LEED Fellow designation. Ms. Sommer welcomed Todd High as the new Financial Services Manager. Mr. High was the Regional Financial Operations Manager and Controller for Recology and brings a wealth of experience in tracking and analyzing recycled commodities, budgeting process, rate reviews, etc. He also brings experience from the private sector working for Arthur Andersen and Hewlett Packard.

Board member Young introduced Rita Duncan as the new alternate from Oro Loma Sanitary District. Board member Duncan is the newly elected Director for the Oro Loma Sanitary District Board and the second woman elected in 100 years.

IV. CONSENT CALENDAR

1. Approval of the Draft Minutes of December 21, 2016 (Wendy Sommer)

Action

2. ACWMA Property: Grazing License Amendment (Brian Mathews)

Action

The Programs & Administration Committee recommends that the Authority Board adopt Resolution #WMA 2017-01 to authorize the Executive Director to amend the Grazing License between the Authority and Joseph and Charlene Paulo to change the rent collection mechanism from "in-advance" rent payment to "in arrears" rent payment.

3. ACWMA Property Lease: Sprint, AT&T, T-Mobile, and Others (Brian Mathews)

The Programs & Administration Committee recommends that the Authority Board adopt Resolution #WMA 2017-02 to authorize the Executive Director to:

- Amend the Sprint electrical trench lease to reduce the rent by the terms described herein if and when new tenants sub-lease the electrical power-line trench; and
- Enter into a lease agreement based on the terms described herein with AT&T for use of the electrical power-line trench operated by Sprint; and
- Enter into a lease agreement based on the terms described herein with T-Mobile for use of the electrical power-line trench operated by Sprint; and
- Enter into a lease agreement(s) based on the terms described herein with tenant(s) as may be identified in the future for use of the electrical power-line trench operated by Sprint.

2. Minutes of the January 18, 2017 Technical Advisory Group (Karen Kho)

Information

There was no public comment on the consent calendar.

Board member Worthington made the motion to approve the Consent calendar. Board member Young seconded and the motion carried 18-0.

(Ayes: Biddle, Carling, Carson, Cox, Ellis, Hannon, Kalb, Maass, Martinez, Oddie, Pentin, Rood, Sadoff, Worthington, Young. Nays: None. Abstain: None. Absent: Mendall. Vacant: Fremont).

V. OPEN PUBLIC DISCUSSION

Toni Stein, City of Berkeley resident, commented on the recent roll backs of environmental regulations and asked that the Board remain committed to keeping the environment safe.

VI. REGULAR CALENDAR

1. Second Reading and Consideration of Adoption for Ordinance 2017-01: Action Amendment to the Alameda County Integrated Waste Management Plan to include the Altamont Compost Facility in the unincorporated area of Livermore (Debra Kaufman)

It is recommended that the Waste Management Authority waive the requirement to

read the full text of the Ordinance, read by title only, and adopt Ordinance 2017-01.

Debra Kaufman provided an overview of the staff report and presented a PowerPoint presentation. The combined report and presentation is available here: Altamont-ColWMP-memo-01-25-17.pdf

President Kalb opened the floor for public comment. Donna Cabanne, City of Livermore resident, requested that the Board postpone the public hearing. Ms. Cabanne also provided written comments on behalf of the residents on Dyer Road. The comments as Attachment A are included as a matter of record. Peter Slote, City of Oakland, spoke in support of approval of the ordinance. Antoinette Stein, City of Berkeley resident, spoke in opposition to the project and asked that the Board postpone the public hearing. There were no further public speakers. President Kalb closed the public hearing.

Board member Pentin stated that the residents on Dyer Road claimed that they were notified of the public hearing only this week. He is concerned that adequate time is provided to the residents for public comment and therefore asks that the Board continue the item for one month. Board member Martinez inquired about the consequences of postponing the public hearing. Ms. Sommer stated that the Board directed staff at the December 21, 2016 to request that County of Alameda Planning Department notify the residents on Dyer Road of the January 25, 2017 public hearing and second reading. Staff received confirmation from the County Planning staff that notifications were sent to the Dyer Road residents on December 29, 2017 and were sent again on Friday, January 20, 2017. Ms. Kaufman added that on December 29 the notices were sent to addresses within a 3,000 feet radius and on January 20 they included addresses within a 6,000 feet radius. Ken Lewis, Operations Manager for the Altamont Landfill stated that the closest residence is within a mile and a quarter of the facility. Ms. Sommer stated that in order for Waste Management to complete the permitting process and move on to the next phase this Board would need to issue a conformance finding.

Board member Hannon inquired if all of the residents on Dyer Road were notified of the County permitting process in 2013. Mr. Lewis stated yes. He added that some members on the Community Monitor Committee, Altamont Landfill Settlement Agreement are also members of ALARM (Altamont Landowners Against Rural Mismanagement), and minutes from meetings during that timeframe confirm that there were discussions regarding the composting facility. Board member Hannon asked for clarification on the issues of truck traffic and wood pile violations as expressed by the residents. Mr. Lewis stated that the landfill is permitted for 11,000 tons per day and they are currently at 4,000 tons per day which is well below the truck limits per the use permit. With respect to the wood piles, the wood waste is a result of recycled wood accepted by a 3rd party that leases the property. The waste to energy plants were shut down for a while but have since reopened and wood piles are returning to their normal levels.

Board member Oddie stated that he shares the concern that all of the residents of Dyer Road may not have been noticed and supports continuing the item for one month. Board member Worthington stated that he hasn't seen evidence that continuing the item would result in a different outcome and added the environmental benefits are immense and therefore supports approval of the item. Board member Biddle stated that an in-county composting facility has been in the agency's plans for many years and therefore supports moving ahead with the project. Board member Martinez stated that tabling the decision may send a message to Dyer Road residents that this Board has the authority to address their concerns regarding the composting facility. However, we are not the lead agency for this project but are solely charged with a finding of conformance as it applies to the ColWMP. President Kalb stated that he concurs with Board member Worthington that he doesn't find evidence that supports continuing the project and supports moving forward. Board member Carling stated that he is not convinced about the December 29, 2017 notification to residents and supports continuing the project another month to allow the Dyer Road residents the opportunity to provide pubic comment. Ms. Kaufman added the WMA Board is only obligated to notice the public hearing in newspapers and there is no obligation for the WMA to notify residents. President Rood stated that he is sympathetic to going above and beyond the requirement to give people an opportunity to comment but he is not supportive of delaying the process.

Board member Biddle made the motion to approve the staff recommendation. Board member Worthington seconded and the motion carried 15-3.

(Ayes: Biddle, Carson, Cox, Ellis, Hannon, Kalb, Maass, Martinez, Rood, Sadoff, Worthington, Young. Nays: Carling, Oddie, Pentin. Abstain: None. Absent: Mendall. Vacant: Fremont).

The Board adjourned to closed session at 3:53 p.m.

2. CLOSED SESSION (WMA only) CONFERENCE WITH LABOR NEGOTIATOR

Pursuant to Government Code Section 54957.6(a)

Agency Negotiator: Wendy Sommer

Unrepresented Employees: (all Agency employees; position titles available upon request)

Confidential materials mailed separately

There were no reportable items from the closed session.

3. Interim appointment(s) to the Recycling Board for WMA appointee unable to attend future Board Meeting(s) (Wendy Sommer)

(P&O and Recycling Board meeting, February 9, 2017 - 7:00 pm – San Leandro Public Library – Karp Room, 300 Estudillo Avenue, San Leandro, CA)

Board member Pentin requested an interim appointment for the February 9, 2017 meeting P&O/RB meeting. Board member Biddle volunteered to attend as the interim appointment. Board member Pentin made the motion to approve the interim appointment of Board member Biddle. Board member Cox seconded and the motion carried 16-0.

(Ayes: Biddle, Carling, Cox, Ellis, Hannon, Kalb, Maass, Martinez, Oddie, Pentin, Rood, Sadoff, Worthington, Young. Nays: None. Abstain: None. Absent: Carson, Mendall. Vacant: Fremont).

4. 2017 BayREN Contract (Karen Kho) (EC only)

Action

Adopt the attached Resolution authorizing the Executive Director to enter into a 2017 contract for Bay Area Regional Energy Network (BayREN) and other related actions.

Karen Kho provided an overview of the staff report. The report is available here: 2017-BayREN-Contract-01-25-17.pdf

Energy Council President Ellis asked for public comment on this item. There was no public comment on this item.

Board member Kalb made a motion to approve the staff recommendation. Board member Oddie seconded and the motion carried 14-0.

(Ayes: Biddle, Carling, Cox, Ellis, Hannon, Kalb, Maass, Martinez, Oddie, Pentin, Rood, Worthington. Nays: None. Abstain: None. Absent: Carson, Mendall. Vacant: Fremont).

5. CCA Status Report (Karen Kho) (EC only)

Information

Karen Kho presented a PowerPoint presentation, available here:

EC-CCA-status update-1.25.17.pdf

Board member Kalb stated that some of the Board members present were on the temporary CCA steering committee. Two of the cities have not joined. There is hope that Contra Costa County and a few more cities might join. Board member Kalb added the first East Bay Clean Energy (CCA) meeting is on Monday, January 30, 2017.

VII. COMMUNICATION/MEMBER COMMENTS

Information

There were none.

VIII. ADJOURNMENT

The meeting adjourned at 4:53 p.m.

Alameda County Waste Management Authority Board Members

January 25, 2017

Dear Board Members:

Please postpone adoption of ordinance 2017-11(Item VI.1 Regular Calendar) concerning the composting facility at Altamont landfill. It is premature to add this facility to the County Integrated Waste Plan.

This item should be postponed until the following steps have been completed:

- 1. Dyer Road residents ---who live adjacent to the landfill---need to be notified in writing about this ordinance and be given a chance at a future meeting to voice concerns to the Board. (Residents were supposed to be notified in December 2016 but this did not occur.)
- 2. Altamont Landfill needs to clear several Notices of Violation issued by LEA and the Water Board concerning noncompliance of **current recycling mandates**. Violations include stockpiling wood since January 2016---time limit is 7 days--; storing wood in areas disallowed by waste discharge requirements, and placing pallets in Fill Area 2 that is not allowed to receive wastes yet.
- 3. Altamont Landfill still needs composting permits from Air and Water Boards.
- 4. Altamont Landfill must acquire a regulatory permit from Alameda County Department of Environmental Health. (Hearings required by the Department of Environmental Health for this facility have not yet been held).
- 5. Another proposed composting facility---J Ranch--- ¼ mile from the Altamont Landfill--- is currently working to obtain composting permits. It would be advantageous for this Board to compare the merits of each facility before placing either one in the Integrated Waste Plan.
- 6. This Board posted a full reading of this ordinance for Jan. 25th hearing. However, staff is asking the Board to waive the second reading, just as the first reading was waived. Does waiving both readings comply with CEQA and due process ???

Why is the adoption of this ordinance being rushed without adequate input from the public and the Dyer Road residents who will be most impacted ???

For all of the above reasons, it is necessary for this Board to postpone approving the ordinance for the Altamont Composting Facility at the January 25th meeting.

Sincerely,

Donna Cabanne

Altamont Education Advisory Board Committee Member

Altamont Community Monitor Committee Member

Tri-Valley Sierra Club Executive Committee Member

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To: jarreguin@ci.berkeley.ca.us,

don.biddle@ci.dublin.ca.us,rwcarling@cityoflivermore.net,

kcarson@acgov.org,

dcox@sanleandro.org, lellis@unioncity.org,

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trood@ci.piedmont.ca.us,board@cvsan.org,

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Cc: donna cabanne <dcabanne@justice.com>, Joe Cruz

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mikesbrew750@gmail.com, Crystal

<crystal@crystalforselidressage.com>,Alan Ragsdale

<al.ragsdale4@gmail.com>, Hugh Walker

<hughwalker@comcast.net>

Subject: composting project

Date:

Tue 01/24/17 07:32 PM

I spent some time this afternoon reading the various documents we have obtained. Comments are below.

I think that the Dyer Rd residents are all disturbed that we were not informed during the process. A letter received less than 48 hrs before the meeting at which this will likely be approved is, to say the least, too little and too late.

Throughout the documents I've read, the Dyer Rd residents are repeatedly dismissed because there are too few of us and we are too far away to be significant. Obviously, we have a different perspective.

One of the more serious impacts will be increased truck traffic on Altamont Pass Rd. The estimate is 225 additional trucks per day. If I read the report correctly, the claim is that this will be mitigated by encouraging landfill employees to share rides. I think we can all agree that is absurd. More material going to the landfill means more trucks, and there is no way to mitigate that. It would help us to put this increase into perspective to know how many trucks per day currently deliver to the landfill. I was surprised that the report did not include history of truck accidents on Altamont Pass Rd. The report presents volume:capacity ratios at intersections, but

does not give actual numbers of garbage trucks, specifically, currently on the road or projected. Time of day of truck traffic is also relevant. I think this needs to be included.

The report states that landfill activity, including lights, will be visible to the Dyer Rd residents. This is already the case, and I'd like a more detail regarding this.

How much water will be required for composting operations? And from what source?

One of our concerns is smell (section IIIe). There was some description of how the process works, implying that there will be no odor. However, if I understood the report correctly, the impact of objectionable odors is measured based on the number of complaints, and not on the actual odor. The report concludes that because there is not a "substantial number" of people who would be affected, the impact will be insignificant. In other words, it doesn't matter how nasty it smells because only a few of us will smell it. I hope you can understand why we don't agree.

Aside from the composting plan itself, there were a few other items in the documents I read that raise concerns. The permit was issued in March, 2013, valid for 3 years. So it seems to me the permit is no longer valid, correct?

The community monitor report reveals a disturbing number of violations, with the number and severity of violations being noticeably higher in 2016 than previous years. The landfill has been cited every month for a year for a large pile of wood that is in violation of regulations. Why are regulations not enforced? Why is the landfill being allowed to expand into this new area, given their track record? I think you can understand why we don't have much confidence in the assurances we are being given regarding this new project, if existing requirements are not honored or enforced.

In conclusion, we would like a decision on this project to be postponed until we have an opportunity to discuss this and have questions answered.

Virginia W. Miner, Ph.D. 4008 Dyer Rd. Livermore, CA 94551 510-918-5800 wwminer@me.com

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DATE: February 22, 2017

TO: Waste Management Authority

FROM: Wendy Sommer, Executive Director

BY: Meghan Starkey, Senior Program Manager

SUBJECT: Waste Characterization 2017: Contractor Recommendation

SUMMARY

As part of the FY16/17 Agency budget, the Waste Management Authority approved funding for a waste characterization study. This type of study identifies predominant materials in the current waste stream and changes over time, supporting the Board-adopted guiding principle of collecting data for the purpose of making informed decisions. The results will be used by StopWaste and member agencies to help refine programs and evaluate progress towards long-term goals. Staff issued an RFP in November, 2016, and is recommending selection of SCS Engineers to conduct the study for a not-to-exceed total of \$347,000.

DISCUSSION

Similar to past studies in 1995, 2000 and 2008, the 2017 Waste Characterization Study methodology will focus on physical sampling by hand-sorting and weighing materials, visual sampling to estimate material weight for loads not suitable for sorting and weighing, and additional data collection from haulers. As in previous studies, the 2017 study will break down the results in five generator sectors/delivery methods: single family, multifamily, commercial, roll-off and self-haul. The study period is calendar year 2017, with results available early 2018.

The last study was conducted in 2008 as a prelude to the 2009 strategic planning process. While the basic approach is similar, the study has been scoped with several modifications, which offer significant cost savings over previous studies.

- Results from the benchmark metrics will be used to estimate material quantities for the single family and multifamily sectors.
- The number of materials sampled will be cut in half, focusing primarily on the Agency's target materials (readily recyclable materials). See Attachment for specific list and comparison to previous years.

• The study will be conducted on a countywide basis only, rather than for each member agency.

The primary reasons for countywide level only are that the benchmark study provides more relevant data to the member agencies and that past studies have shown no significant statistical difference between the individual member agencies and the countywide results. Since sampling for an individual jurisdiction costs up to \$50,000 extra per jurisdiction, for the reasons outlined above, staff does not believe the extra work is warranted. Member agencies were offered the option to "add on" to this contract, so that if they wished a characterization study for their own jurisdiction, they could pay only for the cost of additional sampling, and get a study at a much lower cost than they could otherwise. However, member agency staff chose not to take advantage of this option, since they will be able to rely on countywide numbers and benchmark data, or conduct studies on their own.

An additional change is that the study will also sample post-processing residuals at Material Recovery Facilities (MRFs). As more Alameda County material is sent over processing lines, it is important to understand the composition and quantity of what is not recovered through these facilities.

Staff issued an RFP in November 2016. Three firms submitted proposals: SCS Engineers, Cascadia Consulting and Louis Berger. Cost proposals ranged from a low of \$297,500 (Cascadia) to a high of \$464,000 (Louis Berger). Staff evaluated the proposals and interviewed all three proposers, and determined that SCS offered the best mix of responsiveness to the RFP, expertise, methodology and value.

Discussion at the Programs & Administration Committee

Committee member questions and staff responses are summarized below:

Q. Why are we sampling MRF residuals as part of this study, and have we audited MRFs before?

A. An increasing amount of material, including MSW solid waste and mixed dry loads, is passing over MRF lines. In order to get an accurate view of our progress to goals, we need a picture of what is going to disposal from this source and not just material directly sent to landfill. The Davis St. Dry MRF was audited as part of the Mandatory Recycling Ordinance Phase One implementation, and the City of Oakland requires audits of the CWS facility. We plan to use these results as part of the study, as applicable.

Q. Why are there differences in cost between proposals, and why are we selecting a contractor who did not submit the lowest bid?

A. The lowest bid submitted contained fewer samples than the SCS Engineers bid, hence the lower cost. We did not feel the number of samples in the Cascadia bid was adequate, and would have requested additional samples (at an additional cost) had we chosen them. SCS will offer more robust results with their sampling plan. SCS also has superior expertise in statistics and will meet our need for analysis better.

Q. Where is the firm located?

A. Local offices are in Santa Rosa, CA, and sorting employees will be drawn from Alameda County.

Q. How does this relate to the inspectors under the MRO project?

A. Inspectors under the MRO are simply looking for the presence of covered materials in the garbage bins of covered accounts. This study will sample and quantify a longer list of materials and use data from the haulers to get a picture of the entire waste stream, and not just the covered accounts under MRO.

Q. How does this study relate to the benchmark study?

A. We will not directly sort and weigh material from the single family and multifamily streams as part of this study, but will apply the benchmark results instead. This study will also sample the entire commercial stream, as well as roll-off and self-haul streams, which are not covered by the benchmark study.

Q. Are we confident that a countywide study is adequate and that we should not do city specific studies?

A. Yes. Past studies have shown there to be no significant difference between individual city results and countywide results, i.e., differences between the member agencies and the county fall within the confidence interval. After much discussion on specifics, member agency staff members have agreed with our assessment. Member agencies need different types of studies to inform their local policies and programs, and some are undertaking these independently.

Q. How many days are we sampling?

A. The plan is to sample daily for three weeks, eight hours a day, in each of two seasons. This is a cost-saving feature over the four-season sorts performed for prior studies.

Q. The study scope refers to the 10% goal, and are there consequences for not meeting this goal? A. The 10% goal is aspirational rather than required by the Authority. The City of Oakland does include a 10% goal in the franchise and there are consequences for the hauler to miss this goal. Other cities also have specific requirements in their franchises.

