



**DRAFT  
VISION RECYCLING  
CHIP AND GRIND FACILITY ON GREENVILLE ROAD  
INITIAL STUDY/NEGATIVE DECLARATION**

**ALAMEDA COUNTY, CALIFORNIA**

**BSK PROJECT E1203301S**

**PREPARED FOR:**

**MR. TAMOTSU "MOTS" YAMAMOTO  
GENERAL MANAGER  
VISION RECYCLING  
41900 BOSCELL ROAD  
FREMONT CA 94538**

**November 14, 2012**

---

**Scientists, Engineers, Geologists, and Inspectors**

**DRAFT  
VISION RECYCLING  
CHIP AND GRIND FACILITY ON GREENVILLE ROAD  
INITIAL STUDY/NEGATIVE DECLARATION**

**ALAMEDA COUNTY, CALIFORNIA**

Prepared for:

**Mr. Tamotsu "Mots" Yamamoto  
General Manager  
Vision Recycling  
41900 Boscell Road  
Fremont CA 94538**

BSK Project: E1203301S

November 14, 2012



Erik Ringelberg  
Project Manager



Deborah Kruse  
Project Environmental Scientist

**BSK Associates**  
3140 Gold Camp Drive, Suite 160  
Rancho Cordova, CA 95670  
(916) 853-9293  
(916) 853-9297 FAX  
www.bskinc.com

## Table of Contents

<b>TABLE OF CONTENTS</b> .....	<b>1</b>
<b>I. DESCRIPTION OF THE PROPOSED PROJECT</b> .....	<b>3</b>
A. GENERAL INFORMATION .....	3
B. OPERATIONAL PLAN .....	6
C. BEST MANAGEMENT PRACTICES AND OPERATIONAL PROCEDURES .....	10
<b>II. ENVIRONMENTAL CHECKLIST FORM (CEQA)</b> .....	<b>12</b>
A. PROJECT SUMMARY .....	12
B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED .....	14
C. LEAD AGENCY DETERMINATION .....	14
D. EVALUATION OF ENVIRONMENTAL EFFECTS.....	15
1. AESTHETICS .....	17
2. AGRICULTURAL AND FOREST RESOURCES.....	19
3. AIR QUALITY.....	21
4. BIOLOGICAL RESOURCES .....	27
5. CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS .....	30
6. CULTURAL RESOURCES.....	33
7. GEOLOGY/SOILS .....	35
8. HAZARDS AND HAZARDOUS MATERIALS .....	38
9. HYDROLOGY AND WATER QUALITY .....	41
10. LAND USE AND PLANNING.....	44
11. MINERAL RESOURCES .....	47
12. NOISE .....	48
13. POPULATION AND HOUSING .....	50
14. PUBLIC SERVICES.....	51
15. RECREATION .....	53
16. TRANSPORTATION AND TRAFFIC.....	54
17. UTILITIES AND SERVICE SYSTEMS .....	58
18. MANDATORY FINDINGS OF SIGNIFICANCE .....	60
E. REFERENCES.....	62
F. BEST MANAGEMENT PRACTICES AGREED TO BY PROJECT SPONSOR .....	63
G. AGREEMENT BY PROJECT SPONSOR.....	64

**FIGURES FOLLOW PAGE 64**

- FIGURE 1 VICINITY MAP
- FIGURE 2 PROJECT SITE
- FIGURE 3 SITE PLAN
- FIGURE 4 SITE PHOTOGRAPHS – EXISTING LAND USE
- FIGURE 5 PHOTOGRAPHS – PLANNED LAND USE
- FIGURE 6 NATIONAL WETLAND INVENTORY MAP
- FIGURE 7 ALQUIST-PRIOLO FAULT ZONES
- FIGURE 8 SOILS MAP
- FIGURE 9 ENVIROSTOR MAP
- FIGURE 10 FIRE HAZARD MAP

**TABLES**

TABLE 1 EXISTING AND PROJECTED TRAFFIC .....	22
TABLE 2 CHIP AND GRIND FACILITY EQUIPMENT SPECIFICATIONS .....	22
TABLE 3 OPERATIONAL AIR EMISSIONS ANALYSIS .....	23
TABLE 4 SPECIAL STATUS SPECIES LIST .....	28
TABLE 5 OPERATIONAL GREENHOUSE GAS ANALYSIS .....	31
TABLE 6 CURRENT TRAFFIC BY VEHICLE CLASS .....	54
TABLE 7 PROPOSED TRAFFIC BY VEHICLE CLASS.....	55

**LIST OF APPENDICES**

- APPENDIX A USFWS THREATENED AND ENDANGERED SPECIES LIST
- APPENDIX B AIR RESOURCES ASSESSMENT

## SECTION I. DESCRIPTION OF THE PROPOSED PROJECT

---

### A. GENERAL INFORMATION

#### 1. Project Title and Entitlements

Vision Recycling Green and Wood Material Chip and Grind Facility is the Project title. County land use entitlements needed for the Project includes approval of a Conditional Use Permit for a proposed chip and grind facility on an approximately 2.5-acre site. The Project property will be leased from the owners of the adjoining Mills Ranch.

#### 2. Lead Agency

Alameda County Community Development Agency  
Planning Division  
224 W. Winton Ave., Room 111  
Hayward, CA 94544

#### 3. Contact Person

Damien Curry, Staff Planner  
Alameda County Community Development Agency  
Planning Division  
224 W. Winton Ave., Room 111  
Hayward, CA 94544  
510-670-5400

#### 4. Project Location and Description

Vision Recycling proposes to operate a Green and Wood Material Chip and Grind Facility at 30 Greenville Road in Livermore, California, 94551. The approximately 2.5-acre Project site is located in unincorporated eastern Alameda County, east of the City of Livermore and south of the I-580 freeway. The site, which is accessed via an unnamed road from Greenville Road, includes a portion of APN 099B-5685-007. The Project involves the permitting of the Project for a chipping and grinding facility, on a smaller area, within a site that has been used for over 20 years for similar wood and green material chipping and grinding.

A Project vicinity map is provided in **Figure 1** of this study. The Project site is shown in **Figure 2**, and **Figure 3** illustrates the proposed Project Site Plan. All Project figures are provided at the end of Section II of this study.

#### 5. Current General Plan Land Use Classifications

Pursuant to the East County Area Plan, an element of the Alameda County General Plan, the land use designation for the Project site is Large Parcel Agriculture. No change to the current General Plan land use designation is proposed.

#### 6. Current Zoning

The Project site is zoned Planned Development (PD) for Outdoor Construction Storage and Materials. However the PD zone category is not in conformance with the current Alameda County General Plan, which was changed due to voter approval of Measure D. No change to the existing PD zoning on the site is proposed.

## 7. Existing Land Uses

The Project site is located within an area that has been used solely and continuously for chipping and grinding of green and wood materials for about 22 years (beginning in 1990). In preparation for that use, the land was cleared, leveled and subsequently covered with a 5 to 6-inch layer of crushed gravel. There are currently no permanent structures on the Project site, however large piles of stumps, tree branches and other wood materials intended for processing and sale for use in making biofuel, cover most of the property. These piles, which would exceed the quantity of staged materials that would be allowed under the proposed Project, will be removed prior to Project operation by Vision Recycling. The existing biofuels operation is open Monday through Friday from 6:30 a.m. to 5:30 p.m. and on Saturdays from 8:00am to 4:00 p.m.

(<http://biofuelsystems.amlnk.com/contact.html> - website accessed September 4, 2012).

Photographs of the existing use of Project site are provided in **Figure 4**, Photos 1 through 6.

## 8. Surrounding Land Uses

The Project site is located in the eastern portion of the Livermore Valley, in an unincorporated area of Alameda County. The proposed Project site is one small area within an existing matrix of outdoor storage facilities. The nearest residence is the lessor, the adjacent 125-acre Mills Ranch property. Adjacent to the north, northwest and west sides of the Project site is a 200-foot wide swath of County-owned land that includes an abandoned railroad right-of-way. Adjacent to the east side of the site is an existing railroad right-of-way. West and southwest of the Project site is located private and County-owned property used for outdoor storage of construction vehicles and materials. To the north, northeast and southeast, where there are no structures or outdoor storage, are open grasslands.

Surrounding area land uses and structures are primarily office/warehouse complexes and outdoor storage in the vicinity of Greenville Road. Directly west of the 2.5-acre Project site, bordering the east side of Greenville Road, are several construction company offices with outdoor equipment storage. On the west side of Greenville Road, and within the City of Livermore, is the Greenville Business Park, developed with multiple large office/warehouse buildings set amid landscaped parking lots.

## 9. Site Access, Circulation and Fire Safety

The Project site is accessed from Greenville Road via an entry roadway that services the Mills Ranch. As shown on the proposed site plan, provided in Figure 3, vehicles would access the Vision Recycling site via the existing entry and enter the site past the proposed gatehouse. This would be identical to current circulation patterns. There would be sufficient space for trucks to unload and turn around, then exit using the same gate. Vehicles exiting the Mills Ranch onto Greenville Road are limited to right-turn only through existing signage.

The Project will meet access and other fire safety standards established by the Alameda County Fire Department (ACFD), as required in a June 11, 2012 memorandum from ACFD to Alameda County Community Development Agency and as listed below:

1. Pile sizes shall not exceed 25 feet in height, 150 in width and 250 in length. (1908.3 CFC)
2. Piles shall be separated by a minimum of 20 feet. (1908.4 CFC)
3. Static piles shall be monitored by an approved means to measure temperature within the static piles. Internal pile temperatures shall be monitored and recorded weekly.(1908.6 CFC)
4. Fire extinguishers with a minimum rating a 4A 60B:C shall be provided on all vehicles and equipment operating on the piles, and at all processing equipment. (1908.8 CFC)
5. Provide water trucks (two were proposed for when one goes down to service) for fire suppression purposes, with pre-attached hoses and fire extinguishers, with personnel trained

- in the proper use of all equipment used for fire suppression. A list of the trained personnel shall be provided to the Alameda County Fire Department. (Per agreement previous the Tenant Operational and Emergency Plan)
6. All access routes shall be all-weather and certified by an engineer that they will support the load of a 75,000 lb piece of apparatus. (D102.1, Appendix-D CFC)
  7. A ten thousand gallon water tank with appropriate hook-ups for firefighting purposes. The water tank shall be maintained in ready state and shall remain unobstructed at all times. Hydrants on Greenville Road were considered and the tank was required Per Agreement with the previous Tenant Operational and Emergency Plan.
  8. The storage, accumulation and handling of combustible materials and control of vegetation shall comply with Chapter 3 of the fire code. (1908.5 CFC)

#### 10. Site Preparation

There will be minimal site preparation needed for the proposed Project. As indicated above, the Project site is in current use, and has been used for over 22 years (since about 1990), as a chip and grind facility essentially identical to the one proposed. Photographs taken of the 1990 site preparation work indicate that prior to commencing operations for the existing facility, the proposed Project site was leveled and 5 to 6 inches of gravel base was applied throughout the site. This gravel layer continues to provide a firm base for truck use. The site will continue to drain from the northeast to the southwest, and the proposed western property line will be bermed to direct runoff to a drain line located by the access road near the proposed attendant gate (see Figure 3). The line will drain to existing retention ponds to the south. As a result of the prior development, there will be minimal site preparation and no ground disturbance for the proposed Project. Typical operations and site equipment is described under Project operations.

#### 11. Utilities

Utilities will be limited to those currently serving the Project site, as follows:

- There is no public water supply or well on the Project site or planned for development. Water to be used for dust control and to provide fire protection would be provided to the proposed Project from an off-site hydrant located along Greenville Road, which is currently used for this purpose. Drinking water would be brought on-site through a commercial provider in 5-gallon bottles.
- There is no public wastewater service or septic system on the Project site or planned for development. Wastewater generated at the site would be managed through the use of portable toilet facilities.
- Electricity, telephone, internet service and other utilities would be provided by existing services. Natural gas service is not provided now and would not be developed for the proposed Project.
- Solid waste incidentally generated at the chip and grind site would be limited to small amounts of non-green materials inadvertently brought to the facility, which would be separated from wood materials prior to chipping, and subsequently transported to a licensed Alameda County landfill. The current facility uses a standard 65 gallon container, and that is what is expected to be needed for the proposed operations as well.

## 12. Regulatory Setting

In addition to the Alameda County Planning Department requirements for a Conditional Use Permit (CUP), regulatory oversight of chipping and grinding facilities is provided by CalRecycle (formerly the California Integrated Waste Agency) and the Local Enforcement Agency (LEA), Alameda County Environmental Health. Vision Recycling will also be subject to Bay Area Air Quality Management District (BAAQMD) requirements as described in the air quality discussion, and will meet Alameda County Fire Department and Alameda County Mosquito Control District requirements.

CalRecycle will require that the Project applicant meet requirements for a chipping and grinding facility, apply for and maintain permit conditions, and be inspected annually or more often. Chipping and Grinding is defined in the California Codes and Regulations (CCR), Title 14, Natural Resources--Division 7, CIWMB, Chapter 3.1., Compostable Materials Handling Operations and Facilities Regulatory Requirements, as follows:

Section 17852. Definitions.

(a) For the purposes of this Chapter: (10) "Chipping and Grinding Operations and Facilities" means an operation or facility, that does not produce compost, that mechanically reduces the size or otherwise engages in the handling, of compostable material and:

(A) The site does the following:

1. The site handles only material, excluding manure, allowed at a green material composting operation or facility as set forth in section 17852(a)(22); and
2. Each load of green material is removed from the site within 48 hours of receipt. The LEA may allow a site to keep green material on-site for up to 7 days if the LEA determines that the additional time does not increase the potential for violations of this Chapter.

(B) If the site fails to meet the definition of green material because it exceeds the contamination limits in section 17852(a)(21), the site shall be regulated as set forth in the Transfer/Processing Regulatory requirements (commencing at section 17400).

(C) If the site fails to meet the definition of this section because the green material remains on-site for a longer period of time than allowed, then the site shall be regulated as a compostable material handling operation or facility, as set forth in this Chapter.

## B. OPERATIONAL PLAN

The following operational procedures are planned for Project operation by Vision Recycling for the proposed chip and grind facility to comply environmental permits and other regulatory requirements.

### 1. General Description

The facility will accept green and wood material from the public. These customers are anticipated to be landscapers and homeowners. Vision Recycling will then grind the material with a wood (tub) grinder and sort the material through a trommel screen to produce a variety of products. The end products could include wood chips, mulches, soil amendment, and co-generation fuel. The mulches and soil amendment will be stored in bunkers and sold to the local agriculture and landscape industries, as well as the general public. Photographs of the



proposed uses are provided in **Figure 5**, Photos 1 through 4 which show Vision Recycling's chip and grind facility in Watsonville, California.