Q. Why are we reducing the material categories? Will we be able to compare to previous studies? Which categories are we including? Are we sampling textiles?

A. We are eliminating categories that do not meet policy or program needs. For example, distinguishing between five different types of paper when they are all handled the same way is not compelling in light of the cost. The new material categories are based on the previous list, with some categories collapsed but still comparable when aggregated. Since hazardous materials need to be handled carefully, those will also be sampled. The specific list is in the attachment to this memo. Material categories will be reviewed again and finalized before field work. We are sampling textiles and carpet.

Q. When will results be available?

A. Early 2018.

RECOMMENDATION

The Programs & Administration Committee recommends that the Authority Board authorize the Executive Director to enter into a contract with SCS Engineers for a total of \$347,000.

Attachment: List of Material Categories

		Previous WCS Material	
Material Group	Material	Number/ Description	
	Uncoated Corrugated		
Paper	Cardboard	1	Uncoated Corrugated
	Recyclable Paper	2, 3, 4	High Grade Paper, Newspaper, Mixed Recyclable Paper
	Compostable Paper	5	Compostable paper
Plastics	Bottles and Plastic Containers	7, 8, 9	HDPE #2, PETE #1, Other Plastic Containers
	Plastic Bags	10	Plastic Bags
	Other Film	11	Other Film
Glass	Recyclable Glass Bottles/Containers	15	Recyclable Glass Bottles/Containers
Metals	Aluminum Cans	17	Aluminum Cans
	Steel Food and Beverage		Steel Food and Beverage
	Containers	19	Containers
	White Goods*	21	White Goods
Compostable	Vard Wasta	22.22	Leaves/Grass/Chips; Branches/Stumps/Prunings/Trim
Organics	Yard Waste	22, 23	mings
	Food Waste	24	Food Waste
0 111			
Compostable Organics - Wood	Untreated lumber*	26	Untreated lumber
	Pallets*	27	Pallets
Textiles/Other	Textiles/Leather	29	Textiles/Leather
	Carpet*	30	Carpet
	Tires*	25	Tires
	Treated Wood Waste*	28	Treated Wood Waste
	Treated Wood Waste	20	Treated Wood Waste
Inerts	Crushable Inerts	34	Crushable Inerts
	Gypsum Boards*	36	Gypsum Boards
HHW	Paints/Adhesives & Vehicle/Equipment Fluids **	38, 39	Paints/Adhesives; Vehicle/Equipment Fluids
	Universal Hazardous Waste**	40	Universal Hazardous Waste
	Medical Waste**	41, 42	Medical waste; Medicine
	Other hazardous waste**	45	Other hazardous waste

	Covered E Waste; Other E Waste	43, 44	Covered E Waste; Other E Waste
		·	,
Special	Brown Goods*	46	Brown Goods
Everything else	Materials not specified above	See list below of discontinued material categories	
		6	Other paper
		9	Other plastic containers
		12	Expanded polystyrene blocks
		13	Mixed rigid plastics
		14	Other plastics
		16	Other Glass
		18	Other non-ferrous
		20	Other ferrous
		31	Diapers
		32	Manure
		33	Other organics
		35	Other inerts
		37	Asphalt Roofing
		47	Composite bulky items
		48	Other special waste

^{*}Due to material size, additional cost of sampling in this category is negligible

^{**}Due to hazardous material handling requirements, additional cost of sampling in this category is negligible



DATE: February 22, 2017

TO: Waste Management Authority Board

FROM: Wendy Sommer, Executive Director

BY: Debra Kaufman, Senior Program Manager

SUBJECT: First Reading and Public Hearing for Ordinance 2017-02: Amendment to the

Alameda County Integrated Waste Management Plan to Include the Davis Street

Transfer Station Organics Facilities in the City of San Leandro

SUMMARY

On February, 2017, the Recycling Board, in its role as the Local Task Force (LTF) and the Planning and Organization Committee of the WMA, recommended (Rood/Biddle, 7-2, and 2 recusals) that the WMA Board approve the subject County Integrated Waste Management Plan (ColWMP) amendment and hold a public hearing at the February WMA meeting.

The February WMA meeting will serve as the first reading of the subject ordinance.

DISCUSSION

The Waste Management Authority received a request for an amendment to the County Integrated Waste Management Plan to include the Davis Street organics facilities at the Davis Street Transfer Station in the City of San Leandro.

The proposed project includes three facilities to be developed within the existing footprint of the Davis Street property. The proposed project includes infrastructure to separate the organic fraction and other recyclable commodities from the municipal solid waste stream and then convert the organic fraction into a digestate or compost product through use of either an enclosed composter or digester facility. Public notice was provided of the public hearing for this amendment in the East Bay Times and its affiliated publications, the Oakland Tribune, the Alameda Times-Star, the Argus, the Daily Review and the Tri-Valley Herald.

The main difference between this set of organics facilities and the recently adopted CoIWMP amendment for the Altamont Compost facility, is that these facilities will be focused on separating and composting organics (and separating recyclables) that are commingled with refuse and not source separated (although some amount of source separated organics may also be composted). The Altamont Compost Facility is dedicated to composting source separated organics. Both types of efforts could help the County achieve its organics diversion goals more quickly, and may result in higher diversion levels than would be possible without segregating organics from refuse.

RECOMMENDATION

Staff and the Recycling Board as LTF and the P&O committee, recommend that the WMA Board take the following actions:

Hold a public hearing and introduce and waive the first reading of the CoIWMP Amendment ordinance (Attachment A) at the February 22, 2017 meeting to:

- 1. Amend the ColWMP (Exhibit 1) to include the Davis Street Organics Facilities at the Davis Street Transfer Station in San Leandro, and make additional changes for consistency;
- 2. Find that the Davis Street Organics Facilities including the organics materials recovery facility (OMRF), composting facility and anaerobic digestion facility conform to the ColWMP as amended and;
- 3. Make the findings required by CEQA, and also recommend that the Authority Board direct staff to place the ordinance on the calendar for adoption at the March 22, 2017 meeting.

Attachments:

- A: Ordinance 2017-02 and Exhibits
- B: Staff Memo from February 9, 2017 P&O/Recycling Board Meeting (without duplicated attachments)
- C: City of San Leandro January 2011 staff report adopting Negative Declaration, including Initial Study Checklist and Negative Declaration

ORDINANCE 2017-02

AN ORDINANCE ADOPTING AMENDMENTS TO THE COUNTYWIDE INTEGRATED WASTE MANAGEMENT PLAN, AND FINDING PLAN CONFORMANCE FOR THE DAVIS STREET COMPOST FACILITY, DAVIS STREET ORGANICS MATERIALS RECOVERY FACILITY AND DAVIS STREET ANAEROBIC DIGESTION FACILITY (DAVIS STREET ORGANICS FACILITIES) AT 2615 DAVIS STREET, SAN LEANDRO, CA 94577

The Board of the Alameda County Waste Management Authority ("Authority") ordains as follows: SECTION 1 (Enactment)

The Board of the Authority does hereby enact this Ordinance in full consisting of Section 1 through Section 6.

SECTION 2 (Findings)

- (a) The Authority finds that the California Integrated Waste Management Act (California Public Resources Code §§ 40000 et seq.) requires the preparation and adoption of a Countywide Integrated Waste Management Plan ("ColWMP").
- (b) The Authority finds that the Alameda County Joint Exercise of Powers Agreement for Waste Management directs that the Authority prepare, adopt, revise, amend, administer, enforce, and implement the ColWMP.
- (c) The Authority finds that it adopted a CoIWMP, dated February 26, 2003, and has adopted minor amendments since then. A five-year review of the CoIWMP was conducted in November 2009, a factual update was adopted in April 2010, and amendments were made in January 2011, December 2011, July 2013, April 2015, July 27, 2016, and January 25, 2017.
- (d) The Authority finds that on February 19, 1998, the City of San Leandro issued a conditional use permit, CUP-96-1 for the Davis Street Transfer Station at 2615 Davis Street, CA 94577
- e) The Authority finds that on January 4, 2011, the City of San Leandro prepared, considered, and adopted a negative declaration and initial study for a project that included an Organics Materials Recovery Facility, Organics Materials Composting Facility, and Organics Digester Facility (collectively, the "Davis Street Organics Facilities" or "project") as required by the California Environmental Quality Act ("CEQA") and approved the site plan for the project.
- (f) The Authority finds that on January 10, 2017, the project applicant submitted the required information to the Authority to amend the ColWMP to site the project at 2615 Davis Street, San Leandro.
- (g) The Authority finds that the Recycling Board, acting as the Local Task Force, has reviewed and commented on the proposed amendment, and the Planning & Organization Committee of the Authority has considered the ColWMP Amendment, including any comments by the Local Task Force, and has recommended approval of the ColWMP Amendment and conformance finding.

- (h) The Authority finds that Authority staff provided all required notice and held a duly noticed public hearing on February 22, 2017 to consider the ColWMP Amendment and conformance finding for the Facility.
- (i) The Authority finds that the Authority Board considered all materials and testimony presented by the public, Local Task Force, applicant for the Facility, and Authority staff.
- (j) The Authority finds that it is a Responsible Agency under CEQA, that this project underwent the required review under CEQA, and that the Authority's action is within the scope of activities addressed by the City of San Leandro's negative declaration and initial study ("ND/IS").
- (k) The Authority finds that the Authority Board has independently reviewed and considered the City of San Leandro's ND/IS.
- I) The Authority finds that since the City of San Leandro's adoption of the ND/IS, no substantial changes have occurred and no new information or changed circumstances exist that require revisions of the ND/IS due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (m) The Authority concurs with the City of San Leandro, that the project will not result in any significant environmental impacts.

SECTION 3 (CEQA Determinations)

The Authority's approval of the CoIWMP amendment and conformance determination, as conditioned, will have a less than significant impact on the environment as documented in the ND/IS.

SECTION 4 (Amendment of ColWMP)

The Authority hereby amends the CoIWMP as set forth in the CoIWMP Amendment text attached hereto as Exhibit 1 and made a part of this Ordinance, subject to the Conditions of Approval attached hereto as Exhibit 3.

SECTION 5 (Conformance Determination)

The Authority does hereby determine that the proposed project is in conformance with the CoIWMP as amended, including the siting criteria as set forth in the siting criteria findings attached hereto as Exhibit 2 and made a part of this Ordinance, and that the Davis Street Organics Facilities, as conditioned by the Conditions of Approval attached hereto as Exhibit 3, would be in conformance with the CoIWMP as amended.

SECTION 6 (Notice and Effective Date)

This ordinance shall be posted at the Authority Office for at least thirty (30) days after its second reading by the Board and shall become effective thirty (30) days after the second reading.

Passed and adopted this 22 nd day of March, 2017 k	by the following vote:
AYES:	
NOES:	
ABSTAINING:	
ABSENT:	
I certify that under penalty of perjury that the fore ORDINANCE NO. 2017 – 02.	egoing is a full, true and correct copy of
	WENDY SOMMER
	EXECUTIVE DIRECTOR
Exhibits:	
Exhibit 1: ColWMP Amendment Text	

Exhibit 2: Siting Criteria Findings Exhibit 3: Conditions of Approval

EXHIBIT 1: ColWMP Amendment Text

Amendments to Alameda County Countywide Integrated Waste Management Plan for the Davis Street Transfer Station Organics Facilities at 2615 Davis Street in the City of San Leandro.

The Alameda County Countywide Integrated Waste Management Plan, February 26, 2003 and last amended in January 2017 is hereby amended again as set forth below. In the sections that follow, text to be added to the Plan is shown in underline-bold and text to be deleted is shown in strikethrough.

In Chapter II, under the heading "The System Components" section 2 "Transfer Stations," amend the description of the Davis Street Transfer Station to add the following paragraphs at the end of the Davis Street Transfer Station and Recycling Center description in subsection a):

In 2017 and 2018, the Davis Street Transfer Station will undergo major changes to add three organics facilities to the site. The organics facilities will operate under an updated solid waste facility permit to be issued by CalRecycle and enforced by the Alameda County LEA. Existing Davis Street Transfer Station property that was previously used to store containers, outdoor green waste processing and parking will be converted into an approximately 260,000 square foot covered organics recovery facility.

These new operations will take place within the currently permitted 5,600 ton per day solid waste facility permit. The planned organics facilities include the following:

- Organics Materials Recovery Facility ("OMRF") a 1.4-acre indoor facility,
- In-vessel 3.0-acre Organics Materials Composting Facility ("OMCF"), and
- Organics Digester Facility ("Digester"), a 1.5-acre facility which includes energy production.

The OMRF will include construction of an approximately 62,000 square foot building to house materials processing equipment designed to remove organics and recyclable commodities from the waste materials that currently come to Davis Street for transfer and disposal. The OMRF is designed to process 100 tons per hour of municipal solid waste ("MSW"). Initially, the OMRF will process MSW generated by the City of Oakland in the amount of 150,000 tons per year ("TPY") running on a single shift per day; however the throughput may increase to an annual tonnage of 300,000 TPY depending on demand from other WMAC customers for processing of MSW.

The OMRF is anticipated to result in diversion rates of up to 61%. From the initial 150,000 TPY of the City of Oakland MSW to be processed, WMAC anticipates recovering 60,000 TPY of organics and 31,000 TPY of other recyclable commodities. The organic materials recovered from the OMRF will be directly conveyed to the adjacent Composting and Digester facility buildings for processing. The other recovered commodities, including aluminum, metals, plastics, and glass, will be shipped off-site for recycling along with similar materials recovered from the other various

Materials Recovery Facilities located on the Davis Street property. Building permits have been obtained and the facility is planned to be fully-operational by the first quarter of 2018.

The Composting and Digester facilities will be constructed in buildings directly adjacent to the OMRF. The combined daily peak capacity of the Composting and Digester facilities will be 1,000 tons per day, with an estimated maximum annual throughput of 205,000 TPY. The majority of organic feedstock going into the Composting and Digester facilities will be from the OMRF; however as space allows this may also be augmented by other source separated food and green waste materials which are currently transferred to other composting facilities. These facilities are in the processes of obtaining all operational permits and construction is planned to begin summer of 2017, with operations beginning in late 2018.

The Composting facility will be an approximately 135,000 square foot fully-enclosed operation. The building will house the entire composting process, and will be operated under a negative air system with exhaust vented through a biofilter to control potential odors and mitigate emissions from the composting process. Annual average expected capacity of the Composting facility is up to 165,000 TPY. Actual annual capacity of the facility will be determined by required processing and retention times for the organics, which can vary depending on feedstock characteristics. It is currently estimated to take 21 days for the organic materials to move through the composting facility process. The facility will consist of composting lanes which will be turned mechanically to allow for adequate air flow through the compost piles and aerobic decomposition of the organic materials. After the 21 day retention time, the active phase of the composting process will essentially be complete and the compost material will have finished the process to further reduce pathogens ("PFRP"). The output of the Composting facility may be sold to end-users and applied as a soil amendment immediately, or may also be taken to an off-site composting facility to be blended with other compost products.

The Digester facility will be an anaerobic process which will occur in an approximately 65,000 square foot building. This facility will be capable of processing up to an additional 40,000 TPY of organic materials including the organic fraction from the OMRF, green waste, and source separated food waste. The digester facility will be fully-enclosed allowing for the collection of biomethane from the digestion process, and is designed to process the organic fraction of the waste over an 18 to 21 day period, and/or the organic fraction of the waste will be washed through a hydro pulping process to produce 4 streams: 1) organic slurry for the anaerobic digestion process, 2) plastic film/rigid plastics waste, 3) grit waste and 4) heavy fraction waste. Plastic waste will be dried to remove water weight and combined with grit/heavy waste for disposal at the Altamont landfill. The Organic slurry will be dewatered to create a solids feedstock for digesters and a liquid feedstock for high rate up-flow digestion. Digestate produced from digesters will be dewatered to generate approximately 25% solids material to be used by either WMAC as a feedstock for compost or as base for other value added products. The digestate, if used as a compost feedstock, will be loaded into transfer trucks for delivery to an off-site composting facility for further processing. The gas will be either utilized for on-site production of renewable energy to power the Davis Street operations, or utilized as vehicle-grade renewable natural gas to power WMAC's waste hauling fleet.

Siting Criteria

Below is a summary of the proposed project's conformance with the General Solid Waste Facility Siting Criteria as outlined in the ColWMP. The siting criteria in the IS/ND CEQA environmental checklist also contains an analysis of many of the siting criteria listed below.

A. Seismic

The proposed project is not within 200 feet of an active or recently active fault.

B. Floodplains

The proposed project is not located in a 100-year floodplain nor in an area subject to flooding.

C. Wetlands

The proposed project is located in existing operational areas of the Davis Street Transfer Station ("DSTS") property and is not located in a wetlands.

D. Endangered Species Habitat

The proposed project is located in existing operational areas of the DSTS property and is not located within any endangered species habitat.

E. Unstable Soils

The proposed project will be located on the closed Oyster Bay Landfill which is subject to settlement. Similar to numerous other existing structures at the site, the buildings will be supported on piles or other foundation support structures which will allow settlement of the waste over time. The structures will be designed in accordance with the requirements of Title 27 and the City of San Leandro Building Department.

F. Major Aquifer Recharge Areas

The proposed project is located over a closed landfill and is not located in a major aquifer recharge area.

G. Depth to Groundwater

The proposed project is located on a closed bay-margin landfill which is subject to a high groundwater table, however the facilities will be designed similar to other existing structures on the site and in accordance with local and State requirements.

H. Permeable Strata and Soils

The proposed project is located on a closed landfill and is not located on high-permeability soils. The facilities will be fully enclosed buildings and waste materials will not be managed or stored on native ground.

I. Non-attainment Air Areas

The proposed project is a fully-enclosed facility which will control emissions through the use of a biofilter and will fully comply with the permitting requirements of the Bay Area Air Quality Management District ("BAAQMD"). The proposed project will obtain an Authority to Construct and Permit to Operate from the BAAQMD, prior to construction and operation of the facility.

J. PSD Air Areas

See requirements of I. above.

K. Mineral Resources Area

The proposed project is located on a closed landfill in an area with existing industrial operations. No native sand or gravel mineral resources are available for extraction.

L. Prime Agricultural Lands/Open Space

The proposed project site is zoned industrial and no agricultural lands or open space areas will be developed.

M. Military Lands

The proposed project is not located on nor adjacent to any Military Lands.

N. Other Federal, State and Indian Lands

The proposed project is located on property wholly owned by WMAC and is not located on Federal, State, or Indian Lands.

O. Proximity to Major Transportation Routes

The proposed project is located at the existing DSTS facility. No increase in permitted traffic will be associated with the proposed project since the materials currently entering the facility will be redirected to these new facilities as required. The facility roads are currently accessed by waste hauling vehicles and no new roads are necessary for the proposed project.

P. Proximity to Development

The proposed project is located at the existing DSTS and will result in no increase in permitted tons of material entering the facility. DSTS is in an existing industrial area, and the major routes to the facility do not pass through any residential neighborhoods. The Oyster Bay Regional Park is the located to the west of the property and as part of the project architectural treatments and additional landscaping will be included to improve the overall appearance of the new facilities as required by the City of San Leandro Planning.

Q. Proximity to Public Services

The proposed project is located in a urban industrial area and has full existing utilities adequate to support the project including city sewer, water, electrical, and local emergency services with reasonable response times.

R. Proximity to Waste Stream

The proposed project will primarily utilize the existing waste streams that already are delivered to the Davis Street facility. The majority of these waste streams are from within Alameda County or close proximity to the facility. Additionally, processing of these local waste streams at the Davis Street facility source will increase diversion and avoid hauling of these materials to other facilities for disposal.

S. Appropriate Zoning

The proposed project is located at a property with existing solid waste facilities permits and is appropriately zoned as industrial for these activities.

T. Conformance with Approved Countywide Siting Element of the Integrated Waste Management Plan ("Plan")

The proposed project is located at the Davis Street facility which currently operates under a Solid Waste Facility Permit ("SWFP") and is detailed in the Plan in numerous places under large-scale waste transfer and recycling. The proposed project is consistent with the existing solid waste management facilities and the current SWFP is being updated to incorporate the details of the new facilities. The total permitted inbound tonnage of the facility will not increase as a result of the proposed project and updated SWFP.

U. Recreational, Cultural, or Aesthetic Areas

The proposed project is located on the Davis Street facility property over a closed landfill. There are no historic preservation, Indian reservations, or other cultural and scenic areas at the facility. In consideration of the Oyster Bay Regional Park situated to the West of the site, the new buildings will be intentionally low key in color scheme and treatment. The layout, architectural treatment, and conceptual landscaping plan have been developed in accordance with the requirements of the City of San Leandro's Plan Review Standards (5-2512) and the landscape plan will confirm to the requirements of the city's code (4-1902).

V. Airport Zones

The proposed project is located within the vicinity of the Oakland International Airport, however it is located at the existing Davis Street facility and will result in no increase in the tons permitted to enter the facility. The proposed project will result in existing permitted inbound tons being shifted from the transfer station and other materials recovery facilities at the property, to new buildings constructed under the proposed project. There will be no change from the existing conditions at the site regarding potential impacts with the airport.

W. Gas Migration / Emissions

The proposed project will be designed to operate in a manner which will minimize potential odor emissions. The organics processing building will manage potential for odors with a negative air system in the structure and building exhaust diverted through a biofilter.

X. Contingency

The proposed project is located at an active solid waste facility and has an existing emergency management plan. The proposed project facilities will be added to this plan as appropriate.

Conditions of Approval for ColWMP Amendment and Conformity Determination for the Davis Street Organics Facilities at the Davis Street Transfer Station

Pursuant to the Joint Powers Agreement establishing the Alameda County Waste Management Authority ("Authority"), the Alameda County Integrated Waste Management Plan, and state law, the ColWMP amendment and conformity determination enacted by the ordinance to which this exhibit is attached is subject to the conditions below:

- Operations at the DSTS Organics Facilities (facilities) shall comply with all requirements governing the design and operation of compost operations under the Compost Materials Handling Facility permit as set forth in Title 14 of the California Code of Regulations.
- 2. The materials that may be processed through the DSTS organics facilities are limited to the materials that the Davis Street Transfer Station is currently permitted to take.
- 3. The facilities will not result in an increase of currently permitted tonnage of 5600 tons of incoming material per day
- 4. The facilities shall operate within the conditions contained within the CUP from the city of San Leandro
- 5. The Facilities shall be constructed and operated in compliance with the assumptions made in the Initial Study and Negative Declaration adopted by the City of San Leandro to the extent applicable to the facilities.
- 6. The ordinance to which these Conditions of Approval is attached shall take effect only upon Waste Management's acceptance of these conditions and its agreement to indemnify and hold harmless the Authority, its agents, officer, and employees according to the terms in paragraph 7 below.
- 7. Davis Street Transfer Station shall defend (with counsel acceptable to the Authority), indemnify and hold harmless the Authority, its agents, officers and employees for any costs, including attorneys' fees, incurred by the Authority, its agents, officers or employees in the defense of any action brought against the Authority, its agents, officers or employees, in connection with the approval or implementation of Authority Ordinance No. 2017-02. The Authority may elect, at its sole discretion, to participate in the defense of such action, and Waste Management shall reimburse the Authority, its agents, officers or employees for any costs, including attorneys' fees, that the Authority, its agents, officers or employees incur as a result of such action. This indemnification shall be binding upon the Authority, Waste Management and all their successors and assigns.
- 8. Waste Management shall comply with the Alameda County Integrated Waste Management Plan, all applicable existing and future ordinances and resolutions of the Authority and all conditions imposed by the City of San Leandro and other regulatory agencies.
- 9. These conditions of approval shall restrict the operation of the Facilities.



Any activities beyond those provided for by Ordinance 2017-02 shall require a new ColWMP amendment and conformance determination by the Authority.

10.



DATE: February 9, 2017

TO: Planning & Organization Committee/Recycling Board

FROM: Tom Padia, Deputy Executive Director

BY: Debra Kaufman, Senior Program Manager

SUBJECT: Amendment to the ColWMP to include three organics facilities at the Davis Street

Transfer Station at 2615 Davis Street, San Leandro: an organics materials recovery

facility, a compost facility, and an anaerobic digestion facility.

SUMMARY

On January 10, on behalf of Waste Management of Alameda County, Inc. ("WMAC"), JK Jones Consulting & Engineering submitted the required information to the Authority to amend the Alameda County Integrated Waste Management Plan ("ColWMP") to include three organics facilities at the Davis Street transfer station in San Leandro. The proposed facilities, which will be designed to be indoor and part of the Davis Street transfer station footprint, include an organics materials recovery facility, a compost facility and an anaerobic digestion facility. Staff recommends approval of the amendment and a finding of conformance with the ColWMP.

DISCUSSION

Description of Davis Street Transfer Station

Since 1979, Waste Management has operated the Davis Street Transfer Station. Davis Street is located in the City of San Leandro, just west of I-880 in Alameda County. The facility address is 2615 Davis Street, just west of Doolittle Drive, zip code 94577. The Davis Street property is 53.21 acres (Assessor's Parcel Number 79A-457-7-32) and is relatively flat topography with some portions of the site consisting of minor elevation variations. The property is designated in the City of San Leandro General Plan as "PI" Public/Institutional, and as "IG" Industrial General on the City's Zoning Map. These designations allow for a wide range of manufacturing, transportation, warehousing, vehicle storage, and distribution uses.

WMAC is the sole owner and operator of Davis Street with headquarters at 172 98th Avenue, Oakland, CA 94602. Davis Street has been operating since 1979 with on-going Municipal Solid Waste ("MSW") operations including transfer of MSW to landfills, multiple recycling facilities, and other ancillary waste management programs. The facility operates under a primary Conditional Use Permit ("CUP") C-5512 issued by the City of San Leandro and numerous subordinate CUPs.

Under this CUP, Davis Street was granted approval to accept up to 5,600 tons per day of waste and implement a number of facilities to provide comprehensive solid waste services benefiting the City and other jurisdictions in the Alameda County area. To date, certain improvements have been completed and are in operation, while the timing of others has been dictated by business and financial considerations, and/or availability of technology.

Davis Street is well situated for both ongoing and future solid waste management facilities. The proximity of I-880 and central location in western Alameda County allows easy access for receipt of materials. While the proposed project will not result in any increase in permitted waste receipts or traffic to the facility, it will allow increased on-site recycling of materials already delivered to the facility each day, and reduce the amount of outbound tons of waste materials that are currently transferred to other facilities for recycling or disposal.

<u>Description of Proposed Project</u>

The proposed project includes three facilities to be developed within the existing footprint of the Davis Street property. The proposed project includes infrastructure to separate the organic fraction and other recyclable commodities from the municipal solid waste stream and then convert the organic fraction into a digestate or compost product through use of either an enclosed composter or digester facility.

The main difference between this set of organics facilities and the recently adopted CoIWMP amendment for the Altamont Compost facility, is that these facilities will be focused on separating and composting organics (and recyclables) that are commingled with refuse and not source separated (although some amount of source separated organics may also be composted). The Altamont Compost Facility is dedicated to composting source separated organics. Both types of efforts could help the County achieve its organics diversion goals more quickly, and may result in higher diversion levels than would be possible without segregating organics from refuse. As this is a relatively new technology, the Agency will be interested in monitoring the effectiveness of this type of innovative process.

The area of the facility property where the project will be located has been used for numerous operations over many years including a storage yard for bins and carts, outdoor green waste processing and transfer area, and vehicle parking. This area will be developed into facilities covering a building footprint of approximately 260,000 square feet, which according to Waste Management, will potentially constitute the largest, highest capacity, most automated, highest recovery, and most integrated organics recovery facility in the world.

These projects represent the final phases to fully implement the Davis Street Transfer Station Master Plan Improvements under CUP-96-1 originally issued by the City of San Leandro on February 19, 1998. Under this Master Plan, Davis Street was granted zoning approval to accept up to 5,600 tons per day of waste materials, and construct numerous facilities to improve both diversion and

recycling services to the City of San Leandro and other jurisdictions in the Alameda County area. While many of these projects have been constructed over the years, the proposed project includes the remaining facilities necessary to fully implement the Master Plan. The major final 3 projects include:

- Organics Materials Recovery Facility ("OMRF") a 1.4-acre indoor facility,
- In-vessel 3.0-acre Organics Materials Composting Facility ("OMCF"), and
- Organics Digester Facility ("Digester"), a 1.5-acre facility which includes energy production.

The OMRF will include construction of a 62,000 square foot building to house materials processing equipment designed to remove organics and recyclable commodities from the waste materials that currently come to Davis Street for transfer and disposal. The OMRF is designed to process 100 tons per hour of municipal solid waste ("MSW"). Initially, the OMRF will process MSW generated by the City of Oakland in the amount of 150,000 tons per year ("TPY") running on a single shift per day; however the throughput may increase to an annual tonnage of 300,000 TPY depending on demand from other WMAC customers for processing of MSW.

Unlike typical methods for recovery of commodities from MSW, which rely heavily on manual sorting and have low recovery rates, the OMRF equipment is a highly-automated state-of-the-art system. This is anticipated to result in diversion rates of up to 61%. From the initial 150,000 TPY of the City of Oakland MSW to be processed, WMAC anticipates recovering 60,000 TPY of organics and 31,000 TPY of other recyclable commodities. The equipment includes a complex system of screens and optical sorting to achieve these high rates of recovery. The organic materials recovered from the OMRF will be directly conveyed to the adjacent Composting and Digester facility buildings for processing. The other recovered commodities including aluminum, metals, plastics, and glass will be shipped off-site for recycling along with similar materials recovered from the other various Materials Recovery Facilities located on the Davis Street property. Building permits have been obtained and the facility is planned to be fully-operational by the first quarter of 2018.

The Composting and Digester facilities will be constructed in buildings directly adjacent to the OMRF. The combined daily peak capacity of the Composting and Digester facilities will be 1,000 tons per day, with a maximum annual throughput of 205,000 TPY. The majority of organic feedstock going into the Composting and Digester facilities will be from the OMRF, however as space allows this may also be augmented by other source separated food and green waste materials which are currently transferred to other composting facilities. The facilities are in the processes of obtaining all operational permits and construction is planned to begin summer of 2017, with operations beginning in late 2018.

The Composting facility will be a 135,000 square foot fully-enclosed operation. The building will house the entire composting process, and will be operated under a negative air system with exhaust vented through a biofilter to control potential odors and mitigate emissions from the composting process. Annual average expected capacity of the Composting facility is up to 165,000 TPY. Actual annual capacity of the facility will be determined by required processing and retention times for the organics, which can vary depending on feedstock characteristics. It is currently estimated to take 21 days for the organic materials to move through the composting facility process. The facility will consist of composting lanes which will be turned mechanically to allow for adequate air flow through the compost piles and aerobic decomposition of the organic materials.

After the 21 day retention time, the active phase of the composting process will essentially be complete and the compost material will have finished the process to further reduce pathogens ("PFRP"). The output of the Composting facility may be sold to end-users and applied as a soil amendment immediately, or may also be taken to an off-site composting facility to be blended with other compost products.

The Digester facility will be an anaerobic process which will occur in a 65,000 square foot building. This facility will be capable of processing up to an additional 40,000 TPY of organic materials including the organic fraction from the OMRF, green waste, and source separated food waste. The digester facility will be fully-enclosed allowing for the collection of biomethane from the digestion process, and is designed to process the organic fraction of the waste over an 18 to 21 day period, and/or the organic fraction of the waste will be washed through a hydro pulping process to produce 4 streams: 1) organic slurry for the anaerobic digestion process, 2) plastic film/rigid plastics waste, 3) grit waste and 4) heavy fraction waste. Plastic waste will be dried to remove water weight and combined with grit/heavy waste for disposal at the Altamont landfill. The Organic slurry will be dewatered to create a solids feedstock for digesters and a liquid feedstock for high rate up-flow digestion. Digestate produced from digesters will be dewatered to generate approximately 25% solids material to be used by either WMAC as a feedstock for compost or as base for other value added products. The digestate, if used as a compost feedstock, will be loaded into transfer trucks for delivery to an off-site composting facility for further processing. The gas will be either utilized for on-site production of renewable energy to power the Davis Street operations, or utilized as vehicle-grade renewable natural gas to power WMAC's waste hauling fleet.

Receipt of waste materials for the proposed project facilities will be consistent with the hours of operation at Davis Street. The facility is open for receipt of waste 7 days per week; 24 hours per day for WMAC vehicles and 5:00am to 5:00pm for 3rd party customers. The proposed project will not be open to the public at this time. The hours of operation for the OMRF processing equipment are proposed Monday through Friday from 4:00am to 10:30pm, and Saturday from 6:00am to 4:00pm. No OMRF processing is currently proposed for Sundays. The Composting and Digester operations will process waste consistent with the OMRF equipment processing hours, however these facilities will run 24 hours a day 7 days a week when they contain materials. Davis Street is a 24-hour operation and maintenance activities may occur at any time as necessary.

COIWMP Amendment and Finding of Conformance

An amendment to the CoIWMP is needed to update the Davis Street Transfer Station Facility description in the CoIWMP. Under the criteria set forth in the CoIWMP, major changes to existing solid waste facility permits must undergo a review for conformance with the CoIWMP, and an amendment if deemed necessary for conformance.

Before the Authority Board considers the CoIWMP Amendment, the proposed CoIWMP Amendment must be reviewed by the Recycling Board in its capacity as the Local Task Force and the Planning & Organization Committee of the Authority. If the Authority Board approves the amendment, the changes will be forwarded to CalRecycle for processing and approval.

Permitting

Under CalRecycle and Local Enforcement Agency (LEA) requirements, Davis Street operates under one site-wide Solid Waste Facilities Permit issued by the Alameda County Department of Environmental Health (SWIS #01-AA-0007). This permit will be updated to include the details of the

OMRF, Organics Material Processing Facility (OMPF), and Digester, and must be approved by the LEA which is the local permitting authority as designated by CalRecycle prior to construction and operation of the proposed project.

WMAC is currently working to obtain other permits from multiple regulatory agencies for the project. These agencies not only permit the entitlements to build and operate the proposed project, but they also require compliance with current and future regulations and monitoring and reporting on an ongoing basis.

An Authority to Construct and Permit to Operate ("PTO") must be issued by the BAAQMD before the proposed project can be built and operated. The PTO will contain project specific permit conditions required for compliance with the agency's current regulations, including compliance with the Best Available Control Technology ("BACT"). The Composting will occur in a fully-enclosed building with emissions diverted through a biofilter to mitigate potential for fugitive, uncontrolled emissions from the composting process. Construction of composting facilities fully under-roof exceeds any recent BACT determinations by the BAAQMD, and the PTO is expected to be issued for the facility as designed.

Environmental Review

California Environmental Quality Act ("CEQA")

For purposes of CEQA, the Lead Agency for the proposed project was the City of San Leandro ("City"). The City prepared an Initial Study and Negative Declaration ("IS/ND") dated November 2010 to analyze the potential impacts of the project. The comment period for the IS/ND began on November 23, 2010 and concluded on December 23, 2010. The facilities studied included the proposed projects described above (OMRF, Composting, and Digester), along with other smaller facilities including an employee building, new vehicle maintenance shop, building over the public disposal area, overhead conveyance system, and upgrades to the exiting single stream recycling line. Waste Management considers these projects as necessary components to fully implement the Davis Street Transfer Station Master Plan Improvements adopted pursuant to the Conditional Use Permit (CU-96-01) issued by the City to WMAC on February 19, 1998.

Under the IS/ND, the proposed project was analyzed for multiple site improvements including both materials recovery and organics materials management facilities. The purpose of all proposed project facilities is to increase the rate of waste diversion and recycling in the region and reduce the volume of waste that would otherwise be landfilled. The IS/ND determined that the proposed project would not have a significant effect on the environment because of the project design features incorporated into the proposed project.

The Zoning Enforcement Official adopted the IS/ND and approved the Site Plan for the project. No one appealed the decision of the Zoning Enforcement Official.

In 2012, WMAC began detailed development efforts for all phases of the proposed project. In conjunction with the City of Oakland Request for Proposals, WMAC vetted the available technologies and began design of the organics processing equipment. In 2014, WMAC began permitting efforts with discussions and permit development with the City of San Leandro building

department, CalRecycle, and the Alameda County Department of Environmental Health, and development and permitting efforts continue through present day.

The Authority is a Responsible Agency under CEQA. As a Responsible Agency, the Authority must independently evaluate the environmental review prepared by the County of Alameda, consider the environmental impacts identified in such review, and make the findings required by CEQA.

Consistent with the Public Resource Code (PRC 21166), when a negative declaration has already been adopted, no subsequent or supplemental CEQA documentation shall be required by a responsible agency unless one or more of the following events occurs:

- (a) Substantial changes are proposed to the project that will require major revisions of the negative declaration due to new significant environmental effects,
- (b) Substantial changes occur with respect to the circumstance under which the project is being undertaken that will require major revisions in the negative declaration due to new significant environmental effects, or
- (c) New information, which was not known and could not have been known at the time the negative declaration was adopted, becomes available that will require major revisions of the negative declaration due to new significant environmental effects.

Authority staff has reviewed the City of San Leandro's documents for the IS/ND. Authority staff finds that, based on the whole record before it, the facility underwent the review required under CEQA and that the CoIWMP amendment is within the scope of activities addressed by the City of San Leandro's IS/ND. Since preparation and adoption of the IS/ND, there have been no changes to the project. In addition, the conditions at the project site have not changed since preparation of the IS/ND, nor are there any other changed circumstances, or new information that has become available that would result in any new significant impacts or a substantial increase in impacts considered in the IS/ND.

Local Task Force and Planning and Organization Committee Review

The Recycling Board, as the Local Task Force, and the Planning & Organization Committee of the Authority will consider the proposed ColWMP amendment at its meeting on February 9, 2017 at 7 p.m. in San Leandro. In its advisory capacity, the Local Task Force will review and provide comments on the proposed ColWMP amendment (which can include a comment recommending adoption). The Planning & Organization Committee will receive the staff report and consider whether to recommend approval of the proposed ColWMP amendment and conformance finding to the full WMA.