## 2. Load Receiving Procedure

There will be 2 staff members in the load receiving area of the facility to handle payments and load spotting duties. Each customer who comes to drop off material will stop at the gate house and pay for their load. The gate attendant will check the load to verify material acceptability. Only green material and clean wood material will be accepted. The attendant will then direct the customer to the appropriate pile to unload the material. There will also be a full-time spotter to check the loads while unloaded. Customers will be directed to take any unacceptable material with them. The spotter will additionally clean the piles of any miscellaneous trash found while piles are moved. There will be a dumpster on site for incidental contaminants found and will be emptied on an as-needed basis. Any hazardous materials identified (batteries, paint, oils, etc.) will be secured and disposed of appropriately according to law. Clean material is essential for the landscape mulches which cannot have any paper or plastic contaminants. Customers and loads will be tracked for the purpose of yearly tonnage reports.

## 3. Material Handling Process and Procedures

The wood and green material delivered to the site will be separated into multiple piles during the load receiving process. The different unprocessed material piles of green material and wood material will be limited to a maximum size of 150 by 250, by 25-feet in height, and all piles will have a 20-foot minimum separation. After the loads are checked and cleaned by the spotter, the material will be pushed into the front of the pile utilizing a wheel loader. The spotter will continually check the piles for debris that is uncovered when the material is moved. The material will collect for about 2 weeks depending on the volume of material. The temperature will be monitored daily using a 36-inch thermometer. Material will be maintained below 122 degrees Fahrenheit (50 degrees Celsius) by means of turning materials or exporting piles.

The anticipated volume of 100 tons/day would collect to 1200 tons in a 2-week period. If the volume of material increases greatly, the frequency of processing will increase accordingly. The material will be chipped on a 2-week schedule or less, at the anticipated volume.

There will be a staff member designated as screen operator and grinder helper. The grinder operator will only be on-site while grinder is operating. The material will be chipped using an excavator with a hydraulic thumb to load a tub grinder. The material will be loaded from the back side of the clean material piles. There will always be a 100-foot safety buffer between the grinder and the public drop-off area. The chipped material, depending on the commodity being produced, may be screened with a trommel screen to separate different size material. The materials will then be stocked in the bunkers and also shipped out to other Vision facilities for product sale. Piles of chipped materials (after chipping and grinding) will be limited to a maximum size of 50 by 150 by 15-feet in height, and all piles will have a 20-foot minimum separation. Temperatures will also be measured and logged on a daily basis using a 36-inch thermometer.

## 4. Employee Summary

Vision Recycling will have 2 or 3 employees on site on a daily basis, and 3 to 4 employees on-site while operating the grinder.

## 5. Equipment

Chipping and grinding equipment to be used on the Project site includes the following:

- Tub Grinder - On-site, operating approximately for a 1-week period twice a month, and used to size the material.

Diamond Z 1260 Tub Grinder with 700 hp Tier 3 diesel engine.

- Excavator - On-site with the grinder, and used to load the grinder. Komatsu PC-220 168 hp Tier 2.
- Rubber-Tire Wheel Loader - Used to push piles, move processed material on-site, and load transfer trucks. Doosan DL300 Tier 3.
- Skid Steer loader - Used to load product into customer trucks. 50-75 hp.
- Dump Truck - Used for local deliveries of mulches.
- Transfer truck and trailer - Used for hauling material to the co-generation plant, and also for large local deliveries.
- Water Truck - Used for dust control.

#### **6. Anticipated Vehicle Traffic**

Anticipated vehicular traffic is listed below.

- Retail Customers - Estimated up to 30 visits a day of customers dropping off material and purchasing products a day on average. Their vehicles will be pick-up trucks, and trucks with trailers.
- Transfer Truck - Anticipated 3 loads a day leaving the site a day on average.
- Dump Truck - Anticipated 8 local deliveries a day on average.

#### **7. Daily Opening and Closing Procedures**

The facility will be open six days per week, Monday through Saturday, from 7:30 a.m. until 5:00 p.m. each evening. This is a shorter operational period than the current condition. The site staff will arrive at the facility each morning by 7:15 a.m. to unlock the facility, perform daily inspection and warm-up procedures of the wheel loader, and verify that the facility is safe and ready to accept customers.

The perimeter gate will be closed at 5:00 p.m. The site staff will check the facility to verify nobody is inside the facility site, verify all equipment is secured, and lock the gate upon leaving the site.

#### **8. Nuisance Control**

- Odors - Odors will be managed through the mechanical dispersion of grasses in the piles. Any dense loads of grass accepted will be dispersed into the pile to prevent the anaerobic conditions that create odors. The piles will also be kept small to prevent any anaerobic conditions in the material. If any odor issues do arise, the pile will be processed immediately.
- Noise – A similar use has operated on the site for about 22 years. The operational noise is consistent with the local area and uses. The current operation is open from 6:30 a.m. to 5:30 p.m. Monday through Friday, while the proposed operation would be open at 7:30 a.m. to 5:00 p.m. Monday through Friday. Both are open on Saturdays and closed on Sundays. The

proposed Project would have a later start when compared with the current use, and would, under its proposed Operational Plan, not operate the grinder before 8am, after 5pm, or on Sundays.

- Vectors - No food material will be accepted on site. Any miscellaneous food or similar waste material found in the loads will be placed in a dumpster which will be emptied weekly. Mosquitoes will be controlled at the storm water area by the facility operator in coordination with the Alameda County Mosquito Abatement District.
- Litter - There is a high priority to removing all paper and plastic, as well as any other contaminants from the green and wood material. Any miscellaneous litter material found in the loads will be placed in a dumpster which will be emptied weekly. There will also be a litter fence installed around the facility.
- Dust - There will be a water truck on site at all times to use for dust control while grinding and for road dust control. Use of the water truck will meet BAAQMD required practices.

#### **9. Equipment Maintenance**

All equipment will be maintained in good operating condition. Oil leaks will be repaired when identified to prevent soil contamination. As needed, appropriate drip pans will be utilized during maintenance operations. Only small quantities of lubricants will be stored on site for the daily fleet operation. Vision Recycling has a very efficient work order system for equipment problems to be reported and repaired on a timely basis. Equipment maintenance is typically completed using a field servicing truck. Vision has its own in-house mechanic, in addition to dealer service technicians. All equipment has current air board permits for diesel emissions. There will not be any fuel storage on site.

#### **10. Stormwater Plan**

The site will continue to drain from the northeast to the southwest, and the proposed western property line will be bermed to direct runoff to a drain line located by the access road near the proposed attendant gate (see Figure 3). The line will drain to existing retention ponds to the south. The existing retention ponds will continue to be serviced when excessive sediment collects in the bottom. This will be performed each October, as needed. As indicated above, mosquitoes will be controlled at the storm water area by the facility operator in coordination with the County Mosquito Control District.

#### **11. Training**

The Vision Recycling company training program consists of 24 safety training topics and 24 technical training topics. Training is performed on a 2 week basis (every other week) with 1 safety topic and 1 technical topic covered during each training. Attendees are logged into an attendance sheet and records are kept in our corporate office. The safety topics cover both personal and public safety. The technical topics teach staff how to perform a professional, efficient job.

#### **12. Site Safety**

Safety is considered the most important issue for Vision Recycling. All site staff are required to wear safety vests, hardhats, and steel-toed and steel-shanked boots at all times on site. Public safety will also be managed with staff training, and signage to keep public away from the grinding equipment and to keep children in vehicles.

### 13. Site Management

Each Vision Recycling facility is inspected by the Regional Site Manager on a weekly basis. Vision Recycling has a detailed inspection sheet which covers all specific site details. Items on the form include verification that temperatures are being monitored correctly, pile sizes are properly maintained, site is clean, staff are wearing proper personal protective gear, fire lanes are maintained, and all issues specific to the site are met. This monitoring form is then turned into the General Manager for review. Any issues of the site that are not within specifications will be dealt with promptly.

### 14. Experience

Vision Recycling has 20 years experience in the green and wood grinding industry. Some of the current clients include City of Santa Cruz, County of Santa Cruz, Salinas Valley Solid Waste Authority, and County of Merced. Vision Recycling has also recently contracted with the County of Sacramento, Golden Bear transfer Station in Richmond, and other various operations. Vision Recycling operates the complete organics recycling program at both the County of Santa Cruz and Salinas Valley Solid Waste Authority. Vision operates as a contractor in the highly managed landfill operations, and has a great reputation. Vision will bring the same professional approach to the Greenville Road facility.

## C. BEST MANAGEMENT PRACTICES AND OPERATIONAL PROCEDURES INCORPORATED IN THE PROJECT DESCRIPTION

Best Management Practices (BMPs) and operational procedures have been incorporated into the project description and planned operations, as listed below for air quality, hydrology, and traffic and circulation.

### Air Quality

**BAAQMD Best Management Practices:** The Project shall demonstrate implementation of the following Bay Area Air Quality Management District (BAAQMD) guidance, modified from “Basic Construction Mitigation Measures.”

1. All exposed surfaces (e.g., parking areas, staging areas, graded areas, and access roads) shall be watered to reduce dust at least twice each day except during rainy weather.
2. All haul trucks transporting loose material off-site shall be covered.
3. All vehicle speeds on unpaved roads shall be limited to 15 mph.
4. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]).
5. All non-electric powered equipment will meet BAAQMD requirements for diesel emissions.
6. A publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints will be posted at the main entrance. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

### Hydrology

**Stormwater:** The site stormwater runoff will continue to drain from the northeast to the southwest, and the proposed western property line will be bermed to direct runoff to a drain line located by the access road near the proposed attendant gate (see Figure 3). The line will drain to existing retention ponds to the south. The retention ponds will be maintained by the facility operator in a manner that meets requirements of the Alameda County Mosquito Abatement District:

1. Eliminate as many sources of standing water as possible, as they can be mosquito-breeding areas:
  - Get rid of containers (no matter how small) that have standing water.
  - Remove debris – like leaves, twigs, and trash – from ditches.
  - Turn over, cover tightly, or remove equipment such as tarps, buckets, barrels, dumpsters, cans, wheelbarrows, tires, and other containers that accumulate water. When this is not practical, drill drain holes in the containers.
2. Use aeration, to the extent possible, in order to prevent mosquito growth in ponds, animal feeding and drinking troughs, and other bodies of standing water. Use mosquito dunks, small doughnut-shaped blocks that dissolve slowly in water. Available in hardware and garden stores, they contain BTi, a pesticide that kills mosquito larvae but is non-toxic to animals and fish.

### **Traffic and Circulation**

Site traffic and circulation would be very similar to or less than current conditions (See Section B6.). To ensure the circulation remains the same or is improved the following BMPs would be applied.

1. A notice would be posted at the entry gate that all vehicles must turn right, and yield as necessary, when re-entering Greenville Road.
2. If at any time the facility operators identify traffic congestion at the entrance to Greenville Road from the project activities they will direct traffic to park in the existing turn-around area to the south of the facility entrance until traffic conditions improve.



ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY  
PLANNING DEPARTMENT

Chris Bazar  
Agency Director

Albert Lopez  
Planning Director

224  
West Winton Ave.  
Room 111  
Hayward  
California  
94544

phone  
510.670.5400  
fax  
510.785.8793

www.acgov.org/cda

## SECTION II. ENVIRONMENTAL CHECKLIST FORM PREPARED PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

### A. PROJECT SUMMARY

1. **Project title**

Vision Recycling Green and Wood Material Chip and Grind Facility  
Conditional Use Permit

2. **Project location**

30 Greenville Road, Livermore California, 94551. The Project site is located on a 2.5-acre area of the Mills Ranch, which is accessed via an unnamed road from Greenville Road. The proposed facility is located on a portion of APN 099B-5685-007. The access to the site crosses APN 099B-5700-002-09. **Figures 1, 2 and 3** show the Project area and site.

3. **Project sponsor's name and address**

Vision Recycling  
41900 Boscell Road  
Fremont CA 94538  
Contact: Tamotsu "Mots" Yamamoto, General Manager  
Telephone: 510-353-6030 x207  
Email: [mots@visionrecycling.com](mailto:mots@visionrecycling.com)

4. **General plan designation:** Large  
Parcel Agriculture

5. **Zoning:** Planned  
Development

6. **Description of project**

The proposed Project is a chip and grind facility that would accept green and wood material from the public, primarily landscapers and homeowners. Vision Recycling, as business owner and operator, would then grind the material with a wood tub grinder and sort the material through a trammel screen to produce wood chips, mulches, soil amendment, and co-generation fuel. The mulches and soil amendment would be temporarily stored in bunkers and sold to the local agricultural, landscape industries and general public.

7. **Surrounding land uses and setting**

The Project site is located in the eastern portion of the Livermore Valley, in an unincorporated area of Alameda County. The proposed Project site is a small area within an existing matrix of outdoor storage facilities. The nearest residence is the lessor, located on the 125-acre Mills Ranch property. **Figure 4** provides photographs of the Project site and vicinity.

Adjacent to the north, northwest and west sides of the Project site is a 200-foot wide swath of County-owned land including an abandoned railroad right-of-way. Adjacent to the east side of the site is an existing railroad right-of-way. West and southwest of the Project site is located private and County-owned property used for outdoor storage of construction vehicles and materials. To the north, northeast and southeast, where there are no structures or outdoor storage, are open grasslands.

Surrounding area land uses and structures are primarily office/warehouse complexes and outdoor storage in the vicinity of Greenville Road. Directly west of the 2.5-acre Project site, bordering the east side of Greenville Road, are several construction company offices with outdoor equipment storage. On the west side of Greenville Road and within the City of Livermore is the Greenville Business Park, developed with multiple large office/warehouse buildings set amid landscaped parking lots.

8. **Other public agencies whose approval may be required**  
Cal-Recycle; Alameda County Environmental Health; and the Bay Area Air Quality Management District.