RECOMMENDATION

Staff recommends that the Planning & Organization Committee and the Recycling Board (in its role as Local Task Force) recommend to the Authority Board that it hold a public hearing and introduce and waive the first reading of the ColWMP (Alameda County Integrated Waste Management Plan) Amendment ordinance (Attachment A) at the February 22, 2017 meeting to (1) amend the ColWMP (Exhibit 1) to include the compost facility at the Davis Street Transfer Station in the City of

San Leandro, and make additional changes for consistency, (2) find that the Davis Street Organics Facilities including the organics materials recovery facility (OMRF), composting facility and anaerobic digestion facility conform to the ColWMP as amended, and (3) make the findings required by CEQA, and also recommend that the Authority Board direct staff to place the ordinance on the calendar for adoption at the March 22, 2017 meeting.

Attachment C

SAN LEANDRO ZONING ENFORCEMENT OFFICIAL CITY OF SAN LEANDRO CIVIC CENTER SISTER CITIES GALLERY CONFERENCE ROOM City Hall 835 East 14th Street San Leandro, CA 94577

AGENDA NO. 11-01

January 4, 2011

2:00 P.M. - CALL TO ORDER

1. INTRODUCTIONS:

William Schock, Zoning Enforcement Official

Sally Barros, Planner

Jack Isola, Waste Management of Alameda County

2. PUBLIC HEARING:

a. PLN2010-00026; Site Plan Review; to construct the build-out of the Davis Street Transfer Station Master Plan Improvements, approved as a Conditional Use Permit in February 1998 under CU-96-1, with six facilities totaling approximately 353,000 square feet, where new construction over 2,500 s.f. requires Site Plan Review per Article 25; Assessor's Parcel Number 77A-0475-7-32; Waste Management of Alameda County, Inc. (Applicant and Property owner); IG – Industrial General.

ZONING ENFORCEMENT OFFICIAL ACTION: Approval or Denial

- 3. MISCELLANEOUS:
- 4. ADJOURN:

The action of the Zoning Enforcement Official is final unless appealed within 15 calendar days from the date of the action. For details on filing an appeal contact the Development Services Department at (510) 577-3371.

Upon recognition by the Zoning Enforcement Official, the public is invited to speak on any item on the agenda. If special accommodations are required for the disabled, please call the Planning Division at (510) 577-3373 or TDD (510) 577-3343.

City of San Leandro Community Development Department Planning Services Division Staff Report

DATE:

January 4, 2011

TO:

A

Zoning Enforcement Official

FROM:

Sally Barros, Senior Planner

SUBJECT:

PLN2010-00026; Site Plan Review; to construct the build-out of the Davis Street Transfer Station Master Plan Improvements, approved as a Conditional Use Permit in February 1998 under CU-96-1, with six facilities totaling approximately 353,000 square feet, where new construction over 2,500 s.f. requires Site Plan Review per Article 25; Assessor's Parcel Number 77A-0475-7-32; Waste Management of Alameda County, Inc. (Applicant and Property owner); IG – Industrial General.

SUMMARY AND RECOMMENDATION

The applicant proposes to complete a build-out of a series of buildings to enclose various recycling, composting and sorting facilities within the Davis Street Transfer Station site. The facilities implement the DSTS Master Plan, which was approved in a Conditional Use Permit (CUP-96-1, Master Plan Modification) in February 1998 by the Board of Zoning Adjustments.

The proposal includes the following facilities (floor area numbers are approximate):

- Food Waste/Organics Recycling Facility: 62,000 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

The site is zoned IG Industrial General District. The Zoning Code requires that any new commercial/industrial construction over 2,500 square feet undergo Site Plan Review per Article 25, Section 5-2502.

The architectural proposal for the DSTS facilities to enclose the above activities, complemented by a new circulation plan for the overall site and new landscaping both on the DSTS site as well as additional landscaping on the neighboring Oyster Bay Park, ensures that this new development complies with the site development standards of the Zoning Code. Staff recommends that the

Zoning Enforcement Official adopt the recommended Findings of Fact for Site Plan Review, and the Negative Declaration, and approve PLN2010-00026 subject to the attached recommended Conditions of Approval.

APPLICANT'S SUPPORTING STATEMENT

See project description attached.

RELATIONSHIP TO SURROUNDING AREA

The subject property is located at the western terminus of Davis Street and is comprised of approximately 53.2 acres. Surrounding land uses to the north, south and east are zoned IG (light and heavy industrial use) and are developed with a variety of uses including auto wrecking, metal salvage, manufacturing and warehouse/distribution. Adjacent businesses include the City of San Leandro Water Pollution Control Plant, a rifle range, General Foundry, FedEx Ground Services, Crain Industries, etc. To the west of the site is the Oyster Bay Regional Park, which is zoned Commercial Recreation and is owned by the East Bay Regional Parks District.

BACKGROUND

The subject site was established as a solid waste refuse and transfer facility in 1978. It is developed with numerous buildings used for processing and transfer of solid waste from local collection trucks and the public as well as recycling activities, administrative offices and truck/equipment maintenance.

The current CUP approvals for the site allow the DSTS to accept up to 5,600 tons per day (tpd) of waste materials, including those that are allowed to be processed on site and those that are transferred to other facilities such as the Waste Management Altamont Landfill, for further processing or disposal. Existing built facilities on the site are the Transfer Station, 65,000 sf; the Dry Waste Material Recovery Facility (SMART MRF), 36,000 sf; the Single Stream MRF, 55,000 sf; the Truck Maintenance building, 19,000 sf; the Heavy Equipment Shop, 4,000 sf; the Administration building, 4,000 sf; and an Education Center, 1,500 sf.

In addition, there are several designated uncovered areas on site for Construction/Demolition and Green Waste Recycling. At the southwest corner of the property, equipment for collection and distribution of methane gas generated from the former landfill site (now the Oyster Bay Regional Park) is located. Portions of the site are landscaped, including the entrance on Davis Street, the administration building and the south perimeter.

DETAILS OF THE PROPOSAL

The Davis Street Transfer Station Master Plan Improvements proposal encompasses the build out of facilities to implement the Master Plan approved by the Board of Zoning Adjustment in the Conditional Use Permit, CU-96-1, approved in February 1998 allowing the DSTS to accept up to 5,600 tons per day (tpd) of waste per day. The proposed facilities in this Site Plan Review do not increase the volume of waste allowed to be processed within the DSTS but rather provides for the

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enclosure and processing of this waste stream within the new buildings. The buildings will provide air handling systems and methane-to-electricity process equipment within the confines of the structures.

The new facilities included in the Site Plan Review proposal are:

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

The detailed descriptions of the proposed facilities listed above are found in the attached Project Description, pages 5-8.

Phasing

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The project is proposed to be phased over a period from 2012 to 2014, per the following phasing plan. Note that the applicant has indicated that financing issues may effect the phasing of these projects and the recommended conditions of approval allow for a change in the time line of the project per a written request to the Zoning Enforcement Official.

Phase I: Anticipated Permit Application Date: First Quarter, 2012

- Food Waste/Organics Recycling Facility
- Employee Building
- Single Stream Expansion Line (New SS Expansion)

Phase II: Anticipated Permit Application Date: First Quarter, 2013

• Food Waste/Organics/Green Waste Compost Facility

Phase III: Anticipated Permit Application Date: First Quarter, 2014

- Public Receiving (Disposal) Enclosure
- Overhead Conveyance System
- Alternate Fuel (Clean Air) Retrofit
- Vehicle Maintenance

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Site Plan

The proposed site plan includes four separate areas for new buildings or additions within the existing site layout:

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January 4, 2011 Page 3 of 9 On the western portion of the site, the proposal includes a complex of buildings for the enclosure of the existing open air food waste/green waste processing. These facilities (buildings 1, 2 and 3 from the list above) are to be added onto the previously approved (now under construction) Green Waste Enclosure (34,000 sf). The resulting building complex will be set back over 60 feet from the westerly property line and will total approximately 305,000 square feet.

On the southeastern corner of the site, a new 62,000 square-foot Public Disposal Enclosure is proposed to attach to the existing SMART MRF and existing Transfer Station. The resulting 163,000 square-foot building is set back approximately 250 feet from the easterly property line.

On the south perimeter of the site, a new 7,000 square-foot Vehicle Maintenance area is proposed to be added to the existing Heavy Equipment Maintenance facility. This new addition is set back approximately 375 feet from the southerly property line.

On the northeast corner of the site, a 13,000 square-foot Single Stream MRF expansion is proposed for the south edge of the existing MRF. The addition to the MRF would be set back approximately 250 feet from the easterly property line.

Building Exteriors and Elevations

Architectural elevations presented for the Food Waste/Green Waste complex, show steel wall panels alternating between a horizontal and vertical planes, concrete walls, and parapets that vary in height to conceal rooftop equipment. Building materials will include dark-hued green metal wall panel and extensive glazing. Building height is 45 feet to top of parapet for the main building in the complex with the accessory building at 30 feet in height. Detailed architectural elevations for the other buildings proposed for this Master Plan Improvements have not been included in the proposal; however, the project description notes that the buildings will be consistent with the above-mentioned architectural treatments proposed for the Food Waste/Green Waste complex.

Circulation/Parking

The proposal includes a series of reconfigured drive aisles for collection vehicles and a re-routing of personal vehicles used by the public (see Circulation Plan.) Parking areas have been added to the site with a total of 136 new parking stalls, located in two parking lot areas: one to the north of the Vehicle Maintenance Facility, and the other to the east of the new Food/Green Waste complex.

Landscaping

Detailed landscape plans have not been submitted as part of this application. Per the attached Project Description and Exhibit A, Site Layout, 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 as well as a conceptual plan to update and augment areas that are underlandscaped within its site as well as within the Oyster Bay Regional Park. However, the Project Description notes that the landscape plan will be developed in coordination with the East Bay

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Regional Parks District to ensure that the planting areas complement the Park District's master plan for the Oyster Bay Regional Parks District.

STAFF ANALYSIS

Site Plan Review

Article 25 requires that the site plan for new non-residential development projects over 2,500 square feet in size in Industrial Zoning Districts comply with applicable site development standards of the Zoning Code, including site plan, building articulation, landscaping and detail features.

Site Plan

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The layout of buildings shown on the proposed site plan is in conformance with the underlying IG Industrial General Zoning District regulations for setbacks. The proposed building height, FAR, and lot coverage all are in conformance with the Zoning Code.

Building architecture

The proposed architectural treatments improve the overall appearance of the new facilities and the DSTS site overall. The west-side of the Food Waste/Organics/Green Waste Composting Building will be intentionally earth toned 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 use of a mixture of materials, including storefront glass, stacked stone low walls, flat metal panels and perforated screen walls present an architectural aesthetic that is higher than typical industrial process buildings. Furthermore, the applicant will provide detailed drawings for the architectural elevations of buildings in future phases that correspond to the treatment outlined above.

Landscaping

According to the Zoning Code, landscape plans are to conform to Site Plan Review standards outlined in Article 25, which states that the landscaping shall "complement the architectural design....and provide adequate screening and shading of parking lots and/or driveways." A large landscape area to the west of the new Food/Green Waste complex will help complement the architecture of the building as well as add visual interest to that side of the building, which faces the public that would be visiting the adjacent park.

In addition, per the attached Project Description, WMAC has committed to work with the 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 Community Development Director. The landscape plan will also be required to meet the requirements of the City of San Leandro Zoning Code Article 19, which has extensive parameters related to water efficiency and Bay-Friendly Landscape protocols. The proposed on-site stormwater drainage and treatment system will not affect the right-of-way (ROW) dedication that has been offered to the City to provide access to the East Bay Regional Parks District property to the west.

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Parking/Circulation

The City's Engineering and Transportation Department and Alameda County Fire Department staff have reviewed the proposed circulation plan and parking layout and find it acceptable for both emergency vehicle and regular traffic access. The new circulation plan has made the existing circulation on site more orderly, with proposed separation of collection trucks and individual public vehicles. Site improvements also include additional scale systems to reduce queuing for vehicles using the facility.

Parking provided on the site has been expanded by 136 stalls to accommodate the additional employees that would be arriving on the site, once the build out of the facilities is completed. The Zoning Code does not specify a set parking ratio for transfer stations or recycling facilities, so the overall parking requirements are subject to discretion. Utilizing estimates of 31 new employees that would be arriving in personal cars to work, staff believes that the additional parking supply is more than sufficient.

Traffic

The City's Engineering and Transportation Department staff has reviewed the proposal and has determined that the project will not create any additional traffic to the site. The amount of waste permitted under the CU-96-1 of 5,600 tpd remains unchanged with this approval. Furthermore, per the attached Project Description, the proposal will have a potential to reduce truck trips by an estimated 8-10 trips per day, due to the reduction in the volume of food/green and mixed organic waste stream during the process.

PUBLIC OUTREACH

Staff provided notification of this matter to properties within a 300-foot radius of the site as well as to the Davis West Neighborhood Group; Heron Bay Homeowners Association; Marina Fair Homeowners Association; Mulford Gardens' Improvement Association; and the Marina Action Committee. Notices were also sent to regional agencies affected by the project including, but not limited to: Alameda County Waste Management Authority (StopWaste.Org); the East Bay Regional Parks District; BART; AC Transit; Oro Loma Sanitation District; Alameda County's Public Works, Flood Control Program, Planning Department, and Redevelopment Agency; the Bay Area Air Quality Management District; and the Regional Water Quality Control Board. The Initial Study/Negative Declaration was also sent to the State Clearinghouse on November 23 for a 30-day review which includes distribution to a series of state agencies in addition to those listed above.

Over the period of May to September 2010, City staff engaged in inter-agency phone communications a field visit (see discussion in the Environmental Review section below), and meetings with the Parks District, the immediate neighbor to the west of the project site, regarding the project. In October and November 2010, the City received comments from the Parks District regarding the visual impacts of the project on the Oyster Bay Regional Park.

In response to these comments, the project applicant revised the project description to include a proposal to provide additional landscaping on both its own property as well as within a specific area,

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determined by the Parks District, within the Oyster Bay Regional Park property. Furthermore, the applicant agreed to coordinate directly with the Parks District with regards to the architectural features of the buildings. At the time of writing this report, the City has not received further comment from the Parks District regarding the project.

On November 16, 2010, the project was presented to the DSTS Neighborhood Forum. This Forum was established as a result of Waste Management's Action Plan which the Board of Zoning Adjustments requested be implemented in 2003. The Forum has regular attendees from the Davis West/Timothy Drive and Mulford Gardens neighborhoods, and staff from Waste Management and the City. The Forum meets twice per year in Spring and Fall, usually in March and October, as various schedules dictate. Over the past few years, the concept of the Master Plan has been supported by members of the Forum due to its contribution to reducing odors and noise from the DSTS site.

The project was presented to the Board of Zoning Adjustments at the regularly scheduled public meeting of December 2, 2010 as part of the annual review of the Davis Street Transfer Station Conditional Use Permit. Public comment at the meeting from Gerd Marggraff, a neighbor residing at 13055 Neptune Drive, stated that he believed the new enclosed facilities would solve all of the odor problems and he and his neighbors welcomed it. The BZA proceeded to make a motion to signify their support of the Master Plan Improvement project with a vote of 6 ayes, 0 noes and 1 absent.

At the December 9, 2010 City Council Housing and Business Development Subcommittee public meeting, Councilmembers Joyce Starocsiak and Ursula Reed (Council member Bill Stephens, absent) received a detailed briefing on the project. Both Councilmembers stated their full support for the project and Waste Management's investment in the DSTS. Public comment from Dave Johnson, CEO of the San Leandro Chamber of Commerce, also expressed support for the project, particularly with regard to the environmental benefits it would provide such as reduced truck trips and conversion of methane into electricity.

ENVIRONMENTAL REVIEW

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An Initial Study and Negative Declaration (IS/ND) (See attached Project Description and Initial Study) were prepared to analyze the impacts of the proposed project. The comment period for the IS/ND began on November 23 and concluded on December 23, 2010. No potentially significant impacts requiring mitigation were raised in the attached Initial Study and staff recommends that a Negative Declaration be adopted by the Zoning Enforcement Official.

During the administrative review period (September – October 2010), the Administrative draft IS/ND was shared with the two agencies directly affected by the project, East Bay Regional Parks District (Parks District) and the Alameda County Waste Management Authority (StopWaste.Org.) Subsequent to receiving a copy of the Administrative draft, the Parks District provided written comments that the new facilities would have an impact on the visitors to the Oyster Bay Park, to the west of the subject site. StopWaste.Org has expressed its support for the project, particularly in regards to the decrease in the amount of waste needing to be transported off-site and the additional levels of composting.

To analyze the visual impact of the project and to ensure that the project was properly placed within its visual context, City staff, CH2MHill (the City's CEQA consultant for the project), and a member of the Parks District design staff conducted a two-hour field visit in June 2010 to determine the most

ZEO Staff Report PLN2010-00026

January 4, 2011 Page 7 of 9 appropriate viewpoints for the visual simulations that would be used to determine impacts under the Aesthetics portion of the Initial Study Checklist. After photo-simulations and modeling of the proposed buildings within the photographs taken from the park site, the visual impacts were determined to be less than significant, due to the pre-existing heavy industrial context of the subject site; to the improvements to the existing unsightly visual field that the new facilities would provide; and with the inclusion of landscaping within the Oyster Bay Park per the applicant's Project Description.

The Initial Study and Negative Declaration was finalized and sent to the State Clearinghouse on November 23, 2010. The State Clearinghouse 30-day review period ended on December 23, 2010. As of the writing of this report, no additional comments have been received from the Parks District nor any new comments from other agencies or individuals. One phone inquiry from a member of the public was received asking for clarification of the process.

Staff recommends that the Zoning Enforcement Official adopt the findings from the attached Initial Study/Negative Declaration. If a Negative Declaration is adopted and the project approved, staff will file a Notice of Determination will be filed with the Alameda County Clerk's Office within five days of this meeting.

CONCLUSION

The proposed enclosure of the Davis Street Transfer Station recycling and processing activities would fully implement the approved conditional use permit, CU-96-1, for the Master Plan activities on the site. In addition, the advanced technology proposed within the process facilities would essentially eliminate odor problems that have been observed over time. Furthermore, the reduction in the throughput for food waste composting reduces the amount of truck trips in and out of the site, ameliorating the traffic and air quality impacts of the transfer station. Waste Management has committed to consult with EBRPD in development of final landscape plans as well as architectural plans of the Food Waste/Organic/Green Waste Compositing Facility.

The project complements the ongoing efforts of the City to reduce its carbon footprint and also results in new private investment into a local facility that has been serving the community for over 30 years. By providing extensive landscaping and site improvements, the project would upgrade the appearance of this property and its surroundings.

Staff recommends that the Zoning Enforcement approve the Site Plan Review and adopt the Negative Declaration, based upon the attached Findings, recommended Conditions of Approval and Initial Study.

ATTACHMENTS

Project Description
Initial Study/Negative Declaration
Recommended Findings of Fact
Recommended Conditions of Approval

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Exhibits:

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Exhibit A – Site Layout

Exhibit B – Circulation Plan

Exhibit C – Overall Floor Plan

Exhibit D - Food Waste/Organic/Green Waste Compost Facility Floor Plan

Exhibit E – Food Waste/Organic Recycling Facility Floor Plan

Exhibit F – Public Disposal Enclosure Floor Plan

Exhibit G - Food Waste Recycling Elevations

Exhibit H – Renderings

Exhibit I – Existing Water Quality Plan

Exhibit J – Ultimate Water Quality Plan

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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

November 2010

Prepared by



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.

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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

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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.

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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
- 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).

- 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.
- 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.

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- 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

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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

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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

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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 underlandscaped (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 Compositing 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.

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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 been 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:

- 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.

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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 tuck 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 hued 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

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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

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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

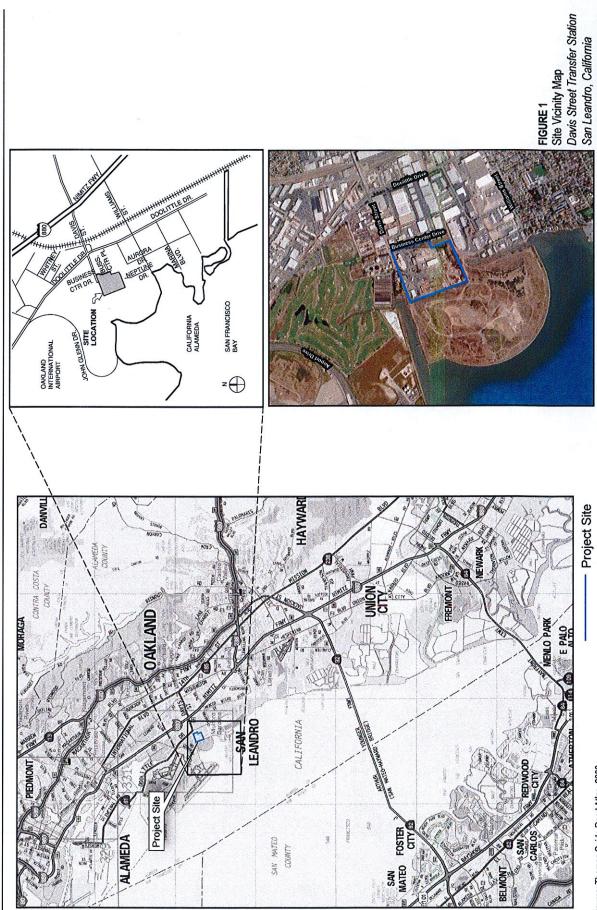
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generation sets. It is estimated that between 10,000 cubic feet/hour (CF/hr) and 20,000 CF/hr of methane will be generated.

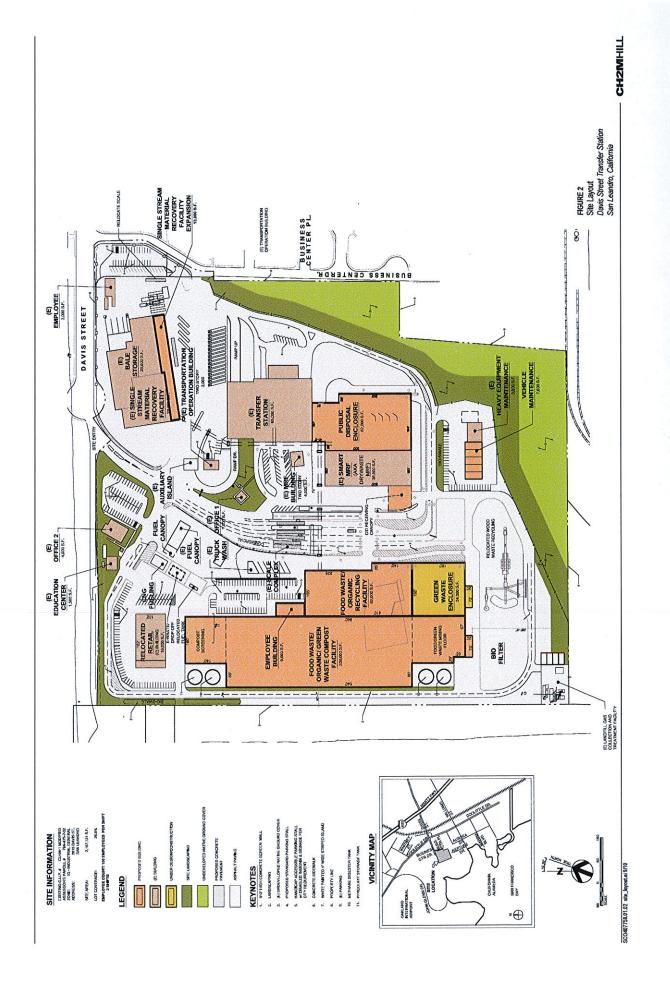
The gas will be combined with the landfill gas collected from the closed Oyster Bay landfill that is compressed for use in internal combustion units with reciprocating engines and/or gas turbine generators to produce electricity. The size, number of units, and configuration of technology will be determined 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 (NOx), particulate matter (PM), hydrocarbons (HC) and carbon monoxide (CO). Controls can include electronic air management to lower combustion temperatures thus reducing NOx 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.

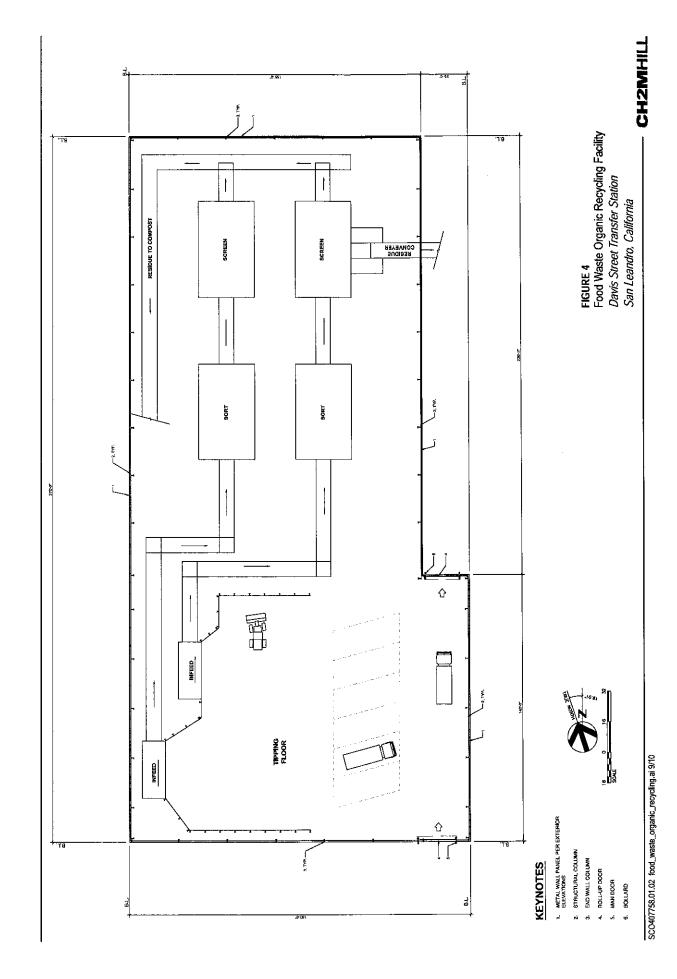


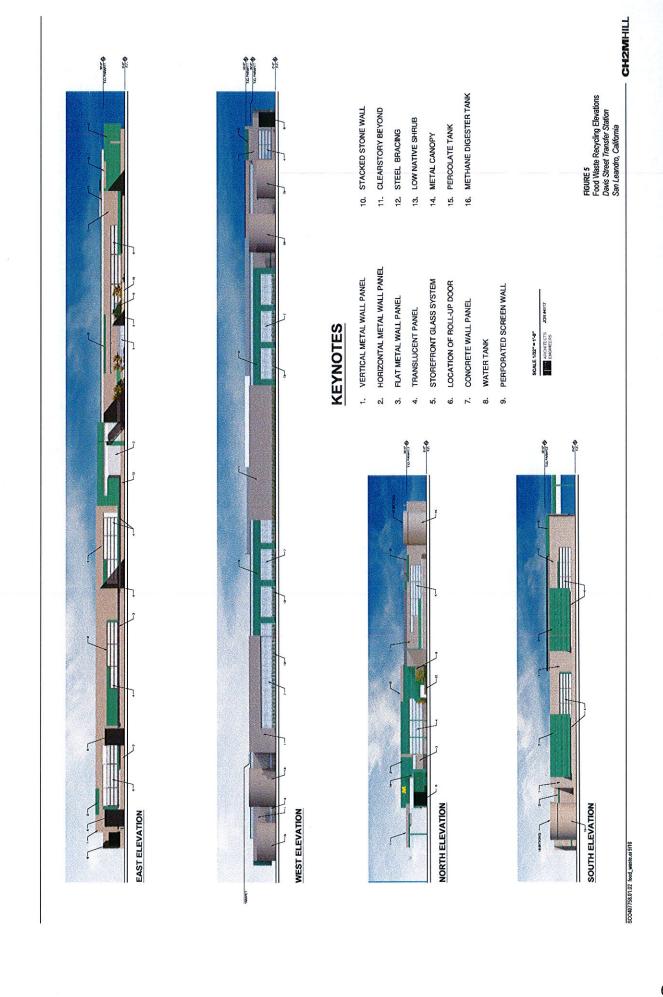
Source: Thomas Guide Road Atlas, 2003. SCO407758.01.02 site_vicinity_map_rev1.ai 9/10



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SCO407758.01.02 overall_floor_plan.ai 9/10





KEYNOTES

- 1. METAL WALL PANEL
- STRUCTURAL COLUMN

3. END WALL COLUMN

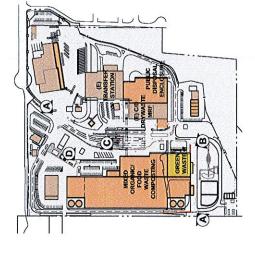
- 4. ROLL-UP DOOR

 - 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

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KEY PLAN



FIGURE 8
Renderings
Davis Street Transfer Station
San Leandro, California



B VIEW LOOKING NORTH-WEST - GREEN WASTE BUILDING



(G) VIEW LOOKING SOUTH-WEST - MIXED ORGANICS BUILDING



D VIEW LOOKING SOUTH-WEST - COMPOSTING BUILDING

San Leandro, California



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

Sally Barros, Senior Planner City of San Leandro

name,

Community Development Department

address & phone

835 E. 14th Street, San Leandro, CA 94577

number:

(510) 577-3458

Project location:

2615 Davis Street

San Leandro, CA 94577

Assessors Parcel Number 079A-0475-007-32

Project sponsor's

Waste Management of Alameda County Davis Street Transfer Station

Name and address:

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

See attached Project Description

project:

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

Alameda County Waste Management Authority (StopWaste.ORG)

agencies involved:

East Bay Regional Parks District

is a	"Potentially Significant Impac	et" as indicated by the checklist on the	ted by this project, involving at least one impact he following pages.	ınaı		
	Land Use and Planning Population and Housing Geological Problems Water Air Quality Mandatory Findings of Significance	 □ Transportation/Circulation □ Biological Resources □ Energy and Mineral Resources □ Hazards □ Noise 	☐ Public Services ☐ Utilities and Service ☐ Aesthetics ☐ Cultural Resources ☐ Recreation			
DE	TERMINATION: (To be c	completed by the Lead Agency)				
On	the basis of this initial evaluation	on:				
x	I find that the proposed proje NEGATIVE DECLARATION	ect COULD NOT have a significant N will be prepared.	t effect on the environment, and a			
	will not be a significant eff	osed project could have a significant fect in this case because the mitig ided to the project. A MITIGATEI	ration measures described on an			
	I find that the proposed pro ENVIRONMENTAL IMPAC	oject MAY have a significant effe	cet on the environment, and an			
	standards, and 2) has been adequistandards, and 2) has been a described on attached sheets.	ect MAY have a significant effect(s) uately analyzed in an earlier docum addressed by mitigation measures is, if the effect is a "potentially sig An ENVIRONMENTAL IMPACT to be addressed.	nent pursuant to applicable legal based on the earlier analysis as milicant impact" or "notentially			
Cione	Sally Barros Printed name		11/22/10			
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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 pro-	oject:				
a.	Physically divide an established community?				х	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?				х	1, 9
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				х	1

- 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 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)?				Х	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				х	
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				х	

- 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. GI	COLOGY AND SOILS. Would the project:					
a. Ex	xpose people or structures to potential substant	tial adverse effec	ts, including the ri	sk of loss, injur	y, 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
	esult in substantial soil erosion or the loss of psoil?				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

- 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	SOURCE
4.	HYDROLOGY AND WATER QUALITY, W	ould 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)?				х	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?				Х	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

- 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 signification air pollution control district may be relied upon					gement or
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		

- 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 pro	ject:	<u> </u>			
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?		Х	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?		х	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

- 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:	_				
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?				х	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

- 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 MATERIAL	S. Would the pi	oject:			
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?		х	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	

- 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?				х	
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	

- 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 occurs 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.

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	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?				х	
d.	Substantially increase hazards due to a design feature, for example, sharp curves or dangerous intersections or incompatible uses (farm equipment)?				х	

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)?	х	1
h.	. Trigger CMA Review? (GPA involving more than 100 p.m. peak hour trips generated over exiting GP)?	x	

- 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 pr		Laderavaa nhvelaa	limposta sacos	inted reith	tha
provision of new or physically altered g facilities, the construction of which cou service ratios, response times or other p	overnmental facilities, ne ild cause significant envir	eed for new or ph ronmental impact	ysically altered s, in order to n	l governme naintain ac	ntal
provision of new or physically altered g facilities, the construction of which cou	overnmental facilities, ne ild cause significant envir	eed for new or ph ronmental impact	ysically altered s, in order to n	l governme naintain ac	ntal

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

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.

	•		POTENTIALLY					
IS	SSUES	POTENTIALLY SIGNIFICANT ISSUES	SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES		
12. UTILITIES AND	12. UTILITIES AND SERVICE SYSTEMS. Would the project:							
	treatment requirements of onal Water Quality Control				х			
water or wastewater expansion of existing	ch could cause significant				X	2		
storm water drainag existing facilities, th	the construction of new ge facilities or expansion of ne construction of which ant environmental effects.				X			
d. Have sufficient wat serve the project fro and resources, or ar entitlements needed	om existing entitlements e new or expanded				X			
treatment provider					x			
f. Be served by a land permitted capacity t project's solid wast	to accommodate the				x			
g. Comply with federa and regulations rela	il, state, and local statutes ted to solid waste.				х			
	ll, state, and local statutes ted to discharge of storm				x			

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- 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
13	3. 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	

- 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			
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

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 Recreational 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.

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 may 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.

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 proj	ect:			3	
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

- 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	6. AGRICULTURAL RESOURCES. Would the	e 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

- 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:									
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					

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	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						

- 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.
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- 6. United States Department of Agriculture Forest Service. 1995. Landscape Aesthetics: A Handbook for Scenery Management. Agriculture Handbook No. 701. December.
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- 8. Federal Emergency Management Agency (FEMA) Flood Map 2008 (City of San Leandro GIS: Printed November 8, 2010).
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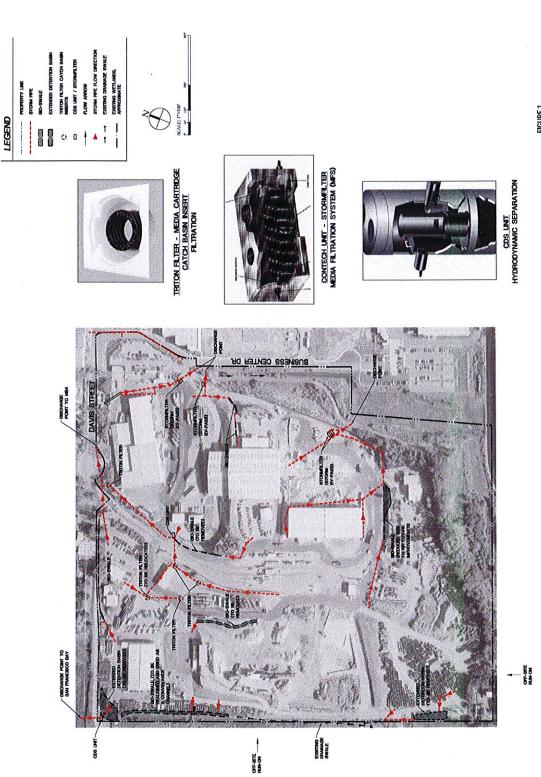
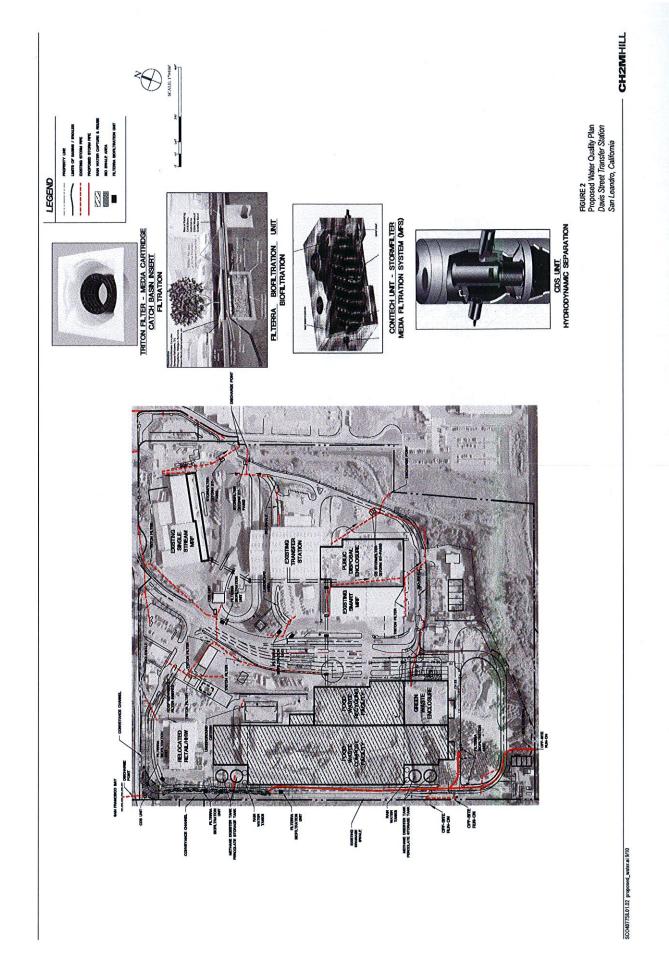


FIGURE 1 Existing Water Quality Plan Davis Street Transfer Station San Leandro, California