**B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics                 | <input type="checkbox"/> Agriculture and Forest Resources             | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources       | <input type="checkbox"/> Climate Change and Green-house Gas Emissions | <input type="checkbox"/> Cultural Resources                 |
| <input type="checkbox"/> Geology /Soils             | <input type="checkbox"/> Hazards & Hazardous Materials                | <input type="checkbox"/> Hydrology and Water Quality        |
| <input type="checkbox"/> Land Use and Planning      | <input type="checkbox"/> Mineral Resources                            | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population and Housing     | <input type="checkbox"/> Public Services                              | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Utilities / Service Systems                  | <input type="checkbox"/> Mandatory Findings of Significance |

**C. LEAD AGENCY DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: **Albert Lopez, Planning Director, Alameda County**

Date:



**D. EVALUATION OF ENVIRONMENTAL EFFECTS:**

The Environmental Checklist and discussion that follows is based on sample questions provided in the CEQA Guidelines (Appendix G) which focus on various individual concerns within 17 different broad environmental categories, such as air and water quality, biological resources, climate change, cultural resources, land use, public services, noise and traffic (and arranged in alphabetical order). The Guidelines also provide specific direction and guidance for preparing responses to the Environmental Checklist. The sample questions are meant to be used to meet the requirements for an initial study when the criteria set forth in CEQA Guidelines have been met. Substantial evidence of potential environmental impacts that are not listed in the checklist must also be considered. The sample questions are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

Each Checklist question requires a “yes” or “no” reply to indicate if the analysis or assessment (or an available reference document) shows that the project will or will not have a potentially significant environmental impact on the subject aspect of the environment. However, there are three possible types of “no” responses, including: “NO: Less Than Significant with Mitigation”, which means that potentially significant impacts would clearly be avoided or reduced to an acceptable level by changes to the project or mitigation measures that the project proponent and the Lead Agency have agreed to; “NO: Less Than Significant Impact”, which means that while there may have been concerns about possible impacts that require analysis, the “threshold of significance” is not exceeded and the impact is not significant; and “NO: No Impact”, which means that for clearly evident reasons documented by a map, reference document, the nature of the project or the setting, the specific kind of environmental impact addressed by the question is not possible or would be nearly insignificant. The following describes in more detail the four different possible answers to the questions in the Checklist, and the types of discussions required for each response:

- a) YES: Potentially Significant Impact. Checked if a discussion of the existing setting (including relevant regulations or policies pertaining to the subject) and project characteristics with regard to the environmental topic demonstrates, based on substantial evidence, supporting information, previously prepared and adopted environmental documents, and specific criteria or thresholds used to assess significance, that the project will have a potentially significant impact of the type addressed by the question.

CEQA requires that if the analysis prompted by the Checklist results in a determination that the project will have one or more potentially significant environmental impacts (and the project proponent does not agree to changes or mitigation measures that would assure the subject impact can be avoided or reduced to less than significant levels, an environmental impact report (EIR) is required. In such instances, the discussion may be abbreviated greatly if the Lead Agency chooses to defer the analysis to preparation of the EIR. However, if the analysis indicates that all such impacts can be avoided or mitigated to less-than-significant levels, a Mitigated Negative Declaration can be prepared and this column will not be used for any question.

- b) NO: Less Than Significant With Mitigation. Checked if the discussion of existing conditions and specific project characteristics, also adequately supported with citations of relevant research or documents, determine that the project clearly will or is likely to have particular physical impacts that will exceed the given threshold or criteria by which significance is determined, but that with the incorporation of clearly defined mitigation measures into the project, that the project applicant or proponent has agreed to, such impacts will be avoided or reduced to less-than-significant levels.

- c) NO: Less Than Significant Impact. Checked if a more detailed discussion of existing conditions and specific project features, also citing relevant information, reports or studies, demonstrates that, while some effects may be discernible with regard to the individual environmental topic of the question, the effect would not exceed a threshold of significance which has been established by the Lead or a Responsible Agency. The discussion may note that due to the evidence that a given impact would not occur or would be less than significant, no mitigation measures are required.
- d) NO: No Impact. Checked if brief statements (one or two sentences) or cited reference materials (maps, reports or studies) clearly show that the type of impact could not be reasonably expected to occur due to the specific characteristics of the project or its location (e.g. the project falls outside the nearest fault rupture zone, or is several hundred feet from a 100-year flood zone, and relevant citations are provided). The referenced sources or information may also show that the impact simply does not apply to projects like the one involved. A response to the question may also be "No Impact" with a brief explanation that the basis of adequately supported project-specific factors or general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a basic screening of the specific project).

The discussions of the replies to the Checklist questions must take account of the whole action involved in the project, including off-site as well as on-site effects, both cumulative and project-level impacts, indirect and direct effects, and construction as well as operational impacts. Except when a "No Impact" reply is indicated, the discussion of each issue must identify:

- a) the significance criteria or threshold, if any, used to evaluate each question; and
- b) the mitigation measure identified, if any, to reduce the impact to less than significance, with sufficient description to briefly explain how they reduce the effect to a less than significant level.

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 following:

- a) Earlier Analysis Used. Identify and state where they are available for review.
- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

1. AESTHETICS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Have a substantial adverse effect on a scenic vista?				✗
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✗
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				✗
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✗

Setting:

The Project site is located in Alameda County, California, east of the City of Livermore, within an unincorporated area that has several large outdoor material storage and construction equipment storage areas, immediately adjacent to and surrounding the site. The project site has been used for similar activities, chipping and grinding of wood materials, by a different operator for over twenty years. The Project site is subject to the goals, objectives and policies of the Alameda County *East County Area Plan (ECAP)*. *ECAP* requires the protection of sensitive ridgelines, the maintenance of community separators largely in open space, and the protection and maximization of views of prominent visual features. A list of these sensitive ridgelines, community separators and viewsheds is provided in the land use chapter of the *ECAP (ECAP page 30, 2000)*.

Impacts: The Project would have no effect on aesthetic resources.

**Scenic Vistas**

Would the Project:

- a) Have a substantial adverse effect on a scenic vista?

The Project would not have a substantial adverse effect on a scenic vista. The Project site is not located on a protected ridgeline; the nearest protected ridgelines to the Project site are the ridgelines above Collier Canyon and Vasco Road and the ridgelines surrounding Brushy Peak north of Livermore. Each of these ridgelines are miles away from the Project site, and operation of the proposed Project would not affect views of these ridgelines. In light of the location and *ECAP* policies that are applicable to the Project site, the proposed Project's impact with respect to scenic vistas would be ***no impact***.

**Scenic Resources**

Would the Project:

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no significant scenic resources on the 2.5-acre Project site such as rock outcroppings or historic buildings. The site is level and has no permanent structures. Although the Project site can briefly be seen by motorists traveling along North Greenville Road and Interstate 580 (I-580), there are no State scenic

highways in the Project Site vicinity. The site is already used for chipping and grinding activities and does not currently affect local scenic resources, therefore the Project would not substantially damage any scenic resources on the Project site or immediate vicinity after it becomes operational. This impact is considered to have *no impact*.

### Visual Character and Quality

Would the Project:

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The Project would not change or substantially degrade the existing visual character of the site and its surroundings. The Project entails the continued use of a site for chipping and grinding, with the proposed Project limited to 12,500 tons of wood materials allowed on the site. The heights of pre-processed (25 feet high) and post-processed (20 feet tall) material piles (see Figure 3, Site Plan) would also be limited. Consequently, the visual character of the Project site would generally not change from its existing state of having piles of wood to be chipped and ground, and other piles that have already been chipped and are ready to be sold. Surrounding land uses include outdoor storage on privately owned land as well as similar uses along the abandoned rail right of way owned by the County. The anticipated visual character of the site as Project activities continue is not considered to be a substantial degradation of the site or its surroundings. Therefore, the visual character and quality impacts of the Project will be *no impact*.

### Light and Glare

Would the Project:

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

The Project site does not currently have on-site lighting, and no new lighting or reflective materials that would create a substantial new source of light or glare are proposed. In the event lights were to be added, they would be downward directed in a manner to avoid impacting motorists or adversely affecting views in the area. Therefore, lighting or glare effects of the Project will result in *no impact*.

Mitigation Measures: None.

<p><b>2. AGRICULTURE AND FOREST RESOURCES</b></p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:</p>	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO: Less Than Significant Impact	NO: No Impact
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
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				x
d) Result in the loss of forest land or conversion of forest land to non-forest use?				x
e) 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

Setting:

The Project entails the continued use of a site for chipping and grinding, with the proposed Project limited to 12,500 tons of wood materials allowed on the site. The heights of pre-processed (a maximum of 25 feet high) and post-processed (a maximum of 20 feet tall) material piles (see Figure 3, Site Plan). There are no permanent structures on the site and none are planned. The site is not forest and there is no forest on nearby lands. The site has a General Plan land use designation of *Large Parcel Agriculture*, and is zoned “*PD – Planned Development*” for outdoor storage of construction materials.

Impacts: The Project would have no effect on agricultural or forestry resources.

**Convert Farmland or Williamson Act Conflict**

Would the Project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project site is not currently farmed, designated as Farmland by the California Department of Conservation, or under a Williamson Act contract. There would be **no impact** related to the potential loss of farmland or conflict with Williamson Act procedures.

**Potential Rezoning and/or Loss of Forest or Timberland to Non-Forest Use**

Would the Project:

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))
- d) Result in the loss of forest land or conversion of forest land to non-forest use?

The Project site is not designated forest land or timberland, nor is it currently forested or used for forest resource purposes. There would be *no impact* related to the potential loss of forest or timber resources.

**Other Changes That Could Result in Farmland Conversion**

Would the Project:

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The Project would not involve any other changes that could result in conversion of farmland to a nonagricultural use or forest to non-forest use. There would be *no impact* related to conversion of farmland.

Mitigation Measures: None.

<b>3. AIR QUALITY</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant with Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			✗	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✗	
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)?			✗	
d) Expose sensitive receptors to substantial pollutant concentrations?			✗	
e) Create objectionable odors affecting a substantial number of people?			✗	

### Setting:

The primary factors that determine air quality are the locations of air pollutant sources and the amount of pollutants emitted from those sources. Meteorological and topographical conditions are also important factors. Atmospheric conditions, such as wind speed, wind direction, and air temperature gradients, interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. Air quality is typically indicated by ambient concentrations of one or more of the following criteria pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead, and particulate matter (PM), which consists of PM less than or equal to 10 microns (PM<sub>10</sub>) and PM less than or equal to 2.5 microns (PM<sub>2.5</sub>).

The Bay Area Air Quality Management District (BAAQMD) is the regional government agency charged with regulating sources of air pollution in the San Francisco Bay Area to maintain clean air and protect the health of the public and the environment. BAAQMD has identified different climatological subregions within the San Francisco Bay Area Air Basin. The Project site is located in the Livermore Valley sub-region.

The Livermore Valley is a sheltered inland valley within the Diablo Range near the eastern border of the District. The western side of the valley is bounded by 1000 to 1500 foot hills with two gaps connecting it to the San Francisco Bay area, the Hayward Pass at the north and Niles Canyon at the south. The eastern side of the valley also has 1000 to 1500 foot hills, the Altamont Hills, with one major passage to the San Joaquin Valley called the Altamont Pass and several secondary passages; Kellogg Creek, Patterson Pass and Corral Hollow. To the north lie the Black Hills and 3849 foot Mount Diablo. A northwest to southeast channel connects the Diablo Valley to the Livermore Valley and splits the Diablo Range into eastern and western sections. The south side of the Livermore Valley rises up to mountains of approximately 3000 to 3500 feet in the Diablo Range. The Project site is located in the eastern portion of the Livermore Valley.

For the Livermore Valley, the air pollution potential is high, especially for photochemical pollutants. Dependent upon the meteorology for that particular summer and or fall, the frequency of elevated ozone levels at the BAAQMD's Livermore station can be significant, approaching, reaching or exceeding Santa

Clara Valley levels. The valley not only traps locally generated pollutants but can be the receptor of ozone and ozone precursors from San Francisco, Alameda, Contra Costa and Santa Clara counties. This can occur near the end of an ozone episode when the sea breeze regains its strength and carries these pollutants inland. On northeasterly flow days, not uncommon in the early fall, ozone may be advected from the San Joaquin Valley to the Livermore Valley. During the winter, the sheltering effect of the valley, its distance from the moderating marine air and the presence of a strong high pressure system, contribute to the development of a strong, surface based, temperature inversion. Within this stable layer local pollutants from automobiles, fireplaces and agricultural burning can concentrate, raising carbon monoxide and or particulate levels.

Impact: The Project would have less than significant effects on air quality.

A screening-level assessment of vehicle and equipment use was completed to assess the differences between the current chipping and grinding activities and the use proposed with lower material throughput and fewer operating hours. Chipping and grinding operations do not strictly fit the standard Institute of Transportation Engineers (ITE) trip generation rates. However, data were collected for the baseline conditions by observations of the existing operations over a period of approximately two weeks. In addition, a representative of the project proponent was interviewed to determine the proposed vehicle trip rates and material tonnage estimates, and the equipment maximum use specifications. The vehicle count by vehicle class is summarized in **Table 1**, below. Additional information related to vehicle counts is shown in **Table 6** for the current operation, in **Table 7** for the proposed Project (see 16. Transportation and Traffic impact discussion, below) and in **Appendix B**, with other information used to prepare this air resources assessment. The equipment specifications are shown in **Table 2**, directly below.

**Table 1 - Existing and Projected Traffic by Vehicle Class**

<u>Traffic</u>	<u>Transfer Trucks (100 cv)</u>	<u>Dump Trucks (20 cv)</u>	<u>Pickup Trucks (2 cv)</u>	<u>Total</u>	<u>Notes</u>
Existing Average Daily Traffic	11.56	7.67	1.22	20.44	
Projected Average Daily Traffic	3	8	30	41	
Existing Percent of Traffic by Vehicle Class	57%	37%	6%	100%	94% large trucks
Projected Percent of Traffic by Vehicle Class	7%	20%	73%	100%	27% large trucks

*Source of Table: BSK 2012, developed from Mills Ranch records and Vision Recycling Operational Plan, 2012*

**Table 2 - Chip and Grind Facility Equipment Specifications**

<u>Equipment</u>	<u>Horse-Power (HP)</u>	<u>Load Percent</u>	<u>Hours per Day</u>	<u>Model Year</u>	<u>Rebuilt Engine Year</u>
RT Wheel Loader	357	66.67%	1.5	2012	
Tub Grinder	700	80%	1.2	1991	2012
Skid Steer	44	50%	3	2005	
Water Truck	189	50%	1	2006	
Excavator	168	50%	1.5	2003	

*Source of Table: BSK 2012, developed from Vision Recycling Operational Plan, 2012*



The trip generation patterns of the one daily employee and up to two operators, occasional visitors, retail customers, and larger trucks accessing the site were estimated for weekday and the one weekend day operations. This analysis also included an estimate of increased or decreased class of use or vehicle type that may occur at the site (relative to the existing use at facilities). It can be seen that the proposed operation is anticipated to generate approximately 41 vehicle trips per day on a typical weekday. There was no need to assess hourly trip estimates for peak hours as there was limited change in the total number of trips and the highest hourly traffic accessing the site will likely occur on mid-day on a weekday when the traffic on adjacent Greenville Road is not at its peak.