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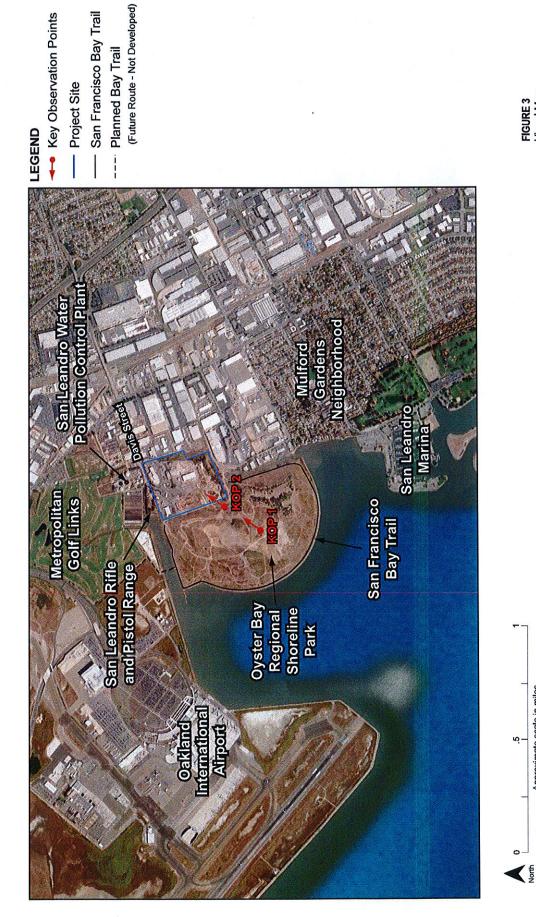
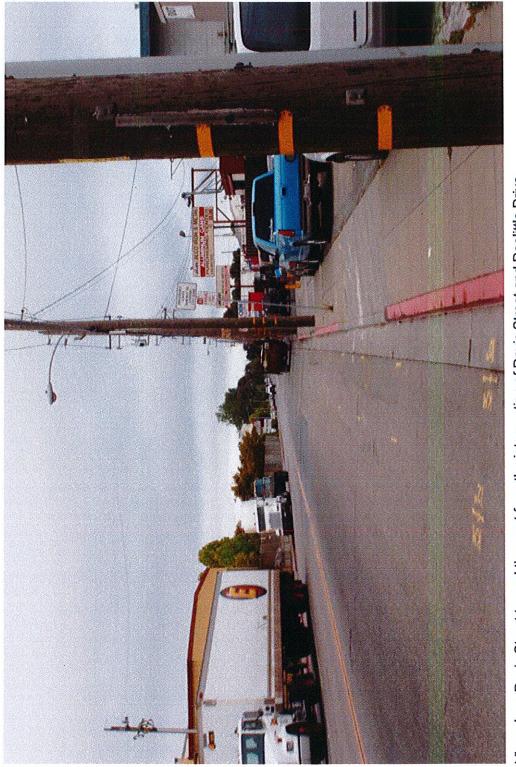


FIGURE 3 Visual Map Davis Street Transfer Station San Leandro, California

Aerial image © Google Earth, 2009. Annotation by CH2M HILL, 2010. SC0407758.01.02 davis_st_visual_map_rev5.ai 9/10

Approximate scale in miles



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

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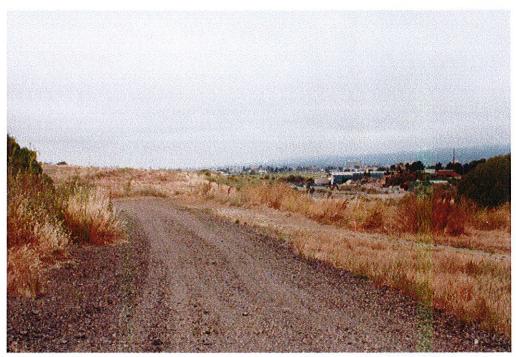


A. KOP-1: Existing view toward the Project site from the future main play meadow of Oyster Bay Regional Shoreline Park.

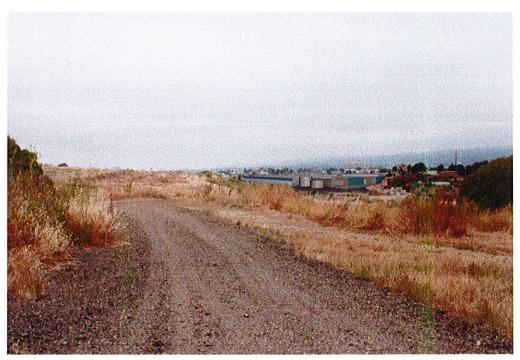


B. KOP-1: Simulated view toward the Project site from the future main play meadow of Oyster Bay Regional Shoreline Park.

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



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

City of San Leandro Community Development Department Planning Services Division

RECOMMENDED FINDINGS OF FACT

PLN2010-00026 – 2615 Davis Street

Davis Street Transfer Station Master Plan Improvements

Waste Management of Alameda County, Inc. (applicant and property owner)

Findings for Site Plan Review

1. Site plan elements (such as but not limited to: building placement, yard setbacks, size and location of landscape areas, parking facilities and placement of service areas) are in compliance with the minimum requirements of this code, and are arranged as to achieve the intent of such requirements by providing a harmonious and orderly development that is compatible with its surroundings. Parking, loading, storage and service areas are appropriately screened by building placement, orientation walls and/or landscaping.

The layout of buildings shown on the proposed site plan is in conformance with the underlying IG Industrial General Zoning District regulations for setbacks. The proposed building height, FAR, and lot coverage all are in conformance with the Zoning Code. Detailed landscape plans are conditioned to conform to Site Plan Review standards outlined in Article 25, which states that the landscaping shall "complement the architectural design...and provide adequate screening and shading of parking lots and/or driveways."

2. The building has adequate articulation, with appropriate window placement, use of detailing and/or changes in building planes to provide visual interest. The exterior materials, finishes, detailing and colors are compatible with those of surrounding structures. Visually incompatible elements, such as roof mounted utilities, are fully screened from public view.

The proposed architectural treatments improve the overall appearance of the new facilities and the DSTS site overall. The west side of the Food Waste/Organics/Green Waste Composting Building will be intentionally earth toned 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 use of a mixture of materials, including storefront glass, stacked stone low walls, flat metal panels and perforated screen walls present an architectural aesthetic that is higher than typical industrial process buildings. Furthermore, the applicant will provide detailed drawings for the architectural elevations of buildings in future phases that correspond to the treatment outlined above.

3. The landscaping complements the architectural design, with an appropriate balance of trees, shrubs and living ground covers, and provides adequate screening and shading of parking lots and/or driveways.

A large landscape area to the west of the new Food/Green Waste complex will help complement the architecture of the building as well as add visual interest to that side of the building, which faces the public that would be visiting the adjacent park. In addition, per the Project Description, WMAC has committed to work with the 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 Community Development Director. The landscape plan will also be required to meet the requirements of the City of San Leandro Zoning Code Article 19, which has extensive parameters related to water efficiency and Bay-Friendly Landscape protocols. The proposed on-site stormwater drainage and treatment system will not affect the right-of-way (ROW) dedication that has been offered to the City to provide access to the East Bay Regional Parks District property to the west.

4. <u>Detail features</u>, such as signs, fences and lighting for buildings, parking lots and/or driveways are visually consistent with the architectural and landscape design, and minimize off-site glare.

Proposed detailed features will be approved when submitted to the Community Development Director prior to issuance of building permits. Lighting has been conditioned to minimize off-site glare.

Findings for Environmental Review

An Initial Study and Negative Declaration (IS/ND) were prepared to analyze the impacts of the proposed project. The comment period for the IS/ND began on November 23 and concluded on December 23, 2010. Detailed findings are outlined in the attached Initial Study. No potentially significant impacts requiring mitigation were raised in the Initial Study.

RECOMMENDED CONDITIONS OF APPROVAL

PLN2010-00026 - 2615 Davis Street **Davis Street Transfer Station Master Plan Improvements** Waste Management of Alameda County, Inc. (applicant and property owner)

I. COMPLIANCE WITH APPROVED PLANS

A. The project shall comply with Exhibits A through J, attached to the staff report dated January 4, 2011, except as hereinafter modified. (Exhibits are on file at the City of San Leandro, Community Development Department, 835 East 14th Street, San Leandro, California, 94577).

Exhibit A – Site Layout

Exhibit B - Circulation Plan

Exhibit C – Overall Floor Plan

Exhibit D - Food Waste/Organic/Green Waste Compost Facility Floor Plan

Exhibit E - Food Waste/Organic Recycling Facility Floor Plan

Exhibit F – Public Disposal Enclosure Floor Plan

Exhibit G – Food Waste Recycling Elevations

Exhibit H – Renderings

Exhibit I – Existing Water Quality Plan

Exhibit J – Ultimate Water Quality Plan

- B. The applicant and/or property owner shall be responsible for assuring that any successor in interest who assumes responsibility for this zoning approval is informed of its terms and conditions.
- C. The Conditions of Approval under CU-96-1 approved by the Board of Zoning Adjustments in February 1998 shall remain in full effect except as hereinafter modified.
- D. Construction of the project shall remain in substantial compliance with the approved exhibits and plans, with the exception of interim improvements that may be implemented that are necessary to allow the applicant to maintain operations during construction and/or remain operational until a future phase is completed.
- E. The project shall have the following phasing for construction:

Phase I: Anticipated Permit Application Date: First Quarter, 2012

- Food Waste/Organics Recycling Facility
- Employee Building
- Single Stream Expansion Line (New SS Expansion) State of State of the State of

Phase II: Anticipated Permit Application Date: First Quarter, 2013

Food Waste/Organics/Green Waste Compost Facility

Phase III: Anticipated Permit Application Date: First Quarter, 2014

- Public Receiving (Disposal) Enclosure
- Overhead Conveyance System
- Alternate Fuel (Clean Air) Retrofit
- Vehicle Maintenance

Construction for each phase shall commence within one (1) year of the approval of the Site Plan Review of the Master Plan Improvements or the subsequent Phase timeline listed above, and shall be substantially completed one year after commencement of construction. Staff notes that the above phasing is approximate and is subject to financing timelines that are subject to change. The applicant may request extensions of the timelines above, with a written request to the Zoning Enforcement Official.

For the purpose of compliance with this condition, commencement of construction shall be defined as the pouring or construction of a substantial portion of the building foundation structure. Pursuant to Zoning Code Section 5-2218, this approval shall lapse on January 4, 2012 unless a) a building permit has been issued for one of the Phase I facility listed above, coupled with diligent progress evidencing good faith intent to commence the intended use, or b) a written request for a one-year extension is approved by the Zoning Enforcement Official.

II. PERMITTED USE

- This Site Plan approval permits the following facilities related to existing Α. operations at 2615 Davis Street; Alameda County Assessor's Parcel Number 79A-475-7-32 (floor area figures are approximate):
 - Food Waste/Organics Recycling Facility: 62,000 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
- B. Any lighting shall be high pressure sodium or other energy conserving lighting and shall be designed and located so as not to interfere with traffic on adjacent streets and so as not to shine on adjacent properties, details subject to the approval of the City Engineer and Zoning Enforcement Official or Community Development Director.
- All exterior/roof-top mechanical equipment shall be screened from view so as not to be visible from adjacent properties or streets, to the satisfaction of the Zoning Enforcement Official. Pacific Gas and Electric (PG&E) transformer(s) shall be located underground or, if above ground, shall be shielded or located in an

obscure location. This condition shall not apply to wireless cable receivers that do not exceed three feet in diameter.

- D. The new parking areas shall be paved with an impervious surface and have drainage, wheel stops, lighting, space marking, and directional signs.
- E. Outdoor parking area lighting shall not employ a light source higher than twelve (12) feet and shall create no cone of direct illumination greater than sixty degrees (60°) from a light source higher than six (6) feet and shall not directly shine onto an adjacent street.
- F. Public deliveries of waste shall be controlled by Waste Management staff at the self-haul site.

III. PLAN SUBMITTALS

A. <u>Landscape Design</u>

Prior to issuance of building permits, a California licensed landscape architect or California licensed landscape contractor shall develop and submit landscape and irrigation plans. The approved landscaping and irrigation shall be installed prior to issuance of Certificate of Occupancy for the Food Waste/Organic/Green Waste Compost Facility of the Master Plan Improvements.

Prior to issuance of a building permit for the proposed Food Waste/Organic/Green Waste Compost Facility, the Applicant shall work with the City and the East Bay Regional Park District (Park District) to prepare a landscape plan for the areas to the west of the new Food Waste/Organic/Green Waste Compost Facility, along the western boundary of the Transfer Station.

- 1. Landscape areas on Waste Management site, including the landscape swath of approximately 9,600 square feet (approximately 10 feet by 960 feet), shown on the Site Plan (Exhibit A) as "Site Landscaping": The landscape plan shall consist of plant materials that add visual interest and that complement the architectural design of the Food Waste/Organic/Green Waste Compost Facility.
- 2. Landscape areas located on the Oyster Bay Regional Park (Park) along the east facing slope of the Park adjacent to the Davis Street Transfer Station: The landscape plan shall address deficiencies in landscaping on the site and that have a visual benefit to the overall area with selective additional plantings. Said plan shall consist of an appropriate pallet of native and drought resistant trees and shrubs that are consistent with the landscaping the Park District has planted on other portions of the Park.

Proposed landscape plans shall conform to the City of San Leandro Zoning Code
Article 19 and shall be subject to the review and approval of the Community
Development Director.

B. <u>Architectural Design</u>

Prior to issuance of building permits, building plans and specifications for each of the facilities within the phases outlined in Condition I.E above, shall be submitted for review and approval to the Community Development Director to ensure the quality of the exterior design.

- 1. The applicant shall provide detailed architectural elevations for the review and approval of the Community Development Director. Said elevations shall include architectural features that have adequate articulation, with appropriate window placement, use of detailing, and changes in window planes to provide visual interest.
- 2. The applicant shall provide a color and materials board for the review and approval of the Community Development Director. Said materials and colors shall be compatible with those of surrounding structures.

C. Green Building Specifications

Building permit construction documents shall include a completed Leadership in Energy and Environmental Design (LEED) checklist showing a minimum compliance with mandatory measures on the checklist. The checklist must be submitted with plan sets, and any items that are marked on the checklist must then be referenced and detailed in the plans. Any items checked on the list for which official LEED points are sought by the project applicant must be completed prior to receipt of final permit. Said checklist is subject to the review and approval by the Community Development Director.

IV. FIRE DEPARTMENT

- Fire hydrants and fire flow are required for the buildings per the California Fire A. Code. If additional fire hydrants are required, they shall be installed prior to vertical construction of the building. The fire flow information for the site is available from EBMUD.
- Automatic sprinkler systems are required in the buildings. The sprinkler systems B. are required to be monitored by a UL listed and certificated central station.
- C. A Knox key box is required at the entry to each building.
- All weather emergency vehicle access roads (minimum 20 feet wide with a D. minimum 42 feet turning radius) shall be provided within 150 feet of the exterior walls of the buildings. Red curbs or signage (labeled "NO STOPPING FIRE LANE CVC 22500.1") shall be provided where parking or storage would block the access roads.
- Outdoor combustible storage shall comply with the San Leandro Fire Code E. section 315. The storage over 6 feet high shall not be within 10 of property lines. The storage 6 feet high or less shall not be within 3 of the property lines. The storage shall not exceed 20 feet high.

F. The project shall comply with the applicable building and fire codes as adopted by the City of San Leandro. Site and building plans shall be provided for review and approval.

V. **BUILDING AND SAFETY SERVICES DIVISION**

The applicant shall apply for building permits with construction documents that address the following issues. For each of the facilities outlined in Condition I.E above, plans shall comply with the California Building Code that is in effect at the time of permit application.

- A. Type of construction and occupancy must be determined and be stated on plans.
- B. Based on location of property lines, fire resistivity of exterior walls and protection of their openings must be determined as per the California Building Code (CBC) in effect at the time of the permit application.
- C. Based on type of occupancy and type of construction the documents must demonstrate that total floor area of all building is within allowable floor area. The location of any assumed property lines between the buildings must be shown on plans as well as their clear dimensions from property line/assumed property line to closest exterior face of wall of the building. (See CBC Table 503, CBC Sec. 503.1.2 & Sec. 704.3 or corresponding table in the CBC in effect at time of permit application.)
- Plans must demonstrate whether occupancy separation is needed between D. different types of occupancy as per CBC. Table 508.3.3 and CBC. Sec.508 or the corresponding table in the CBC in effect at time of permit application.)
- E. Toilet fixture count for each building should be based on California Plumbing Code in effect at time of permit application and must be accessible.
- F. Subject parcel is located within a Food Zone. An Elevation Certificate is required for each new building and pad, indicating that they are above Base Flood Elevation.
- G. Adequate seismic structural separation between buildings is required.

VI. ENGINEERING & TRANSPORTATION DEPARTMENT

Α. Pursuant to Government Code Section 66020, including Section 66020 (d) (1), the City HEREBY NOTIFIES the applicant for this Project that the 90-day approval period (in which the applicant may protest the imposition of any fees, dedications, reservations, or other exactions imposed on this Project by these Conditions of Approval) will begin on the date of the conditional approval of this Project. If you fail to file a protest within this 90-day period, complying with all of the requirements of Government Code Section 66020, you will be legally barred from later challenging any such fees, dedications, reservations or other exactions.

- B. The proposed development shall comply with City ordinances, policies and regulations current at the time of each permit issuance. All improvements shall be in accordance with the City's Design Standards, Specifications and Standard Plans unless otherwise specifically approved by the City Engineer.
- C. Applicant shall pay design review fees, permit fees, inspection fees, sewer connection fees, and any other fees charged by the City or other reviewing agencies for the review, approval, permitting and inspection of the public and/or private improvements. Applicant shall pay fees calculated at the time of each permit issuance.
- D. Applicant shall participate in and not object to the formation of an assessment district for the construction of Eden Road provided that the cost to each property owner within the district is based on a rational distribution of the value of benefit received.
- E. Applicant shall have site improvements designed and stamped by a civil engineer registered to practice within the State of California. Applicant shall obtain approval of the City Engineer for all on site improvements prior to the issuance of Building Permits for the project.
- F. Applicant shall obtain a Grading Permit from the Engineering and Transportation Department for onsite work prior to issuance of Building Permits and shall complete all grading work prior to issuance of a certificate of occupancy.
- G. If the design of any site improvement requires encroachments onto neighboring properties during construction, Applicant shall submit written agreements with that property owner to the City Engineer, for review and approval, prior to issuance of the building permit.
- H. Applicant shall have public improvements designed and stamped by a civil engineer registered to practice within the State of California. Applicant shall obtain approval of the City Engineer for all public improvements prior to the issuance of Building Permits for the project.
- I. Applicant shall obtain an Encroachment Permit from the Engineering and Transportation Department and pay encroachment permit fees for any work within the public right-of-way prior to the issuance of building permits for the project.
- J. Applicant shall comply with the regulations and provisions contained in the City's Grading Ordinance, and the City's Municipal Regional Storm Water Permit current at the time of permit issuance, to the satisfaction of the City Engineer.
- K. Applicant shall comply with the following high standards for sanitation during construction of improvements: Garbage cans, construction dumpsters, and debris piles shall be removed on a minimum weekly basis. All food related trash items

such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers only and shall be regularly removed from the site. Inspections, conducted as part of the regular construction compliance, will be conducted to ensure compliance of the Applicant and contractors with this requirement.