**Table 3** shows the Project's air analysis results.

**Table 3 – Operational Air Emissions Analysis**

<u>Air Emissions</u>	<u>Project 2013 (lbs/day)</u>	<u>Baseline 2012 (lbs/day)</u>	<u>Difference (lbs/day)</u>	<u>Percent Emissions Change</u>
ROG – Reactive Organic Gases	0.28	0.65	(0.37)	56.9% decrease
NO <sub>x</sub> – Nitrogen Dioxide	1.44	8.92	(7.48)	83.9% decrease
CO – Carbon Monoxide	4.00	3.65	0.35	9.6% increase
SO <sub>2</sub> – Sulfur Dioxide	0.01	0.02	(0.01)	50.0% decrease
PM <sub>10</sub> – Respirable Particulate Matter	13.75	14.04	(0.29)	2.1% decrease
PM <sub>2.5</sub> – Fine Particulate Matter	2.92	3.16	(0.24)	7.6% decrease
CO <sub>2</sub> – Carbon Dioxide	782.15	1,747.10	(964.95)	55.2% decrease

Source of Table: BSK 2012, developed from BAAQMD CEQA Guidelines Updated May 2011, using URBEMIS 2007 (9.2.4) and BGM 1.19

As the results of the screening level analysis of operations indicate, the project would have significantly lower air emissions. There would be an approximately 84 percent reduction of NO<sub>x</sub> emissions, 55 percent less CO<sub>2</sub>, and other changes as compared to the existing baseline, as noted above. Only one of the gases analyzed, carbon monoxide, would increase for the proposed Project, and by less than ten percent.

### Consistency with Air Quality Plan/CAP

Would the Project:

a) Conflict with or obstruct implementation of the applicable Air Quality Plan?

The Project is located within the nine county San Francisco Bay Area Air Basin and therefore within the jurisdiction of the BAAQMD. BAAQMD enforces rules and regulations regarding air pollution sources and is the primary agency preparing the regional air quality plans mandated under state and federal law.

According to the standards of the federal Clean Air Act, the Bay Area is in attainment with all ambient air quality standards, except for state and national ozone standards and national particulate matter ambient air quality standards. The nonattainment status is attributed to the region's development history. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to result in nonattainment of ambient air quality standards in and of itself. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality is generally considered significant.

In 1991, the BAAQMD, MTC and ABAG prepared the Bay Area 1991 Clean Air Plan (CAP). This air quality plan addresses the California Clean Air Act. Updates are developed approximately every three years. The plans were meant to demonstrate progress toward meeting the ozone CAAQS, but also include other elements. The latest update to the plan, which was adopted in September 2010, is called the Bay Area 2010 Clean Air Plan. The plan includes the following:

- Updates the recent Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act to implement “all feasible measures” to reduce ozone;
- Provide a control strategy to reduce ozone, particulate matter (PM), TACs, and greenhouse gases in a single, integrated plan;
- Review progress in improving air quality in recent years; and
- Establish emission control measures to be adopted or implemented in the 2010-2012 timeframe.

BAAQMD also provides a document titled *California Environmental Quality Act Air Quality Guidelines* (“CEQA Guidelines”), which provides guidance for consideration by lead agencies, consultants, and other parties evaluating air quality impacts in the San Francisco Bay Area Air Basin pursuant to CEQA. The document provides guidance on evaluating air quality and Green House Gas (GHG) impacts of development projects and local plans, determining whether an impact is significant, and mitigating significant impacts.

Thresholds of Significance are not a part of the Guidelines, however, due to a March 5, 2012 judgment by the Alameda County Superior Court finding that the Air District had failed to comply with CEQA when it adopted Thresholds. Based on the judicial finding, the most recent version of the Guidelines (minus the Thresholds) is dated May 2011.

The proposed Project would be consistent with the *East County Area Plan (ECAP, 2000)* and, based on the small number of workers, would not alter population or travel projections used to develop the current clean air plan projections. The project would also have significantly less heavy vehicle traffic and tonnage of material transferred than under current conditions. As a result, the Project would not conflict with implementation of the Bay Area’s clean air planning efforts. This is considered to be a *less than significant* impact.

### Violate Air Quality Standards

Would the Project:

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Project air quality impacts are divided into two categories: construction-related and operations-related. This discussion focuses upon operations-related because, as described in the Project Description, there would be no Project-related construction. The impacts analysis is based on the *BAAQMD CEQA Guidelines* (BAAQMD, 2010).

The Project would result in less equipment and truck activity and therefore less air emissions than the current operations. There would be no new classes of air emissions. The project is located in an area with other types of activities and operations consistent with the proposed activities. There closest sensitive receptor is the landowner for the project site at approximately 880 feet. All other potential sensitive receptors are well over 1,000 feet away.

Operations-related fugitive dust and particulate matter impacts are regarded as less than significant if appropriate management practices are taken, therefore, the BAAQMD Best Management Practices (BMPs) listed below will be implemented to minimize PM<sub>10</sub>. In addition to the BMPs, the Project will review the use of California Air Resource Board (CARB) and its CalCert Environmental Technology Certification Program-approved dust control technologies (lignin-polymers and other non-toxic dust palliatives) for reducing particulate matter (PM) emissions from the unpaved roadway.

**BAAQMD Best Management Practices:** The Project shall demonstrate implementation of the following Bay Area Air Quality Management District (BAAQMD) guidance, modified from BAAQMD's "Basic Construction Mitigation Measures."

1. All exposed surfaces (e.g., parking areas, staging areas, graded areas, and access roads) shall be watered to reduce dust at least twice each day, except during rainy weather.
2. All haul trucks transporting loose material off-site shall be covered.
3. All vehicle speeds on unpaved roads shall be limited to 15 mph.
4. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]).
5. All non-electric powered equipment will maintain BAAQMD permits for diesel emissions.
6. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

The Project is assumed to have operational emissions below threshold levels and would be considered *less than significant* without further quantification.

### Sensitive Receptors

Would the Project:

d) Expose sensitive receptors to substantial pollutant concentrations?

The Project site is in the Livermore Valley, east of the City of Livermore which is an urbanizing area of Alameda County. However, the dominant land use designation in this unincorporated area of the County is outdoor storage and agricultural with few residential uses. There are no schools, hospitals, elderly care facilities or similar type of land use in the vicinity of the Project site that would typically attract sensitive receptors. In terms of air quality, construction activities typically have the greatest impact on sensitive receptors; however, the Project does not involve construction. The Project does entail implementation of the BAAQMD's control measures for emissions management, as outlined in the Project description (Section I of this IS/ND) and listed above. Therefore, there would be a *less than significant impact* upon sensitive receptors.

### Objectionable Odors

Would the Project:

e) Create objectionable odors affecting a substantial number of people?

The Applicant proposes continued use of the Project site for chipping and grinding operations in proximity to other outdoor contractor material storage and agricultural uses. The chipping and grinding operations proposed under this Project would not have the potential to frequently and significantly expose members of the public to objectionable odors due to site green material management practices, as well as

limitations set by the County's conditional use permit, CalRecycle restrictions upon duration of materials storage, plus regulatory limits listed in the Project description.

According to the Vision Recycling Operational Plan, odors will be managed through the mechanical dispersion of grasses in the piles. Any dense loads of grass accepted will be dispersed into the pile to prevent the anaerobic condition to create odors. Also, no food material will be accepted on site, with any miscellaneous food material found in the loads to be placed in a dumpster which will be emptied weekly. The piles will also be limited in size to prevent any anaerobic conditions of the material. If any odor issues do arise, the pile will be processed immediately.

Furthermore, the Project site is located in an industrial/agricultural area of the County where a) outdoor chipping practices similar to those proposed already occur and, b) due to the industrial/agricultural surroundings, the only sensitive receptors is the property owner, and the next closest residences are about 1/2 mile to the north on the far side of I-580. Therefore, there would be a *less than significant impact* associated with the Project's potential to create objectionable odors affecting a substantial number of people.

Mitigation Measures: None

4. <b>BIOLOGICAL RESOURCES</b> Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
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
b) Have a substantial adverse effect on any riparian, aquatic or wetland habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				x
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
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				x
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x
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
g) Result in conversion of oak woodlands that will have a significant effect on the environment?				x

Setting:

Biological resources in the Project area include common plant and animal species, and special-status plants and animals as designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), National Marine Fisheries Service (NMFS), and other resource organizations, including the California Native Plant Society. Biological resources are protected under the federal and state Endangered Species Act, and additional regulations described below.

The Federal Endangered Species Act (ESA) protects fish and wildlife species and their habitats that have been identified by the USFWS or the National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries) as threatened or endangered. *Endangered* refers to species, subspecies, or distinct population segments that are in danger of extinction through all or a significant portion of their range. *Threatened* refers to species, subspecies, or distinct population segments that are likely to become endangered in the near future. A list of special-status species that have been found in the USGS Quadrangle for Altamont (Alameda County) is provided in **Appendix A** of this report.

California implemented the California Endangered Species Act (CESA) in 1984. The Act prohibits the take of endangered and threatened species, but habitat destruction is not included in the state's definition of take. Under CESA, *take* is defined as an activity that would directly or indirectly kill an individual of a

species, but the definition does not include harm or harassment. CDFG administers the act and authorizes take through either Section 2080.1 (for species listed under ESA and CESA) or Section 2081 agreements (except for species designated as fully protected). Regarding rare plant species, CESA defers to the California Native Plant Protection Act of 1977, which prohibits importing rare and endangered plants into California, taking rare and endangered plants, and selling rare and endangered plants. Special-status species, including California protected species, with the potential to occur in the study area are presented in **Table 4**, below.

The property comprises approximately 3 acres in an unincorporated portion of eastern Alameda County, California located east of the City of Livermore and as mapped on the USGS Altamont Quadrangle. As a result of being graded about 23 years ago in preparation for the existing chipping and grinding operation, the site is flat and has no trees, shrubs or vegetated areas. South and east of the site, the topography is composed of moderately sloped rolling hills while to the north and west, the terrain is relatively flat. There are no streams or wetlands on the site, and most of the property is covered with piles of wood and green materials that are already chipped or will be chipped. The Project site and regional vicinity maps (Figures 1 and 2) and photographs (Figure 4) show the lack of natural habitat on the site.

**Impacts:** The Project would have no effect on biological resources.

### Special-Status Wildlife and Plant Species

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The biological resource assessment for the Project site is based on a query of the California Natural Diversity Database (CNDDDB) and a reconnaissance-level site visit conducted by a BSK Associates Senior Biologist on July 11, 2012. Based on a CNDDDB special-status species one-mile radius search, the habitats near the Project site may have historically supported special-status animal species. Several listed species have potential to use the site, however based on the highly disturbed site conditions and the very low habitat value, these species were not considered further. Species which had the potential to occupy or transit barren sites were assessed further. The California tiger salamander (CTS) and long-horn fairy shrimp are primarily associated with vernal (seasonal) wetland features. Red-legged frogs (RLF) were also identified in the database, and these are associated with more-permanent wetlands. Both CTS and RLF can also use upland areas as well as wetlands for parts of their life-cycle. There is no suitable habitat for any of these species at the project site. The name, regulatory status, critical habitat and determination of effect are identified in **Table 4**, below.

**Table 4- Special Status Species List**

<u>Scientific Name</u>	<u>Common Name</u>	<u>Federal Status</u>	<u>CA Status</u>	<u>Critical Habitat</u>	<u>Effect Determination</u>
<i>Ambystoma californiense</i>	California Tiger Salamander	Threatened	Threatened	None	No effect-no suitable habitat present
<i>Branchinecta longiantenna</i>	Long-horn Fairy Shrimp	Endangered	None	None	No effect-no suitable habitat present
<i>Rana draytonii</i>	Red Legged Frog	Threatened	None	None	No effect-no suitable habitat present

*Source of Table: BSK 2012, developed from annotated USFWS list*

The Project site has been developed and used as for a chipping and grinding facility for over twenty years and contains no natural habitat for the listed species. Therefore, there is considered to be *no impact* to special status wildlife or plant species.

### **Riparian Habitat/Sensitive Natural Communities/Wetlands/Waters of the US**

Would the Project:

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Game or US Fish and Wildlife Service?
- 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?
- g) Result in conversion of oak woodlands that will have a significant effect on the environment?

BSK Associates' Senior Biologist has not identified any riparian habitat, wetlands, oak woodlands or other sensitive natural community on the Project site. There are no wetlands indicated on the National Wetlands Inventory Map (see **Figure 6**), or evidence of Waters of the United States and State, as regulated by the U.S. Army Corps of Engineers (Corps.), California Regional Water Quality Control Board (RWQCB), and CDFG. As described above, most of the site area is developed for outdoor grinding and chipping use. There is no riparian habitat or other sensitive community identified at the site, or in local or regional plans or policies, or by any regulatory agency with jurisdiction over the Project site. Therefore, there is considered to be *no impact* to riparian habitat, oak woodlands, sensitive natural communities, wetlands or other waters of the United States.

### **Movement of Species**

Would the Project:

- 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?

The 2.5-acre Project site is fenced and already developed as a chipping and grinding facility. The facility is fenced along its boundaries and there are additional nearby fences associated with the County property. Other significant topographic barriers include the former railroad right of way and Greenville Road, as well as the nearby I-580 freeway. Given the highly disturbed site and surrounding area, the elevated linear rail road grade and road and the perpendicular highway, and the long-term use of the site for similar chip and grind activities, there is also essentially no habitat connectivity for potential migration or dispersal of these species from more favorable habitat. The new owner/operator would not change the use or otherwise interfere with the movement of any native resident or migratory fish or wildlife species. Therefore, there would be *no impact* in this regard.

### **Local Policies/Tree Ordinance/Conservation Plan**

Would the Project:

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- 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?

The Project would not conflict with any other local policy or ordinance for the protection of biological resources. There are no trees, and there is no natural habitat available on the site. The Project site is not under the provisions of an adopted local, regional or state habitat conservation plan. Furthermore, the site

is not designated critical habitat area for any special status species. Therefore, there would be *no impact* in this regard.

Mitigation Measures: None.



5. CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				x

Setting:

In addition to the air pollutants discussed in the Air Quality section, other emissions may not be directly associated with adverse health effects but are suspected of contributing to “global warming” or “climate change.” Global warming has occurred in the past as a result of natural processes, but the term is often used now to refer to the warming predicted by computer models to occur as a result of increased emissions of greenhouse gases (e.g., carbon dioxide, methane, chlorofluorocarbons, nitrous oxide, ozone and water vapor). Naturally occurring and anthropogenic-generated (generated by humankind) atmospheric gases, such as water vapor, carbon dioxide, methane, and nitrous oxide, are theorized to have a significant effect on global temperatures.

Gases that trap heat in the atmosphere are called Green House Gases (GHG). Solar radiation enters the earth’s atmosphere from space, and a portion of the radiation is absorbed at the surface. The earth emits this radiation back toward space as infrared radiation. GHGs, which are mostly transparent to incoming solar radiation, are effective in absorbing infrared radiation and redirecting some of this back to the earth’s surface. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This is known as the greenhouse effect.

Other than water vapor, the GHGs contributing to global warming include the following gases:

- Carbon dioxide, primarily a byproduct of fuel combustion.
- Nitrous oxide is a byproduct of fuel combustion and also associated with agricultural operations, such as fertilization of crops.
- Methane is commonly created by off gassing from agricultural practices (e.g., keeping livestock) and landfill operation.
- Chlorofluorocarbons that were widely used as refrigerants, propellants and cleaning solvents, however their production has been mostly reduced by international treaty.
- Hydrofluorocarbons are now used as a substitute for chlorofluorocarbons in refrigeration and cooling.
- Perfluorocarbons and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

In 2009, the California Natural Resources Agency (Resources Agency) finalized its guidance on GHG emissions and CEQA. Under Senate Bill 97 (Chapter 148, Statutes of 2007), the Governor’s Office of Planning and Research (OPR) was required to prepare amendments to the state’s CEQA Guidelines addressing analysis and mitigation of the potential effects of GHG emissions in CEQA documents. The legislation required the Resources Agency to adopt the amended Guidelines by 2010. The CEQA

Guidelines Amendments adopted by the Resources Agency made changes to 14 sections of the Guidelines. This discussion follows those guidelines.

A screening-level GHG emission assessment was provided to ensure consistency with the new guidelines, and the results are shown in **Table 5**. Additional modeling data is provided in Appendix B. The project proposes to continue the same type of activity, chipping and grinding, at substantially lower activity levels than the current baseline. As discussed in the Air Quality discussion, the GHG emissions (Total CO<sub>2</sub>) from this Project are substantially reduced (about 57 percent lower) when compared with the current emissions, and less than a cumulatively significant impact.

**Table 5 - Operational Greenhouse Gas Analysis**

<u>Transportation Emissions - Unmitigated</u>	<u>Project 2013</u>	<u>Baseline 2012</u>	<u>Difference (CO<sub>2</sub> tons/year)</u>	<u>Percent Reduction</u>
Operational Emissions from Urbemis/BGM (CO <sub>2</sub> tons/year)	138.43	318.50	-180.07	57%
Metric Ton Adjustment (CO <sub>2</sub> tons/year)	125.62	289.02	-163.40	57%
Pavley Regulation Adjustment (CO <sub>2</sub> tons/year)	120.09	280.78	-160.69	57%
US EPA Adjustment (CO <sub>2</sub> tons/year)	126.41	295.56	-169.15	57%
Low Carbon Fuels Rule Adjustment (CO <sub>2</sub> tons/year)	125.50	294.50	-169.00	57%
Total (CO <sub>2</sub> e metric tons/year)	125.50	294.49	-168.99	57%

Source of Table: BSK 2012, developed from BAAQMD CEQA Guidelines Updated May 2011, using URBEMIS 2007 (9.2.4) and BGM 1.19

Impacts: The Project would have less than significant effects on climate change and greenhouse gas emissions.

### Greenhouse Gas Emissions

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Project-related operational activities would emit greenhouse gasses, primarily through consumption of energy for transportation and on-site equipment usage. The Project would result in a reduction of GHG due to the reduced throughput of processed materials, and the consequential decrease in vehicle traffic trips and equipment use at the site compared to current operational conditions. There would be no construction emissions since there is no construction needed to continue site operations.

Projects below the screening level are assumed to have emissions below threshold levels and would be considered *less than significant* without quantification.

### Greenhouse Gas Reduction Plan Consistency

Would the Project:

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Project-related operations will contribute incrementally to the reduction of GHG emissions. Therefore, no aspect of the Project would conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas. The proposed Project supports local

activities required to comply with local, state, and federal regulations associated with the reduction, diversion and recycling of construction waste. In particular, the proposed Project would assist projects in complying with comply with California Building Code, Title 24, Part 11, Chapter 7, Section 708, *Construction Waste Reduction Disposal and Recycling*, as well as the requirements of pertinent County policies intended to divert waste from landfills.

The Project's impact related to potential conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas would be *less than significant*.

Mitigation Measures: None.

<p><b>6. CULTURAL RESOURCES</b> Would the project:</p>	<p>YES: Potentially Significant Impact</p>	<p>NO: Less Than Significant With Mitigation</p>	<p>NO: Less Than Significant Impact</p>	<p>NO: No Impact</p>
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?</p>				<p>✗</p>
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?</p>				<p>✗</p>
<p>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>				<p>✗</p>
<p>d) Disturb any human remains, including those interred outside of formal cemeteries?</p>				<p>✗</p>

**Setting:**

As indicated in the Project description, the Project site has been used solely and continuously for chipping and grinding of green and wood materials for about 22 years (beginning in 1990). In preparation for that use, the land was cleared, leveled and subsequently covered with a 5 to 6-inch layer of crushed gravel. Photographs of the existing use of the Project site (provided in **Figure 4**) show that the site is currently used for truck and equipment access and use. Wood material piles cover most of the site. There are currently no permanent structures on the Project site, and none are planned. There will be no grading or excavation of the Project site during its planned chipping and grinding operations.

**Impacts:** The Project would have no effect on cultural resources.

**Historical Resources**

Would the Project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No existing or potential historical cultural resources were noted on the Project site during the field reconnaissance by BSK Environmental Scientists on July 11, 2012. Furthermore, a search of ethnographic and historical literature, including the *California Register of Historical Resources* and the *National Register of Historic Places* did not reveal records of historic cultural resources within one-half mile radius of the Project site.

Based on the site reconnaissance that did not identify potentially significant historical resources and the fact that no previously recorded resources were identified in the records search, the Project would not result in a substantial adverse change in the significance of an historical resource. Therefore, this impact is considered to be **no impact**.

**Archaeological & Paleontological Resources and Human Remains**

Would the Project:

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d) Disturb any human remains, including those interred outside of formal cemeteries?

No prehistoric cultural resources were noted during the field reconnaissance of the Project site. There are no apparent or unique paleontological resources on the site, and no grading would occur, resulting in *no impact* in this regard.

Mitigation Measures: None

7. GEOLOGY AND SOILS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			✗	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✗	
ii) Strong seismic ground shaking?			✗	
iii) Seismic-related ground failure, including liquefaction?			✗	
iv) Landslides?				✗
b) Result in substantial soil erosion or the loss of topsoil?				✗
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?				✗
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✗
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?				✗

Setting:

As indicated in the Project description, the Project site has been used solely and continuously for chipping and grinding of green and wood materials for about 22 years (beginning in 1990). In preparation for that use, the land was cleared, leveled and subsequently covered with a 5 to 6-inch layer of crushed gravel. Photographs of the existing use of Project site (provided in Figure 4) show that the site is currently used for truck and equipment access and use. Wood material piles cover most of the site.

The California Legislature passed the Alquist-Priolo Earthquake Fault Zoning Act in 1972 to mitigate the hazard of surface faulting to structures for human occupancy (CDMG, 1997). The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards. Local agencies must regulate most development in fault zones established by the State Geologist. Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, the city or county with jurisdiction must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active or potentially active faults.

The California Seismic Hazards Mapping Act of 1990 (California Public Resources Code Sections 2690-2699.6) addresses seismic hazards other than surface fault rupture, such as liquefaction and seismically induced landslides. The California Geologic Survey reports were prepared pursuant to the Seismic Hazards Mapping Act of 1990 (Public Resources Code, Chapter 7.8, Division 2), which directs the California State Geologist to compile maps that identify *Seismic Hazard Zones* consistent with

requirements and priorities established by the California State Mining and Geology Board (SMGB; California Department of Conservation, 1997). The Act requires that site-specific geotechnical investigations be performed for most urban development projects situated within seismic hazard zones before lead agencies can issue the building permit. The Act also requires sellers of real property within these zones to disclose that fact at the time such property is sold.

Impacts: The Project would have less than significant effects on geology and soils.

### **Exposure to Fault Rupture and Seismic Ground Shaking**

Would the Project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42§2690 et. seq.?
  - ii) Strong seismic ground shaking?
  - iii) Seismic-related ground failure, including liquefaction?

The Project site is located within the Altamont Quadrangle as mapped by the California Geologic Survey, an area within in a tectonically active region associated with movement along the boundary of the Pacific and North American plates. Stresses built up by plate motion are periodically released predominantly by strike slip movement along the San Andreas Fault system, which in the San Francisco Bay Area includes the San Andreas, Hayward, Calaveras, and Greenville faults. In turn, differential movement of these faults causes thrust faulting and folding of intervening rocks. The Livermore Valley is a product of tectonism, formed as synclinal basin bounded on the west by the Calaveras Fault and on the east by the Greenville Fault. Basin rocks and sediments are also cut by several westerly-trending thrust faults.

Holocene active faults extend through or are contained within the surrounding area and include the Greenville fault. The Greenville Fault, which forms the eastern boundary of Livermore Valley, crosses from the northwest to the southeast. The California Geological Survey, under the Alquist-Priolo Earthquake Fault Zoning Act, has identified it as an “Earthquake Fault Zone”. The Greenville Earthquake Fault Zone within the Altamont quadrangle is marked by a roughly 1 km wide zone of discontinuous surface fault traces that includes the Project site (see **Figure 7**).

There are currently no permanent structures on the Project site, and none are planned. A non-permanent, portable wood attendant house, approximately 10 by 20 feet in size, is proposed to be placed on the site. This non-permanent portable structure would not have a foundation and therefore is not anticipated to require a grading or building permit. However, an electrical permit would be required by the County Building Department. There will be no grading or excavation of the Project site for site preparation or during its planned chipping and grinding operations. There will be no residential use of the site, although Vision Recycling will have 2 or 3 employees on site on a daily basis, and 3 to 4 employees on-site while operating the grinder. Employees will be present during business hours, from shortly before 7:30 a.m. until shortly after 5:00 p.m., six days per week.

The different unprocessed material piles of green material and wood material will be limited to a maximum size of 150 by 250, by 25-feet in height, and all piles will have a 20-foot minimum separation. Piles of chipped materials (after chipping and grinding) will be limited to a maximum size of 50 by 150 by 15-feet in height, and all piles will have a 20-foot minimum separation. The stockpiled materials are inherently safe and would not be able to shift laterally to impact a residence or other permanent structure. The risk of fault rupture and impacts associated with liquifaction at the site are low given the lack of permanent structures and therefore considered to be *less than significant*.

### **Landslides**

Would the Project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - iv) Landslides?

As discussed in the Project description, the site is level and the surrounding terrain is also level. The only elevated terrain is on the other side of the raised railroad embankment. As such, the site is not subject to potential impacts from landslides, and adjacent properties are not subject to potential landslide impacts from the site. The risk of impacts associated with landslides at the site are low given the lack of terrain and therefore considered to have *no impact*.

### **Soil Erosion, Loss of Topsoil, Unstable and Expansive Soils**

Would the Project:

- b) Result in substantial soil erosion or the loss of topsoil?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of roadway improvements, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2006, as it may be revised), creating substantial risks to life or property?
- 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?

The proposed Project will not excavate site soils or result in new activities that could cause or accelerate erosion at the site. Stormwater runoff will continue to drain from the northeast to the southwest, and the proposed western property line will be bermed to direct runoff to a drain line located by the access road near the proposed attendant gate (see Figure 3). The line will drain to existing retention ponds to the south. This minor activity would not result in substantial soil erosion or the loss of topsoil.

The natural soils on the Project site (see **Figure 8**, Soils) are predominantly Linne clay loam (15 to 30 percent slopes) on the east portion of the site, and a narrow band of San Ysidro loam on the western portion of the site. These soil types have a low to moderate erodability factor (0.20-0.37 Kf). They are not likely to have expansive soils, or be subject to landslide, lateral spreading, subsidence, liquefaction or collapse. The risk of impacts associated with soils at the site is low given the lack of slope, and therefore considered to have *no impact*.

Mitigation Measures: None.



<b>8. HAZARDS AND HAZARDOUS MATERIALS</b> Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				x
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
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
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x
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
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x
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

Setting:

The Project site, which has no permanent structural improvements, has been used for chipping and grinding facility for about 22 years. A search of the California State Department of Toxic Substances Control (DTSC) database (<http://www.envirostor.dtsc.ca.gov/>) indicates no known hazardous conditions exist at the site. There are no schools nearby the site and it is not located within two miles of an area governed by an airport land use plan. It is not in an area with wildfire hazards threats.

Impacts: The Project would have no effect on hazards or hazardous materials.

**Public Hazard Through the Routine Use of, or Resulting From Accidental Release of Materials**

Would the Project:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 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?

The Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials; nor would it result in a public hazard resulting from

accidental release of hazardous materials. The Project involves the operation of the Project site as a chipping and grinding facility that would be managed by Vision Recycling. Operation of the site would involve the routine use and transport of potentially hazardous materials such as oils and combustible fuels; however, significant quantities of hazardous material would not be stored on-site. Potential impacts related to the use, transportation or accidental release of potentially hazardous materials are reduced to a **less than significant** level with the implementation of normal operating practices and procedures or standard preventative and protective measures.

### Hazards Near Schools

Would the Project:

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no schools in proximity to the Project site. As discussed above, the proposed use would not involve the handling or transportation of significant amounts of hazardous materials. Moreover, the Project site is in a sparsely populated agricultural area east of the City of Livermore. An accidental release of any hazardous materials that may be present at the site would have a **less than significant** effect.

### Hazards From a Listed Hazardous Site

Would the Project:

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

A search of the California State Department of Toxic Substances Control EnviroStor Database (see **Figure 9**), the statewide hazardous materials database, determined that neither the Project site, nor any other parcels in the Project site's vicinity, is included. There is **no impact** in this regard.

### Proximity to Airport Plan or Private Air Strip

Would the Project:

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

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?

The Project site is not located within an airport land use plan or within two miles of a public or private use airport. There is **no impact** in this regard.

### Emergency Response

Would the Project:

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

None of the Project's proposed activities or proposed uses would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed chipping and grinding Project would not impair the implementation of or physically interfere with an adopted emergency response or evacuation plan. Therefore, there would be **no impact**.

## Wildland Fire Hazards

Would the Project:

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?

The Project is located in an industrial/agricultural area surrounded to the east by open lands with few trees, and it is not in or near a wildland fire hazard zone. The Alameda County Fire Department (ACFD) does not have current maps delineating the Urban Wildland Interface; However draft maps compiled by the State indicate that the Project site is not in or near an area considered to be a very high fire zone area (see **Figure 10**). (Source: [http://frap.cdf.ca.gov/webdata/maps/alameda/fhszl\\_map.1.pdf](http://frap.cdf.ca.gov/webdata/maps/alameda/fhszl_map.1.pdf) - Internet accessed July 17, 2012).

Operation of the chipping and grinding facility on the Project site would be subject to conditions of approval specified by the Alameda County Fire Department. Doing so will ensure that the Project does not expose people or structures to a significant risk of loss, injury or death involving wildland or other fires and therefore the risk of loss involving wildland fires is considered *less than significant*.

Mitigation Measures: None.

<p><b>9. HYDROLOGY AND WATER QUALITY</b> Would the project:</p>	<p>YES: Potentially Significant Impact</p>	<p>NO: Less Than Significant With Mitigation</p>	<p>NO: Less Than Significant Impact</p>	<p>NO: No Impact</p>
<p>a) Violate any water quality standards, conflict with water quality objectives, fail to meet waste discharge requirements, significantly degrade any surface water body or groundwater, or adversely affect the beneficial uses of such waters, including public uses and aquatic, wetland and riparian habitat?</p>			<p>✗</p>	
<p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>				<p>✗</p>
<p>c) Substantially alter the existing drainage pattern of the site or area, including through 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 (i.e. within a watershed)?</p>				<p>✗</p>
<p>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff (e.g., due to increased impervious surfaces) in a manner which would result in flooding on- or off-site (i.e. within a watershed)?</p>				<p>✗</p>
<p>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems due to changes in runoff flow rates or volumes?</p>				<p>✗</p>
<p>f) Result in a significant increase in pollutant discharges to receiving waters (marine, fresh, and/or wetlands) during or following construction (considering water quality parameters such as temperature, dissolved oxygen, turbidity, and typical stormwater pollutants such as heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?</p>				<p>✗</p>
<p>g) Result in an increase in any pollutant for which a water body is listed as impaired under Section 303(d) of the Clean Water Act?</p>				<p>✗</p>
<p>h) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</p>				<p>✗</p>
<p>i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</p>				<p>✗</p>
<p>j) 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?</p>				<p>✗</p>
<p>k) Inundation by seiche, tsunami, or mudflow?</p>				<p>✗</p>

Setting:

Potential water quality impacts under this topic fall into two categories, short-term and long-term, with short term impacts generally due to construction activities. There are not anticipated to be short-term construction impacts as no grading, earthmoving or installation of permanent structures will occur on the Project site. However, long-term impacts could occur due to Project operation of the proposed chipping and grinding facility if non-approved materials, e.g., non-green or wood, come in contact with the ground and were subject to transport by rain in the winter. The facility has strict material management protocols to reduce the presence of this waste material, including weekly removal of incidental trash. The active use of the property could result in the generation of operational runoff and could in theory increase the potential for polluted runoff off-site. However there are no water bodies adjacent to or near the site that could potentially receive off-site runoff, including none that are listed as impaired under Section 303(d) of the Clean Water Act.

Impacts: The Project would have little or less than significant effects on hydrology.

**Degradation of Water Quality/Violation of Standards**

Would the Project:

- a) Result in a significant increase in pollutant discharges to receiving waters during or following construction?
- f) Result in a significant increase in pollutant discharges to receiving waters (marine, fresh, and/or wetlands) during or following construction (considering water quality parameters such as temperature, dissolved oxygen, turbidity, and typical stormwater pollutants such as heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?
- g) Result in an increase in any pollutant for which a water body is listed as impaired under Section 303(d) of the Clean Water Act?

The site's stormwater runoff will continue to drain from the northeast to the southwest, and the proposed western property line will be bermed to direct runoff to a drain line located by the access road near the proposed attendant gate (see Figure 3). The line will drain to existing retention ponds to the south. The retention ponds will be maintained by the facility operator in a manner that meets requirements of the Alameda County Mosquito Abatement District:

1. Eliminate as many sources of standing water as possible, as they are mosquito-breeding areas:
  - Get rid of containers (no matter how small) that have standing water.
  - Remove debris – like leaves, twigs, and trash – from ditches.
  - Turn over, cover tightly, or remove equipment such as tarps, buckets, barrels, dumpsters, cans, wheelbarrows, tires, and other containers that accumulate water. When this is not practical, drill drain holes in the containers.
2. Use aeration, to the extent possible, in order to prevent mosquito growth in ponds, animal feeding and drinking troughs, and other bodies of standing water. Change water in animal feeders every few days, or use mosquito dunks, small doughnut-shaped blocks that dissolve slowly in water. Available in hardware and garden stores, they contain BTi, a pesticide that kills mosquito larvae but is non-toxic to animals and fish.

The potential impact on water quality is considered to be *less than significant*.

## Groundwater Supplies and Recharge

Would the Project:

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The Project will not involve use of a groundwater well and will retain stormwater on-site through use of a topographically depressed area. The potential impact on groundwater resources is considered to have **no impact**.

## Alteration of the Existing Drainage Pattern

Would the Project:

c) Substantially alter the existing drainage pattern of the site or area, including through 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?

There are no streams or rivers, wetlands or other drainageways on the Project site. There are no wetlands indicated on the National Wetlands Inventory, and no historic perennial or ephemeral streams shown on the USGS Altamont Quadrangle Map. As indicated in the Project description, the site was leveled and gravel placed to allow use of the site for outdoor chipping and grinding operations. With the proposed site configuration, stormwater will be directed to existing retention ponds, to the south. Therefore, there is considered to be **no impact** related to alteration of the existing drainage pattern or substantial erosion on or off-site.

## Exceed Storm Drainage Capacity and Flooding

Would the Project:

- d) Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?
- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems due to changes in runoff flow rates?
- h) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- i) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?
- j) 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?
- k) Inundation by seiche, tsunami, or mudflow?

There are no streams or rivers, wetlands or other drainageways on the Project site. There are no wetlands indicated on the National Wetlands Inventory, and no historic perennial or ephemeral streams shown near the site on the USGS Altamont Quadrangle Map. As indicated in the Project description, the site was leveled and gravel placed to allow use of the site for outdoor chipping and grinding operations. The site's runoff will continue to drain from the northeast to the southwest, and the proposed western property line will be bermed to direct runoff to a drain line located by the access road near the proposed attendant gate (see Figure 3). The line will drain to existing retention ponds to the south. The existing use is very similar to the proposed Project, and as such would not increase or otherwise change the rate of surface runoff. Therefore, there is considered to be **no impact** related to flooding or inundation, on or off-site.

Mitigation Measures: None



10. LAND USE AND PLANNING Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Physically divide an established community.				✗
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?				✗
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				✗

Setting:

The land use of the Project site is governed by the *East County Area Plan (ECAP)*, which provides the General Plan goals and policies for this area of Alameda County and designates its General Plan Land Use categories. In 1999, over ten years after the Project site was zoned *Planned Development (PD)* for Outdoor Construction Storage and Materials and developed as a chipping and grinding facility, the citizens passed a County-wide initiative known as “Measure D”. The voter-approved initiative is intended to “preserve and enhance agriculture and agricultural lands, and to protect the natural qualities, the wildlife habitats, the watersheds and the beautiful open spaces of Alameda County from excessive, badly located and harmful development” (Alameda County, 1999). Measure D established a County Urban Growth Boundary and amended the *ECAP*. The Project site is located on a site within this ECAP area and currently has a “*Large Parcel Agriculture*” land use designation. As indicated above, the Project site is zoned PD and this zone category is not in conformance with the current Alameda County General Plan, which was changed after voter approval of Measure D. However, the proposed Project does not require a General Plan Amendment, rezoning approval, or change of land use to accommodate this Project.

Impacts: The Project would have no effect on land use or planning.

**Physical Division of Community / Land Use Compatibility**

Would the Project:

a) Physically divide an established community?

The proposed Project would not physically divide an established community. The 2.5-acre Project site is located in the east end of the Livermore Valley, an unincorporated area characterized by industrial uses near Greenville Road with agricultural uses to the east and south. Because the proposed Project area is not located within an existing community, no established community will be physically divided as a result of this Project. Therefore, there is *no impact* in this regard.

**Land Use Plan or Policy Conflict**

Would the Project:

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect?



**ECAP General Plan:** The 2.5-acre Project site is located with a 125-acre property located in the east end of the Livermore Valley. This unincorporated area is characterized by industrial uses near Greenville Road and agricultural uses to the east and south. Under *ECAP*, its General Plan Land Use Designation is Large Parcel Agriculture. This land use designation requires a minimum parcel size of 100 acres, and the maximum building intensity for non-residential buildings shall be .01 FAR (floor area ratio) but not less than 20,000 square feet. One single family home per parcel is allowed provided that all other County standards are met for adequate road access, sewer and water facilities, building envelope location, visual protection, and public services. Subject to the provisions of the Measure D Initiative, this designation permits agricultural uses, agricultural processing facilities (for example wineries, olive presses), limited agricultural support service uses (for example animal feed facilities, silos, stables, and feed stores), secondary residential units, visitor-serving commercial facilities (by way of illustration, tasting rooms, fruit stands, bed and breakfast inns), recreational uses, public and quasi-public uses, solid waste landfills and related waste management facilities, quarries, windfarms and related facilities, utility corridors, and similar uses. Because the proposed chipping and grinding facility use is considered to be included within the listed land use “related waste management facilities” (see *ECAP*, page 47, paragraph 3), it is considered to be in accord with the “Large Parcel Agriculture” land use category.

**General Plan Policies:** The *ECAP* policies relevant to the proposed Project are provided below. The Project adheres to the *ECAP* policy direction by reducing solid waste with a facility that provides environmentally-safe transformation of wastes in a large-parcel agricultural area, while meeting the required criteria for an agricultural support service use within a Large Parcel Agriculture area.

- Policy 78: In areas designated Large Parcel Agriculture, the County shall permit agricultural processing facilities (for example wineries, olive presses) and limited agricultural support service uses that primarily support Alameda County agriculture, are not detrimental to existing or potential agricultural uses, demonstrate an adequate and reliable water supply, and comply with the other policies and programs of the Initiative.
- Policy 79: The County shall require any proposal for agricultural support service uses within areas designated "Large Parcel Agriculture" or "Resource Management" to meet at a minimum the following criteria:
  - The project will not require the extension of public sewer or water.
  - The project will not detract from agricultural production on-site or in the area.
  - The project will not create a concentration of commercial uses in the area.
  - The project is compatible with and will not adversely affect surrounding uses.
- Policy 248: The County shall promote use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes.
- *ECAP* Definition - Solid Waste Facilities: These include a solid waste transfer station or processing station, a composting facility, a co-composting facility, a transformation facility, and a disposal facility.

**Zone District:** In 1983, the Project site was zoned “Planned Development – PD” zoning for outdoor construction materials and storage. Although rezoning to the PD zoning category is no longer an option (since approval of Measure D), the proposed Project does not require rezoning approval. Instead, Vision Recycling is proceeding with a Conditional Use Permit (CUP) to allow continued use of the property for chipping and grinding activities.

**Summary:** Because the proposed Project land use fits its *ECAP* land use category, meets relevant policies and is zoned to allow outdoor storage of materials, the Project would not conflict with applicable land use plans, policies or regulations. The site is already developed for very similar uses and would be limited by CUP conditions of approval, therefore, there is *no impact* in this regard.

### Conservation Plan

Would the Project:

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The Project site is not subject to an adopted habitat conservation plan or a natural community conservation plan. There is a draft conservation plan, the East Alameda County Conservation Strategy (EACCS), however no habitat-related mitigation is warranted. As described in the Biological Resources section, there is red-legged frog critical habitat nearby, however not upon the Project site. There is ***no impact*** in this regard.

Mitigation Measures: None.

<b>11. MINERAL RESOURCES</b> Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✗
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?				✗

Setting:

The Alameda County General Plan (ECAP) does not identify any regionally or locally-important mineral resources on the proposed Project site or within its vicinity.

Impacts: The Project would have no effect on mineral resources.

**Mineral Resources**

Would the Project:

- a) Result in the loss of availability of a known mineral resource?
- b) Result in the loss of availability of a locally important mineral resource?

Geology and soils at the site do not indicate the potential for valued mineral resources to be present. Therefore, there is *no impact* in this regard.

Mitigation Measures: None.

12. NOISE Would the project result in:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
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?				✗
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				✗
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				✗
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				✗
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✗
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?				✗

Setting:

The existing land use at the project site and the surrounding area is largely industrial in nature, with ongoing access by semi-trailers and use of heavy equipment including grinders. West of the site is Greenville Road, a four-lane arterial that connects with Interstate 580 about one-half mile north of the Project site. The proposed Project site is one small area within an existing matrix of outdoor storage facilities. The nearest residence is the lessor, the adjacent 125-acre Mills Ranch property. There are no schools, hospitals or other sensitive receptors within the Project vicinity.

Impacts: The Project would have no effect on noise or vibration.

**Construction and Operational Noise or Vibration**

Would the Project:

- a) Result in exposure of persons to or generation of noise levels in excess of local standards?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c) Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?
- d) Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

As indicated in the Project setting, there will be minimal change in noise or vibration levels associated with the proposed Project as it has been used for over 22 years, since about 1990, as a chipping and grinding facility essentially identical to the one proposed. As a result of the prior development and ongoing use, there will be minimal site preparation, no ground disturbance and therefore no construction noise associated with the proposed Project. The site is already used for very similar uses and would be further limited by CUP conditions of approval. There is **no impact** in this regard.

**Airport or Private Airstrip**

Would the Project:

- e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?
- 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?

The site is not located within two miles of a public airport or private airstrip, therefore, there is *no impact* in this regard.

Mitigation Measures: None.