- Applicant shall provide utility service to the new building on site via underground conduits. Applicant may be required to pay an Underground Utility Conversion fee if the cost of the improvements are greater than 25 percent of the value of the existing site improvements.
- M. Applicant shall provide off-street parking spaces and vehicle travel ways that conform with City standards.
- N. Applicant shall remove any unused driveways or damaged driveways, sidewalk, and curb and gutter along the full property frontage and shall construct new City standard driveway, sidewalk, curb and gutter in place of the removed items.
- O. Applicant shall revise the plans to show bioswales included in City of San Leandro Grading Permit GRA2010-0001 and their relation to the proposed site layout. Applicant shall demonstrate that the requirements of the current Municipal Regional Storm Water Permit are met. For permits issued after December 2011, bioswales require special approval before they may be used.
- P. Applicant shall designate the area listed on the plans as "undeveloped native landscaping" as wetlands or indicate that this area is not an improvement area.
- Q. Applicant shall confirm that trucks can exit past the fuel station and make the turn onto the driveway without crossing into oncoming traffic by adding a turning template to the site drawing.
- R. Applicant shall include adequate traffic control at the intersection before the scales.
- S. Applicant shall improve the safety of the left turn movement shown crossing in front of the inbound self haul vehicles near the southwest corner of the Smart MRF.
- T. Applicant shall improve the safety of the left turn movement of the self haul inbound traffic where it crosses the self haul outbound traffic.
- U. Applicant shall coordinate improvements near Davis Street with East Bay Regional Parks District so that the adjacent entries do not create conflicting traffic movements and allow for pedestrians and bicycles to access the park.
- V. On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay".
- W. Interior floor drains shall be plumbed to the sanitary sewer system and shall not be connected to storm drains.

- X. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where possible, minimize the use of fertilizers and pesticides that can contribute to stormwater pollution and incorporate Bay Friendly Landscaping principles.
- Y. Structures shall be designed to discourage the occurrence and entry of pests into buildings, thus minimizing the need for pesticides. For example, dumpster areas should be located away from occupied buildings, and building foundation vents shall be covered with screens.
- Z. Landscape plans shall meet the following conditions related to reduction of pesticide use on the project site:
 - 1. Where feasible, landscaping shall be designed and operated to treat stormwater runoff by incorporating elements that collect, detain, and infiltrate runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified.
 - 2. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.
 - 3. Existing native trees, shrubs, and ground cover shall be retained and incorporated into the landscape plan to the maximum extent practicable.
 - 4. Proper maintenance of landscaping, with minimal pesticide use, shall be the responsibility of the property owner.
 - 5. Integrated pest management (IPM) principles and techniques shall be encouraged as part of the landscaping design. Examples of IPM principles and techniques include:
 - a) Select plants that are well adapted to soil conditions at the site.
 - b) Select plants that are well adapted to sun and shade conditions at the site. Consider future conditions when plants reach maturity. Consider seasonal changes and time of day.
 - c) Provide irrigation appropriate to the water requirements of the selected plants.
 - d) Select pest- and disease-resistant plants.
 - e) Plant a diversity of species to prevent a potential pest infestation from affecting the entire landscaping plan.

- f) Use "insectary" plants in the landscaping to attract and keep beneficial insects.
- AA. An efficient irrigation system shall be installed in areas requiring irrigation. An example of an efficient irrigation system is one that includes a weather-based (automatic, self-adjusting) irrigation controller with a moisture and/or rain sensor shutoff, and in which sprinkler and spray heads are not permitted in areas less than 8 feet wide.
- BB. By January 15, 2015, process activities, except those listed below, shall be performed either indoors or in roofed outdoor areas. If performed outdoors, the area shall be designed to prevent run-on to and runoff from the area with process activities. The following activities are pre-existing conditions that are outside the scope of proposed improvements and are exempted from this requirement:
 - Wood waste / public brush drop-off and processing
 - Container wash, maintenance and storage
 - Truck wash
 - Mulch and compost sales
 - Recycled concrete and rock storage, processing
 - Miscellaneous recycling activities (appliances, tires, mattresses, e-waste, etc.)
 - Storage of miscellaneous parts and materials for maintenance and repair of processing equipment
 - Commodity loading
 - Storage of materials on designated outdoor overflow tip floors
- CC. New process equipment areas that are approved and constructed pursuant to this permit shall drain to the sanitary sewer system.
- DD. Storage areas containing non-hazardous liquids shall be covered by a roof and drain to the sanitary sewer system, and be contained by berms, dikes, liners, vaults or similar spill containment devices.
- EE. All on-site hazardous materials and wastes, as defined and/or regulated by the California Public Health Code and the local Certified Unified Program Agency (CUPA) [, i.e., Alameda County Environmental Health Department], must be used and managed in compliance with the applicable current CUPA program regulations and the facility hazardous materials management plan approved by the CUPA authority.
- FF. Wastewater from vehicle and equipment washing operations shall not be discharged to the storm drain system.
- GG. Vehicle/equipment repair and maintenance shall be performed in a designated area indoors, or if such services must be performed outdoors, in an area designed to prevent the run-on and runoff of stormwater.

- HH. Secondary containment shall be provided for exterior work areas where motor oil, brake fluid, gasoline, diesel fuel, radiator fluid, acid-containing batteries or other hazardous materials or hazardous wastes are used or stored. Drains shall not be installed within the secondary containment areas.
- II. Vehicle service facilities shall not contain floor drains.
- JJ. Tanks, containers or sinks used for parts cleaning or rinsing shall not be connected to the storm drain system. Tanks, containers or sinks used for such purposes may only be connected to the sanitary sewer system if allowed by an industrial waste discharge permit.
- KK. Fueling areas shall have impermeable surfaces (i.e., portland cement concrete or equivalent smooth impervious surface) that are: a) graded at the minimum slope necessary to prevent ponding; and b) separated from the rest of the site by a grade break that prevents run-on of stormwater to the maximum extent practicable.
- LL. Loading docks that are not covered shall be graded to minimize run-on to and runoff from the loading area. Roof downspouts shall be positioned to direct stormwater away from the loading area. Stormwater runoff from loading dock areas shall be drained to the sanitary sewer, or diverted and collected for ultimate discharge to the sanitary sewer.
- MM. Fire sprinkler test water shall be drained to the sanitary sewer system or drain to landscaped areas where feasible.
- NN. Boiler drain lines shall be directly or indirectly connected to the sanitary sewer system and may not discharge to the storm drain system.
- OO. For small air conditioning units, air conditioning condensate should be directed to landscaped areas as a minimum BMP. For large air conditioning units, in new developments or significant redevelopments, the preferred alternatives are for condensate lines to be directed to landscaped areas, or alternatively connected to the sanitary sewer system after obtaining permission from the sanitary sewer's owner. As with smaller units, any anti-algal or descaling agents must be properly disposed of. Any air conditioning condensate that discharges to land without flowing to a storm drain may be subject to the current requirements of the State Water Resources Control Board's (SWRCB) Statewide General Waste Discharge Requirements (WDRs) for Discharges to Land with a Low Threat to Water Quality.
- PP. Roof top equipment shall drain to the sanitary sewer.
- QQ. All washing and/or steam cleaning must drain to the sanitary sewer. Any outdoor washing or pressure washing must be managed in such a way that there is no discharge of soaps or other pollutants to the storm drain.

VII. **ENVIRONMENTAL SERVICES CONDITIONS**

- A. Prior to issuance of a certificate of occupancy, a Hazardous Materials Business Plan (HMBP) shall be submitted to the Environmental Services Section for the storage and use of hazardous materials and generation of hazardous waste. The plan is subject to the review and approval of the Environmental Services Section.
- В. All fees and charges related to Environmental Services programs shall be paid promptly in full. Failure to keep accounts current shall be grounds for revocation of the conditional use permit.
- C. Compressed gas containers, cylinders, tanks, and systems shall comply with Chapter 30 of the 2007 California Fire Code or applicable adopted code at time of construction.
- D. Hazardous Materials shall be managed in accordance with Chapter 27 of the 2007 California Fire Code or applicable adopted code at time of construction.
- E. All hazardous waste generated on site shall be managed and disposed in accordance with applicable local, state and federal laws, rules, and regulations.
- F. Discharges other than rainwater to the stormwater collection system are prohibited.
- G. Exposure of materials, processes, or equipment shall be eliminated to the maximum extent practicable to prevent contamination of rainwater. Exposures that cannot be eliminated shall require the use of Best Management Practices (BMPs) to prevent exposures from impacting stormwater runoff, creating illicit discharges, or contaminating receiving waters.
- H. The generation or discharge of wastewaters other than domestic sewerage shall require a Pretreatment Permit for discharge to the sanitary sewer. A completed Pretreatment Permit Application shall be submitted to the City's Environmental Services Section prior to final approval of the building permit or commencing discharge, whichever occurs first.
- I. Properly-sized grease interceptors shall be installed and maintained to pretreat discharges from food handling facilities to the sanitary sewer. No domestic wastewater may discharge through grease interceptors.
- J. Accessible and secure monitoring facilities shall be constructed at the site's final combined sanitary sewer outfall to allow for the City to periodically install sampling equipment and collect wastewater samples to determine compliance with the facility's Pretreatment Permit.
- K. The facility shall comply with the California Aboveground Petroleum Storage Act (APSA) and federal Spill Prevention, Control, and Countermeasures (SPCC) rule requirements. A completed City of San Leandro Environmental Services Aboveground Storage Tank Installation Application Package and associated fees

shall be submitted to the Environmental Services Section. Compliance with these requirements shall be demonstrated to the Environmental Services Section prior to issuance of a certificate of occupancy or final approval of building permit, whichever occurs first.

VIII. POLICE DEPARTMENT

A. All building addresses shall be placed in such a position as to be plainly visible and legible from the street. Said numbers shall contrast with their background and be visible at night. Details including number size and location shall be submitted for the review and approval of the City of San Leandro Police Department, Fire Marshal and the Community Development Director, prior to issuance of building permits. Specific property addresses will be assigned by the City's Building and Safety Division of the Community Development Department.

IX. MAINTENANCE

- A. The site shall be well maintained and shall be kept free of litter, debris and weeds at all times; during construction, the site shall be well maintained and shall be kept free of litter, debris and weeds.
- B. Any graffiti shall be promptly removed from building walls and perimeter fencing. The applicant and its successors in interest shall comply with the rules and regulations of the City's graffiti removal program and shall grant a license and right of entry as requested to enforce the terms of such program.
- C. All approved and required landscaping on the property shall be maintained in a healthy growing condition at all times; any damaged or unhealthy plants shall be replaced promptly.
- D. There shall be no parking or storage of boats, trailers, camper tops, inoperable vehicles and the like outside the building, within the project site.

X. CONSTRUCTION PROVISIONS

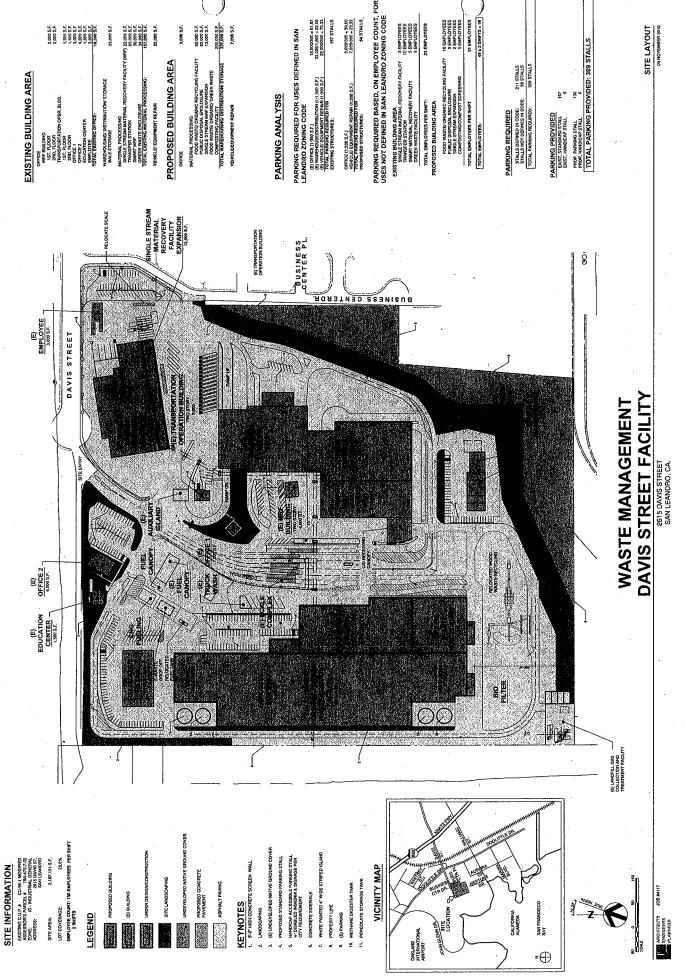
A. Construction activity shall not commence prior to 8:00 a.m. and shall cease by 7:00 p.m. Monday through Friday, and construction activity shall not commence prior to 8:00 a.m. and shall cease by 5:00 p.m. on Sunday and Saturday. No such construction is permitted on Federal holidays. As provided in this City of San Leandro's Noise Ordinance (ORDINANCE NO. 2003 – 005), "construction" shall mean any site preparation, assembly, erection, substantial repair, alteration, demolition or similar action, for or on any private property, public or private right-of-way, streets, structures, utilities, facilities, or other similar property. Construction activities carried on in violation of this Article may be enforced as provided in Section 4-11-1130, and may also be enforced by issuance of a stop work order and/or revocation of any or all permits issued for such construction activity.

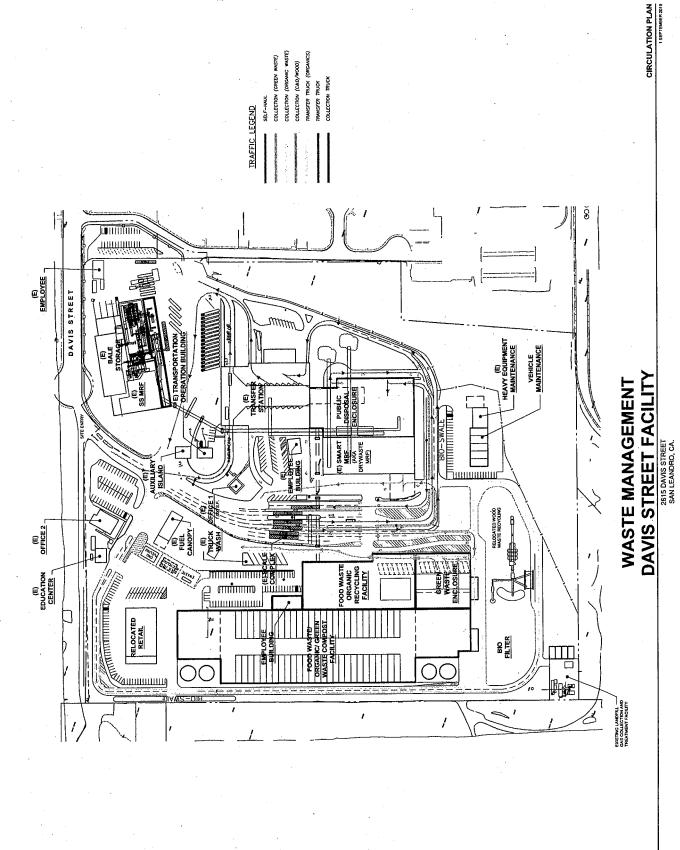
construction shall not include

B. Construction activity shall not create dust or safety hazards for adjacent properties. Dirt and mud shall not be tracked onto Davis Street, Doolittle Drive, or any nearby streets from the project site.

XI. **GENERAL REQUIREMENTS**

- A. The approvals granted by the City as a result of this application, as well as the Conditions of Approval, shall be recorded in the office of the County Recorder of Alameda County against the parcel known as Alameda County Assessor's Parcel Number 79A-475-7-32.
- B. No application for amendment of the application or Conditions of Approval may be submitted or accepted for processing by the city unless (i) there is full compliance with all terms of the application and Conditions of Approval; or (ii) the Community Development Director can waive compliance with the terms of the application if they are minor in content.







OVERALL FLOOR PLAN

EK

WASTE MANAGEMENT DAVIS STREET FACILITY Sels DAVIS STREET SAN LEANDRO, CA.



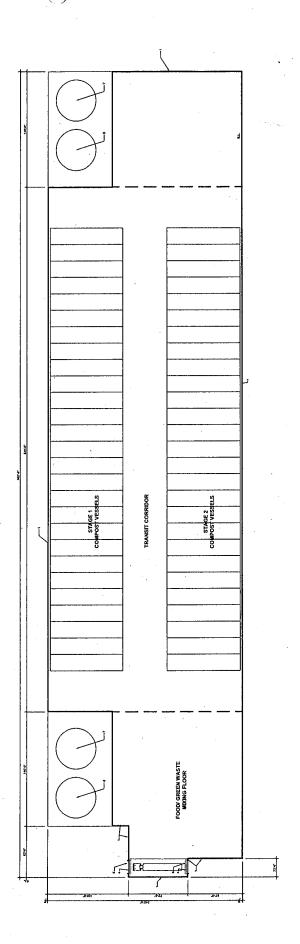
* 13

FOOD WASTE/ ORGANIC/ GREEN WASTE
COMPOST FACILITY
FLOOR PLAN
1587700681 2010

7. METHANE DIGESTER TANK 8. PERCOLATE STORAGE TANK

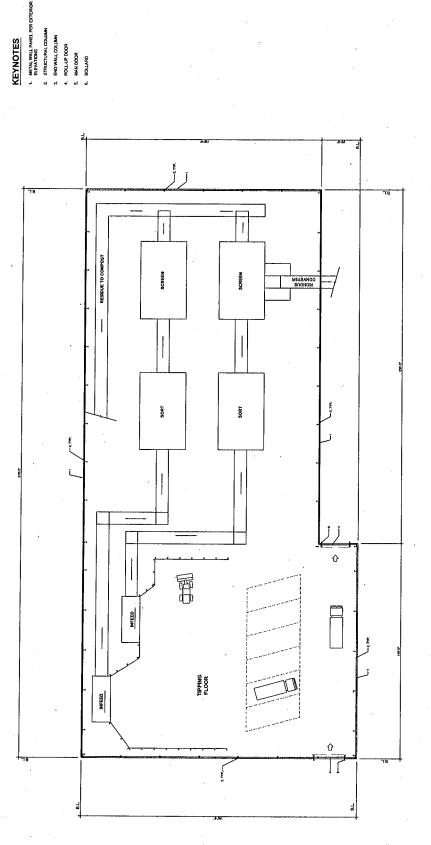
1. METAL WALL PANEL
2. STRUCTURAL COLUMN
3. END WALL COLUMN

KEYNOTES



WASTE MANAGEMENT
DAVIS STREET FACILITY
SEIS DAVIS STREET
SAN LEANDRO, CA.