13. POPULATION AND HOUSING Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				x
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				x
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				x

Setting:

As described in the Project Description, Vision Recycling proposes to operate a chipping and grinding facility. The approximately 2.5-acre Project site is located in unincorporated eastern Alameda County, east of the City of Livermore and south of the I-580 freeway. The Project involves the permitting of the Project for a chipping and grinding facility on a site that has been used for over 20 years for similar wood and green material processing, in an area zoned for outdoor storage. There would be no increase in the number of employees working at the site. There are no residential uses existing or planned for the Project site or the area around it.

Impacts: The Project would have no effect on population or housing.

**Population Inducement**

Would the Project:

a) Induce substantial population growth in a manner not contemplated in the General Plan?

The proposed Project site is currently used for a chipping and grinding facility with approximately 5 or 6 employees. About the same number of employees would be employed at the site in the future, resulting in no population growth related to the proposed Project. There will be no extension of roads or other infrastructure for the proposed Project. This effect is considered **No Impact**.

**Displacement of Housing and/or People**

Would the Project:

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City’s Housing Element?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City’s Housing Element?

The Project site, in an unincorporated area of Alameda County, is currently used for a chipping and grinding facility with no residential uses. Therefore the Project would not displace existing housing or people and **no impact** would occur.

Mitigation Measures: None.

<b>14. PUBLIC SERVICES</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Fire protection?				✗
b) Police protection?				✗
c) Schools?				✗
d) Parks?				✗
e) Other public facilities?				✗

### Setting:

As described in the Project Description, Vision Recycling proposes to operate a chipping and grinding facility. The approximately 2.5-acre Project site is located in unincorporated eastern Alameda County, east of the City of Livermore and south of the I-580 freeway. The Project involves the permitting of the Project for a chipping and grinding facility on a site that has been used for over 20 years for similar wood and green material processing, in an area zoned for outdoor storage. There would be no increase in the number of employees working at the site. There are no residential uses existing or planned for the Project site or the area around it.

Impacts: The Project would have no effect on public resources.

### **Public Services**

Would the Project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

- a) Fire protection?
- b) Police protection?
- c) Schools?
- d) Parks?
- e) Other public facilities?

Fire protection in the Project area is provided by Alameda County Fire Department (ACFD). The nearest station is Station 8 located in Livermore at 1617 College Avenue, approximately six miles west of the Project site. Another ACFD station, Station 20, is located south of the Project at 7000 East Avenue, in building 323 on the Lawrence Livermore National Laboratory site, Livermore, California (source: <http://www.acgov.org/fire/about/station20.htm> - internet accessed on July 17, 2012). The proposed Project will comply with all conditions of approval of the ACFD listed in a memo to the County dated June 11, 2012, and presented in the Project description (see IS/ND, page 4).

Law enforcement in the Project vicinity is provided by the Alameda County Sherriff's Department from the Pleasanton Substation located at 5672 Stoneridge Drive, Pleasanton, CA. Assistance is also provided by the City of Livermore Police Department located at 1110 South Livermore Avenue, Livermore, CA.

The Project area is also served by the Livermore Valley Unified School District and the East Bay Regional Park District. No other public facilities are located in the Project area.

There would be no increase in the level of public services required by the proposed Project, and it would not significantly affect the ability of service providers to maintain current levels of service or to create a need for new physical facilities. There is *no impact* related to fire protections, police protection, schools, parks or other public facilities.

Mitigation Measures: None.



<p><b>15. RECREATION</b> Would the project:</p>	<p>YES: Potentially Significant Impact</p>	<p>NO: Less Than Significant With Mitigation</p>	<p>NO: Less Than Significant Impact</p>	<p>NO: No Impact</p>
<p>a) 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?</p>				<p>✗</p>
<p>b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>				<p>✗</p>

Setting:

As described in the Project Description, Vision Recycling proposes to operate a chipping and grinding facility. The approximately 2.5-acre Project site is located in unincorporated eastern Alameda County, east of the City of Livermore and south of the I-580 freeway. The Project involves the permitting of the Project for a chipping and grinding facility on a site that has been used for over 20 years for similar wood and green material processing, in an area zoned for outdoor storage. There would be no increase in the number of employees working at the site, and there would be no residential uses at the site.

Impacts: The Project would have no effect on recreation.

**Accelerated Physical Deterioration of Facilities**

Would the Project:

- a) 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?

There are no residential uses existing or planned for the Project site or the area around it. The City of Livermore Parks Department and the East Bay Regional Park District provides recreational services in the Project area, however there are no City Park or District facilities located near the Project site. The proposed chipping and grinding activities on the Project site would have no effect on recreational resources including neighborhood or regional parks. **No impact.**

**Effect of New or Expanded Facilities**

Would the Project:

- b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

As discussed above, the Project does not include recreational facilities, nor would it require the construction or expansion of City of Livermore or East Bay Regional Park District facilities. Therefore, there would be **no impact.**

Mitigation Measures: None.

16. TRANSPORTATION AND TRAFFIC Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			x	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county 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 results in substantial safety risks?				x
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				x
e) Result in inadequate emergency access?				x
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				x

Setting:

The Project site is accessed from Greenville Road via an unnamed access road that services the Mills Ranch. Vehicles exiting the Mills Ranch onto Greenville Road are limited to right-turn only, as indicated by existing traffic signs. The existing vehicle traffic was counted over an 11-day period, from Monday, July 23 through Thursday, August 2, 2012. The summary results are shown in **Table 6**, below.

Three vehicle classes were counted and a percentage of existing workweek (Monday through Saturday) traffic calculated, as follows:

- Transfer Truck - 100 cubic yards capacity per load, 57 percent of vehicles
- Dump Truck - 20 cubic yards capacity per load, 37 percent of vehicles
- Pickup Truck –1 or 2 cubic yards capacity per load, 6 percent of vehicles

As shown in Table 6, the current traffic generated by the site averages 21 vehicles per weekday, or about 2 or 3 trucks per work hour. According to the current operator's website, the existing biofuels operation is open Monday through Friday from 6:30 a.m. to 5:30 p.m. and on Saturdays from 8:00am to 4:00 p.m. (<http://biofuelsystems.amlnk.com/contact.html> - website accessed September 4, 2012). During that time period, the large majority, 94 percent of current traffic, involves semi-trailer sized loads (57 percent Transfer Trucks with capacity of 100 cubic yards of material) and Dump Trucks (37 percent with capacity of 20 cubic yards of material) that carry 20 to 50 times the load of a pickup-sized vehicle.

**Table 6- Current Traffic by Vehicle Class**

<u>No.</u>	<u>Date and Day of Week</u>	<u>Transfer Trucks</u>	<u>Dump Trucks</u>	<u>Pickup Trucks</u>	<u>Total Vehicles</u>
	Average per work day	11.56	7.67	1.09	20.44
	Average 52-week year	3605	2392	381	6,379
	Percent of workweek Traffic by Vehicle Class	57%	37%	6%	100%

*Source of Table: BSK 2012, developed from Mills Ranch records, 2012.*

**Impacts:** The Project would have a less than significant effect on traffic and circulation.

In order to compare existing traffic generation and patterns with that of the proposed Project, the anticipated traffic (counted as round trips) was also calculated by percent of workweek (Monday through Saturday) vehicles, as shown in **Table 7**, below:

- Transfer Truck - Anticipated 3 loads a day (up to 100 cubic yards per load) leaving and returning to the site, totaling 3 trips, 7 percent of vehicles
- Dump Truck - Anticipated 8 local deliveries a day (up to 20 cubic yards per load) on average, totaling 8 trips, 20 percent of vehicles
- Pickup Truck – Estimated up to 30 visits a day of retail customers dropping off material and purchasing products. Their vehicles will be pick-up trucks with and without trailers, and total about 20 to 30 trips per day (up to 2 cubic yards per load), 73 percent of vehicles.

The proposed use is estimated to result in about 41 vehicles round-trips per day, equivalent to about 4 to 5 vehicles per work hour between 7:30 a.m. and 5:00 p.m. Monday through Saturday. There would also be at a maximum 3 or 4 employees driving to and from the site each day, which are included in anticipated traffic generation. Based on the current hours of operation compared to the proposed hours of operation, there was no need to assess hourly trip estimates for peak hours as the highest hourly traffic currently and projected to access the site will likely occur on mid-day on a weekday when the traffic on adjacent Greenville Road is not at its peak. This was verified from observations of the existing traffic patterns at the site.

**Table 7- Proposed Traffic by Vehicle Class**

<u>No.</u>	<u>Traffic</u>	<u>Transfer Trucks</u>	<u>Dump Trucks</u>	<u>Pickup Trucks</u>	<u>Total Vehicles</u>
	Average per work day	3	8	30	41
	Average 52-week year	936	2496	9,360	12,792
	Percent of workweek Traffic by Vehicle Class	7%	20%	73%	100%

*Source of Table: Vision Recycling Operational Statement, 2012.*

The proposed project would result in a larger overall quantity of vehicles than currently use the site. However only about 3 trips (7 percent) per day would involve transfer trucks, 8 trips (20 percent) would use dump trucks, while the large majority (73 percent) of anticipated traffic would entail retail customers using smaller pickup trucks. These relatively small vehicles can enter and exit the Project site without

affecting traffic flow along Greenville Road in the manner of the existing larger truck traffic. This difference in traffic patterns, the reduction in heavy truck traffic has significant improvements in traffic and circulation as a result of the high heavy truck passenger-car equivalency (PCE). The existing semi-trailer sized transfer trucks (57 percent of current vehicles) and dump trucks (37 percent of current vehicles) carry 20 to 50 times the load of a pickup-sized vehicle, and have a much smaller effect relative to their size upon traffic flow when entering and exiting Greenville Road.

There is also a staging area available. If at any time the facility operators identify traffic congestion at the entrance to Greenville Road from the project activities, they will direct traffic to park in the existing turn-around area to the south of the facility entrance until traffic conditions improve. There is sufficient room for two large trucks and some pickup trucks, or numerous pickups in this staging area.

Therefore, the proposed Project when compared with existing site use is anticipated to have a *less than significant impact* related to traffic.

To ensure the resulting traffic and circulation remains the same or is improved, the following BMPs would be applied:

1. A notice would be posted at the entry gate that all vehicles must turn right, and yield as necessary, when re-entering Greenville Road.
2. If at any time the facility operators identify traffic congestion at the entrance to Greenville Road from the project activities they will direct traffic to park in the existing turn-around area to the south of the facility entrance until traffic conditions improve.

### Traffic Plans and Congestion Management

Would the Project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The proposed Project consists of the operation of a chipping and grinding facility that involves minimal change from the existing use of the Project site. The proposed Project will not involve a construction period therefore the traffic impact assessment evaluated only operationally-related trips. The Project will not conflict with any applicable plans, ordinances, policies or congestion management Program related to area traffic circulation or transportation systems. There is *no impact*.

### Air Traffic Patterns

Would the Project:

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location which results in substantial safety risks?

The Project would not result in a change in air traffic patterns. There is *no impact*.

### Site Access, Circulation and Hazards

Would the Project:

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?

Access to the Project would be from Greenville Road, a 4-lane roadway. The roadway is generally straight as it approaches and leaves the project frontage, affording good sight distance in both directions. Vehicles exiting the Mills Ranch onto Greenville Road are limited to right-turn only. The Project would have no effect on the performance or safety of road facilities. Potential traffic-related impacts to hazards would be *no impact* and with regard to emergency access, there would also be *no impact*.

### **Alternative Transportation and Transit**

Would the Project:

- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed Project would not conflict with any adopted policies, plans, or programs supporting alternative transportation. The Project site is located in an unincorporated area that is consistent with applicable plans and policies for land use and transportation in that part of Alameda County. Therefore, there would be *no impact* with regard to conflicts with adopted plans and policies or programs related to public transit, bicycle or pedestrian facilities.

Mitigation Measures: None.

17. UTILITIES AND SERVICE SYSTEMS Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✗
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✗
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✗
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				✗
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✗
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				✗
g) Comply with federal, state, and local statutes and regulations related to solid waste?				✗

Setting:

As more fully described in the Project description, Vision Recycling proposes to operate a chipping and grinding facility in an existing industrial/rural area. The approximately 2.5-acre Project site is located in unincorporated eastern Alameda County, east of the City of Livermore and south of the I-580 freeway. The Project involves the permitting of the Project for a chipping and grinding facility on a site that has been used for over 20 years for similar wood and green material processing, in an area zoned for outdoor storage.

Impacts: The Project would have no effect on utilities or service systems.

**Wastewater Collection, Treatment and Disposal**

Would the Project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments?

There is no public wastewater service or septic system on the Project site or planned for development. Wastewater generated at the site would be managed through the use of portable toilet facilities. **No impact** would occur related to wastewater treatment requirements, service capacity or other wastewater impacts.

## Storm Drainage Facilities

Would the Project:

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

There is no storm drainage system on the Project site or planned for development. Drainage of stormwater runoff as a result of rainstorms, dust control water and other operations will continue to drain to the southwest. The proposed western property line will be bermed to direct runoff to a drain line located by the access road near the proposed attendant gate (see Figure 3). The line will drain to existing retention ponds to the south. There is sufficient drainage capacity to serve the project from existing resources, and **no impact** related to storm drainage capacity or systems would occur.

## Water Supply

Would the Project:

d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

There is no public water supply or well on the Project site or planned for development. Water to be used for dust control and to provide fire protection would be provided to the proposed Project from an off-site hydrant located along Greenville Road. Drinking water would be brought on-site through a commercial provider in 5-gallon bottles. There are sufficient water supplies available to serve the Project from existing resources, and **no impact** related to water supplies would occur.

## Solid Waste Management

Would the Project:

f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Solid waste generated at the chipping and grinding site would be limited to small amounts of non-green materials inadvertently brought to the facility, which would be separated from wood materials prior to chipping, and subsequently transported to licensed Alameda County landfills. Additionally, the Project would comply with all Federal, State and Local statutes and regulations related to solid waste, resulting in **no impact** to waste disposal law violations, waste handling, regulations or landfill capacity.

Mitigation Measures: None.

18. MANDATORY FINDINGS OF SIGNIFICANCE	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
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

**Impacts:** The Project would have less than significant effects on cumulative impacts, and no impact upon other mandatory findings of significance.

**Quality of the Environment**

Would the Project:

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?