ARCHITECTS JOB #4117
ENGINEERS
PLANNERS



ROLL-UP DOOR

WASTE MANAGEMENT DAVIS STREET FACILITY

2615 DAVIS STREET SAN LEANDRO, CA.

PUBLIC DISPOSAL ENCLOSURE FLOOR PLAN

KEYNOTES

HETA WALL PANEL

BIOWALL COLUMN

SETEL PASH WALL

SETEL PASH WALL

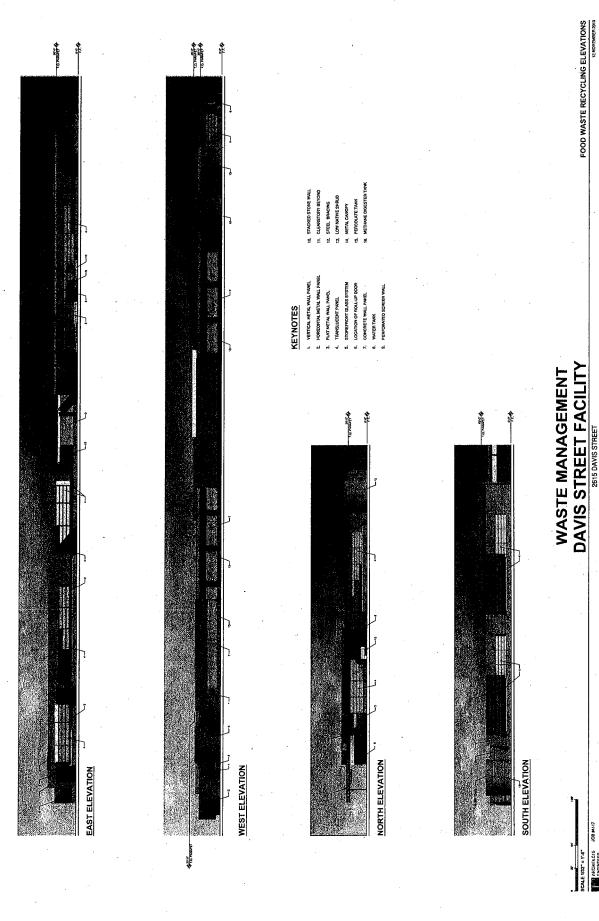
ROLL-JP DOOR

WASTE MANAGEMENT
DAVIS STREET FACILITY

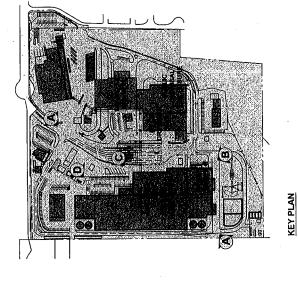
ZG15 DAVIS STREET
SAN LEANDRO, CA.

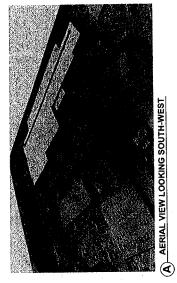
AND ARCHITECTS JOB #411:
VENGINEERS
PLANNERS

2615 DAVIS STREET SAN LEANDHO, CA.

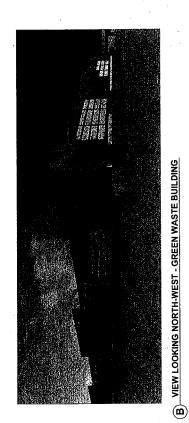


RENDERINGS 12 NOVEMBER 2010



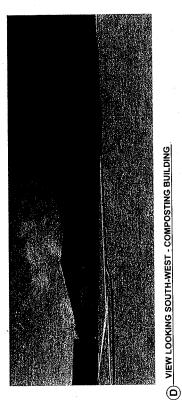


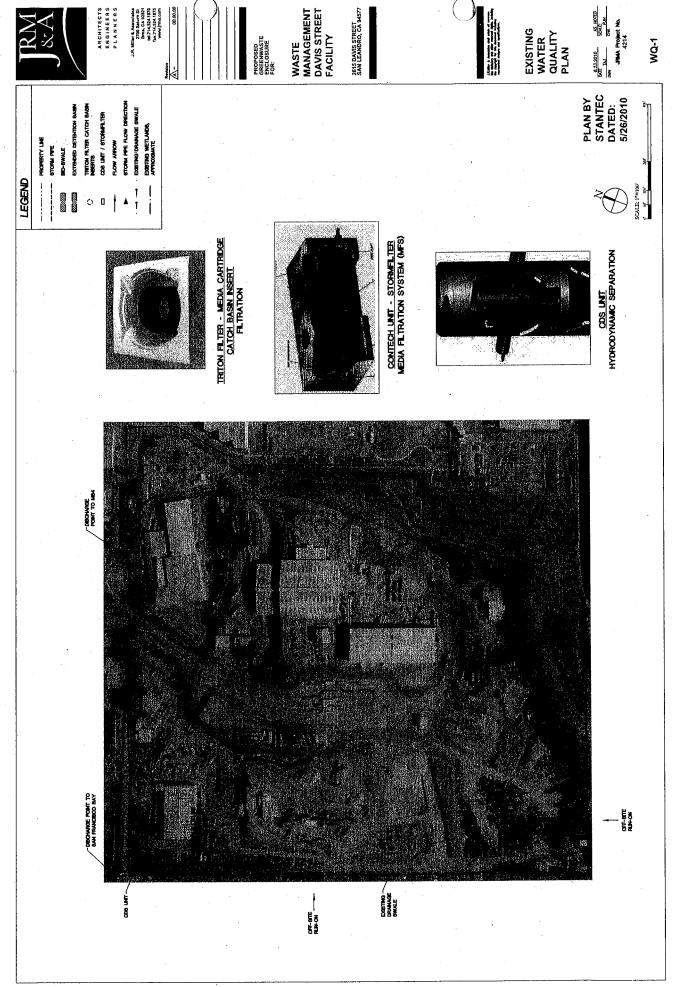
WASTE MANAGEMENT DAVIS STREET FACILITY Sels DAVIS STREET SAN LEANDRO, CA.

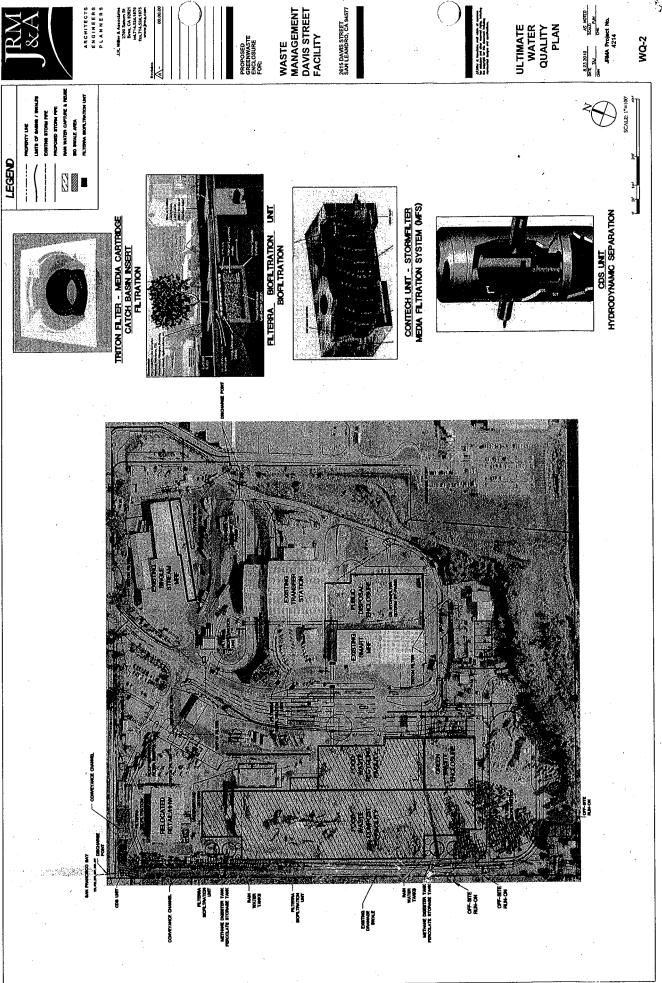




(C) VIEW LOOKING SOUTH-WEST - MIXED ORGANICS BUILDING









DATE: February 22, 2017

TO: Waste Management Authority Board

FROM: Wendy Sommer, Executive Director

BY: Pat Cabrera, Administrative Services Director

SUBJECT: Workforce Strategy: Two-Year Service Credit

SUMMARY

At the February 22, 2017 Waste Management Authority (WMA) Board meeting, pursuant to the direction from the WMA Board, staff will present cost and other information required by CalPERS to offer two years additional service credit to eligible employees in the Program Manager I, Program Manager II and Senior Program Manager classifications (in exchange for early retirement) as a cost saving strategy. Board approval of this benefit is required prior to the adoption of the enacting resolution which will be presented at the March 22, 2017 WMA Board meeting.

DISCUSSION

Staff is committed to achieving long-term financial stability for the Authority, with the goal of matching ongoing or "core" expenditures with ongoing revenue. The Board has directed the Executive Director to think about long-term wind down plans for the agency, should we accomplish our tonnage goals. Scaledown plans will have to include staff reductions. Doing so now, and gradually, gives us more flexibility to adjust future budgets depending on our priorities.

At the January 25, 2017 closed session meeting, the WMA Board authorized the Executive Director to move forward with achieving ongoing labor savings by offering eligible employees the opportunity to retire with two years additional service credit, as allowed under CalPERS rules. Eligible employees are those 50 years or older, with at least five years of service. Those eligible to receive this benefit have served the agency well for many years, and acknowledging their contribution by offering this incentive is consistent with our employment philosophy. This benefit is offered as an option. We would not be "forcing" staff to take this offer.

CalPERS Requirements

The following are steps required by CalPERS:

- 1. WMA Board adopts a contract amendment to provide for this benefit (already done in June, 2008).
- 2. WMA Board defines the window period for which eligible employees can decide to retire under this option, designates the classifications, and states the maximum cost should all the eligible employees choose to retire with additional service credit.
- 3. WMA Board adopts the resolution specifying the window period and classifications, which will be put forth for consideration at the March 22, 2017 WMA Board meeting.
- 4. WMA Board President signs required documents (see Attachment A) certifying that: a) the two-year service credit is being granted in lieu of impending layoffs resulting in a permanent reduction in work force, and b) the future cost has been made public in a public meeting at least two weeks prior to adoption of the resolution.

Cost, Savings and Window Period

CalPERS provided the Authority with a formula to determine the cost of providing this benefit (see Attachment B). Based on this formula, along with additional information from the CalPERS actuary (as a result of the impending change in the discount rate), the table below illustrates the different scenarios:

Employees taking two- year service credit	Estimated One-Time Total Cost	Ongoing Annual Savings Includes backfill estimates as needed
9 (max)	\$892,000	\$635,000
5	\$509,000	\$557,000
3*	\$301,000	\$348,000

^{*}Cost and savings based on three definite "opt ins"

As illustrated above, if all nine eligible employees chose to retire with this benefit the total cost would be approximately \$892,000, with ongoing annual salary savings of approximately \$635,000. We do not expect that all eligible employees would opt to retire early. We are anticipating that the maximum one-time cost based on the projected number of employees that may leave would total approximately \$509,000. Those positions would either be eliminated or replaced with a different and most likely lower classification or contractor. This amount would be paid from fund balance as opposed to paying it over time and accruing interest.

Once the one-time cost of \$509,000 is paid, we estimate a net savings of approximately \$557,000 per year, with replacement costs built in. In other words, we will be able to more than recoup the cost in one year. In addition, based on a proposed end date of September 30, 2017 for the designated window

period, the Authority would not receive the "bill" for this benefit from CalPERS until 2019. As such, we would realize immediate savings (based on estimated retirements).

CalPERS requires a window period of between 90 and 180 days for employees to make a decision and retire. In order to facilitate a smooth transition of duties and complete outstanding project deliverables, we are recommending a window period commencing May 1, 2017 through September 30, 2017. Since eligible employees are not required to make their decisions prior to the designated window period (September 30), staff will develop the FY 17/18 budget based on tentative commitments of those who will likely accept this offer.

RECOMMENDATION

Staff recommends that the WMA Board approve offering the two-year service credit to eligible employees in the Program Manager I, Program Manager II and Senior Program Manager classifications, and approve establishing the window period to begin May 1, 2017 and end September 30, 2017. Staff further recommends that the Board direct the Executive Director or designee to prepare the enacting resolution for action at the March 22, 2017 WMA Board meeting.

Attachment A

CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

Financial Office | Pension Contract Management Services & Prefunding Programs P.O. Box 942703 Sacramento, CA 94229-2703 888 CalPERS (or 888-225-7377) TTY: (877) 249-7442 | Fax: (916) 795-4673 www.calpers.ca.gov

CERTIFICATION OF GOVERNING BODY'S ACTION

			of th
	(governing body)	.*	
	(public agency)		
on (date)			
	Clerk/Secretary		W-1900

BOARD OF DIRECTORS OF THE

ALAMEDA COUNTY WASTE MANAGEMENT AUTHORITY RESOLUTION

TO

GRANT ANOTHER DESIGNATED PERIOD FOR

TWO YEARS ADDITIONAL SERVICE CREDIT

WHEREAS, the Board of Directors of the Alameda County Waste Management Authority is a contracting Public Agency of the Public Employees' Retirement System; and

WHEREAS, said Public Agency desires to provide another designated period for Two Years
Additional Service Credit, Section 20903, based on the contract amendment
included in said contract which provided for Section 20903, Two Years
Additional Service Credit, for eligible members;

	designated period, desire to add a des f	and does he ignated peri	aid Board of Directors does seek to add another reby authorize this Resolution, indicating a od fromthrough members in the
Adopted and	approved this	day of	·
			BOARD OF DIRECTORS OF THE ALAMEDA COUNTY WASTE MANAGEMENT AUTHORITY
			BY Presiding Officer
Attest:			
Clerk/Secreta	ary		

CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

Pension Contract Management Services & Prefunding Programs P.O. Box 942703 Sacramento. CA 94229-2703

CERTIFICATION OF COMPLIANCE WITH GOVERNMENT CODE SECTION 20903

In accordance with Government Code Section 20903 and the contract between the Public Employees' Retirement System, the Board of Directors of the Alameda County Waste Management Authority hereby certifies that:

- 1. Because of an impending curtailment of, or change in the manner of performing service, the best interests of the agency will be served by granting such additional service credit.
- 2. The added cost to the retirement fund for all eligible employees who retire during the designated window period will be included in the contracting agency's employer contribution rate for the fiscal year that begins two years after the end of the designated period.
- 3. It has elected to become subject to Section 20903 because of impending mandatory transfers, demotions, and layoffs that constitute at least 1 percent of the job classification, department or organizational unit, as designated by the governing body, resulting from the curtailment of, or change in the manner of performing, its services.
- 4. Its intention at the time Section 20903 becomes operative is to keep all vacancies created by retirements under this section or at least one vacancy in any position in any department or other organizational unit permanently unfilled thereby resulting in an overall reduction in the work force of such department or organizational unit.

	ors of the Alameda County Waste Management Authority fits of Government Code Section 20903 to all eligible
members who retire within the d	esignated period,through
	BOARD OF DIRECTORS
	OF THE
	ALAMEDA COUNTY WASTE MANAGEMENT
	AUTHORITY
	BY
	Presiding Officer
Attest:	
	eli eli
Clerk/Secretary	
Date	

CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

Financial Office | Pension Contract Management Services & Prefunding Programs P.O. Box 942703 Sacramento, CA 94229-2703 888 CalPERS (or 888-225-7377) TTY: (877) 249-7442 | Fax: (916) 795-4673 www.calpers.ca.gov

CERTIFICATION OF COMPLIANCE WITH GOVERNMENT CODE SECTION 7507

I hereby certify that in accord	ance with Section 7507 of the Gov	ernment Code the future
annual costs as determined by	the System Actuary for the increase	/change in retirement
Benefit(s) have been made pub	olic at a public meeting of the	
	(go	verning body)
of the		_on
(public a	agency)	(date)
which is at least two weeks pri	or to the adoption of the Resolution	/ Ordinance.
Adoption of the retirement ben	efit increase/change will not be pla	ced on the consent
calendar.		
	Clerk/Secretary	+
Date	Title	

Attachment B

CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
Pension Contract Management Services & Prefunding Programs
(888) CalPERS (225-7377)

TWO YEARS ADDITIONAL SERVICE CREDIT Section 20903

PROCEDURES FOR CALCULATION OF ESTIMATED EMPLOYER COST

The cost of providing the two years additional service credit is calculated based on the member's annual reportable compensation, the cost factor and whether the agency's contract provides the Post-Retirement Survivor Allowance (Survivor Continuance) and/or an increased Cost-of-Living Allowance of 3%, 4% or 5%.

The employer cost may be estimated as follows:

- 1. Determine all individuals who meet the minimum eligibility for retirement and who are employed in the designated classification, department or organizational unit.
- 2. Determine the annual pay rate for each person. "Pay Rate" indicates that amount of compensation a member is paid for a full unit of time. Always use the member's FULL TIME pay rate.
- 3. Determine the age for each person and locate the appropriate factor on the Cost Factor Chart.
- #4. Multiply the annual pay rate by the cost factor.
 - 5. Determine whether your agency's contract provides for the Post-Retirement Survivor Allowance. If yes, proceed to step #7.
- 16. If your agency's contract does not provide for the Post-Retirement Survivor Allowance, multiply the value determined in step #4, above, by 0.95.
 - 7. Determine whether your agency's contract provides for the increased Cost-of-Living Allowance of 3%, 4% or 5%. If not, no further calculations are needed.
 - 8. If your agency's contract provides the 3%, 4%, or 5% cost-of-living allowance, multiply the value determined above by 1.09 to estimate the cost of providing the additional service credit.
 - 9. Please note the cost of any Golden Handshakes' benefits paid out of PERF is calculated as the amount of present value of those benefits. Any benefit amounts over the IRC Section 415(b) limit will be paid from the Replacement Benefit Program (RBP) over the life of the participant. The RBP is a pay-as- you- go program. CalPERS will bill the employer annually for the benefits paid from the RBP. Please refer to the following link for the details of the IRC Section 415 & CalPERS RBP:

http://www.calpers.ca.gov/eip-docs/about/pubs/member/internal-revenue-code-section415.pdf

COST FACTOR CHART

TWO YEARS ADDITIONAL SERVICE CREDIT

MISCELLANEOUS MEMBERS

	2% @ 60 formula	<u> 2% @ 55</u> <u>formula</u>	2.5% @ 55 formula	2.7% @ 55 formula	3% @ 69 formula	2% @ 62 formula
Ages	All	All	All	All	All	AII
50-54	0.36	0.48	0.65	0.67	0.65	0.34
55-59	0.45	0.58	0.69	0.74	0.74	0.41
60-64	0.57	0.60	0.63	0.68	0.76	0.50
65∻	0.55	0.55	0.56	0.61	0.68	0.56

SAFETY MEMBERS

	2% @ 55 formula	2% @ 50 formula	3% @ 55 formula	3% @ 50 formula
Ages	All	All	All	All
50-54	0.49	0.68	0.79	0.90
55-59	0.56	0.76	0.85	0.85
60-64	0.52	0.70	0.78	0.78
65+	0.47	0.63	0.70	0.70
	2% @ 57 formula	2.5% @ 57 formula	2.7% @ 57 formula	
Ages	All	AII	All	Ę
50-54	0.48	0.64	0.66	
55-59	0.56	0.70	0.76	
60-64	0.52	0.65	0.70	
65+	0.47	0.59	0.63	

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March 2017 Meetings Schedule

Alameda County Waste Management Authority, The Energy Council, & Source Reduction and Recycling Board

(Meetings are held at StopWaste Offices unless otherwise noted)

SUN	MON	TUES	WED	THURS	FRI	SAT
			1	2	3	4
5	6	7	8	9 9:00 AM Programs & Administration Committee Key Items: 1. 2015/16 Audit Report 2. Revenue projections 3. BAAQMD Monitor lease 4:00 PM Planning & Organization Committee /Recycling Board Key Items: 1. 2015/16 Audit report 2. Revenue projections 3. Municipal Panel	10	11
12	13	14	15	16	17	18
19	20	21	3:00 PM Waste Management Authority & Energy Council Key Items: 1. 2015/16 Audit Report 2. 2 Year Service Credit 3. Davis St. ColWMP Amendment – 2nd Reading 4. StopWaste Business Efficiency Awards	23	24	25
26	27	28	29	30	31	