The proposed chipping and grinding Project would be operated on an Alameda County site that is currently used for chipping and grinding and that does not supports sensitive plant or wildlife species. As described in the text above, operations would not significantly impact the site or surrounding area. For this reason, the Project would not substantially degrade the quality of the environment. There are no important examples of major periods of California’s history or prehistory identified on the Project site, and no ground disturbance is anticipated. *No impact.*

**Cumulatively Considerable Impacts**

Would the Project:

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.)

The Project would have a slight incremental cumulative impact on GHG levels. The GHG analysis determined that these impacts will be less than significant. Therefore, when viewed in connection with the effects of past projects and other current projects, these effects are considered *less than significant.*



### Adverse Affects on Human Beings

Would the Project:

c) Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

The Project would not result in any environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. *No impact.*

**E. REFERENCES**

Alameda County, 1999. Alameda County Measure D—Save Agriculture and Open Space Lands, Section 1, 1999.

Alameda County, 2012. Alameda County General Ordinance Code, *Title 17 Zoning*, as amended to present, 2012.

CDMG, 1997. California Division of Mines and Geology, DMG Special Publication 42: *Fault-Rupture Hazard Zones in California*, revised 1997.

ECAP, 2000. Alameda County, *East County Area Plan*, revised by initiative, 2000.

BAAQMD, 2010. Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans*, updated June 2010.

California, 2012. California, State of, Public Resources Code, as amended to present, 2012.

CEQA, 2012. California, State of, California Environmental Quality Act (CEQA), as amended to present, 2012.

DTSC, 2012. Department of Toxic Substance Control (DTSC), EnviroStor database, accessed July 23, 2012...[http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global\\_id=&x=119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=30%20Greenville%20Road,%20Livermore%20CA&zip=&county=&federal\\_superfund=true&state\\_response=true&voluntary\\_cleanup=true&school\\_cleanup=true&ca\\_site=true&tiered\\_permit=true&evaluation=true&military\\_evaluation=true&school\\_investigation=true&operating=true&post\\_closure=true&non\\_operating=true](http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=30%20Greenville%20Road,%20Livermore%20CA&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true)

**F. BEST MANAGEMENT PRACTICES INCLUDED IN THE PROJECT AND AGREED TO BY THE PROJECT SPONSOR AND ALL SUBSEQUENT PROPERTY OWNERS AND PERMITTEES**

No mitigation measures are required to reduce potentially significant impacts of the proposed project to a “Less Than Significant” or “No Impact” level. Best Management Practices and Operational Measures described in the Project description shall be made conditions of approval for the Project’s Conditional Use Permit.

For every Best Management Practice and Operational Measure, the Permittee will be responsible for implementation actions, schedule, funding and compliance unless otherwise stated in the Project description.

**G. AGREEMENT BY PROJECT SPONSOR**

Project Sponsor, acting on behalf of all present and future property owners and Permittees, understands the Best Management Practices and Operational Measures described in the Project Description in Section I of the IS/ND, and agrees to be bound by them if they are adopted as a result of project approval. Monitoring reports shall be provided to the Planning Director and Director of Public Works at appropriate stages in the development process.

\_\_\_\_\_  
Project Sponsor's Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Project Sponsor's Printed Name and Title

# FIGURES

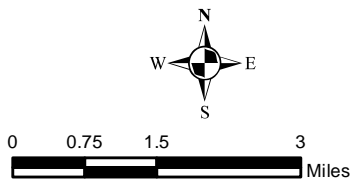
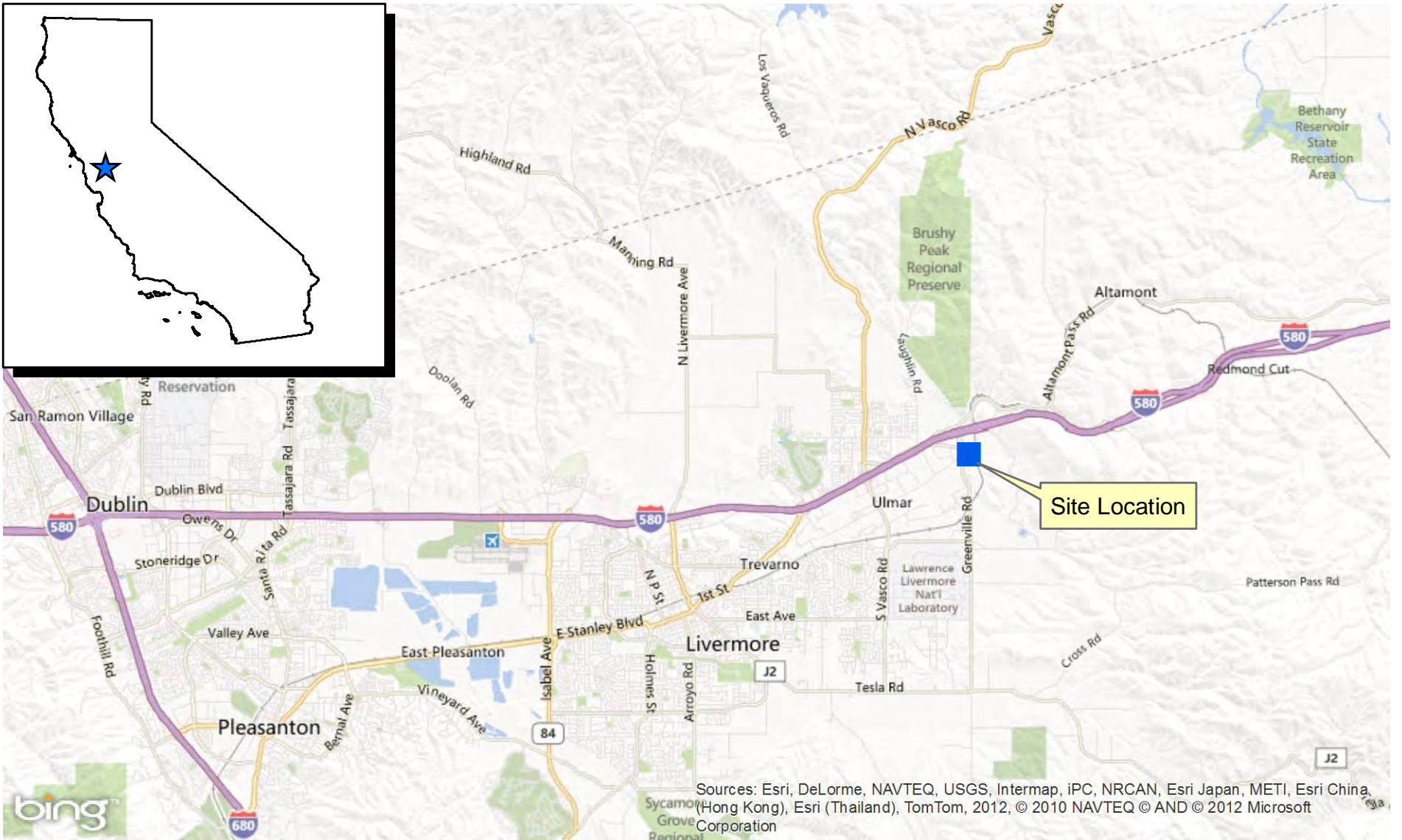


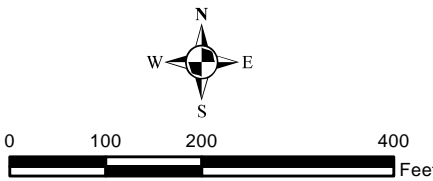




Image courtesy of USGS © 2012 Microsoft Corporation © 2010 NAVTEQ © AND

**Legend**

 Project Extents



Vision Recycling Chip and Grind Facility  
30 Greenville Road  
Livermore, California

**FIGURE 2  
PROJECT SITE**



**Site Details**

**Proposed Attendant House-** The attendant house will not be a permanent structure. The attendant house will be a 10ft x 20ft wood shed. Electricity and phone service will be connected.

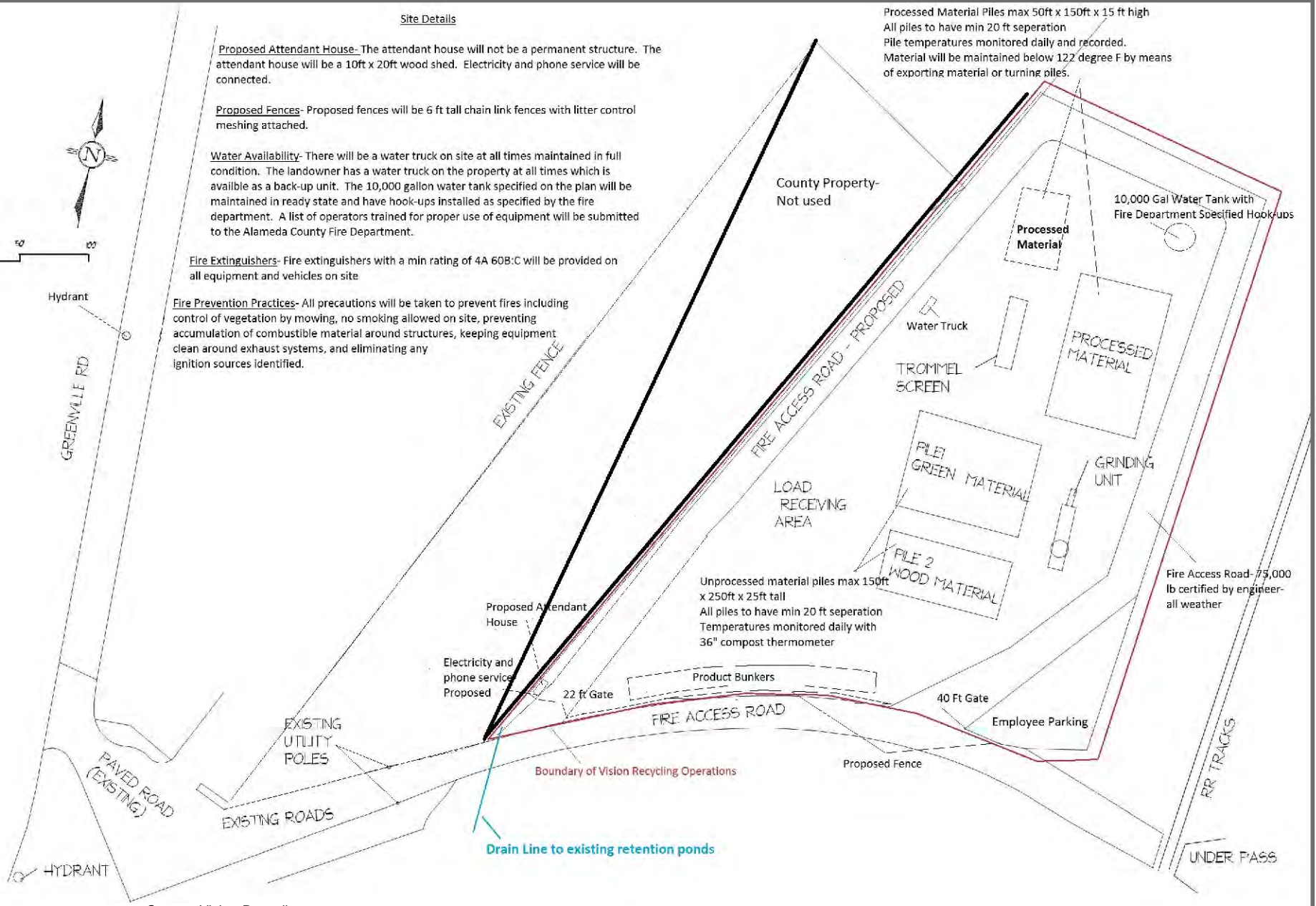
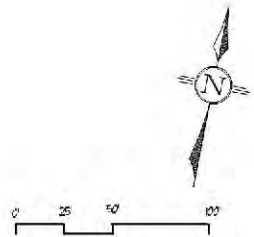
**Proposed Fences-** Proposed fences will be 6 ft tall chain link fences with litter control meshing attached.

**Water Availability-** There will be a water truck on site at all times maintained in full condition. The landowner has a water truck on the property at all times which is available as a back-up unit. The 10,000 gallon water tank specified on the plan will be maintained in ready state and have hook-ups installed as specified by the fire department. A list of operators trained for proper use of equipment will be submitted to the Alameda County Fire Department.

**Fire Extinguishers-** Fire extinguishers with a min rating of 4A 60B:C will be provided on all equipment and vehicles on site

**Fire Prevention Practices-** All precautions will be taken to prevent fires including control of vegetation by mowing, no smoking allowed on site, preventing accumulation of combustible material around structures, keeping equipment clean around exhaust systems, and eliminating any ignition sources identified.

Processed Material Piles max 50ft x 150ft x 15 ft high  
All piles to have min 20 ft separation  
Pile temperatures monitored daily and recorded.  
Material will be maintained below 122 degree F by means of exporting material or turning piles.



Source: Vision Recycling.



Vision Recycling Chip and Grind Facility  
30 Greenville Road  
Livermore, California

**FIGURE 3  
SITE PLAN**





**Photo 1: Looking east from near Greenville Road at the unnamed road accessing the Project site (see wood material piles, photo center) and other outdoor businesses.**



**Photo 2: Looking west from access driveway at water truck used for dust control. Water is obtained from the off-site red hydrant located along Greenville Road.**



**Figure 3: View from adjoining hill looking westward across Project site and adjacent properties. The Project site encompasses the area with wood materials (to left), only.**



**Figure 4: View from adjoining hill looking southwest at Project site and chip truck. The Project site encompasses the area with piles of wood material and truck access.**





**Photo 5: View from adjoining hill looking southwest at Project site and loading truck. The Project site encompasses the material piles in the foreground, only.**



**Photo 6: View from Greenville Road looking southeast at outdoor materials storage. The one tall wood materials pile is the primary visual indicator of the Project site.**



**Photo 1: Green piles at Vision Recycling's Watsonville chipping and grinding facility.**



**Photo 1: Unground material at Vision Recycling's Watsonville chipping and grinding facility.**





**Photo 2: Equipment at Vision Recycling's Watsonville chipping and grinding facility.**



**Photo 3: Material ready for sale at Vision Recycling's Watsonville chipping and grinding facility.**





Locations are approximate and only represent the degree of accuracy of the dataset projection.  
 Wetland data source: U.S. Fish and Wildlife Service National Wetlands Inventory.





Locations are approximate and only represent the degree of accuracy of the dataset projection.  
 Alquist-Priolo source: GIS files of Official Maps of Alquist-Priolo Earthquake Fault Zones, Central Coastal Region, 2001.

**BSK**  
 Associates  
 Engineers & Laboratories

0 750 1,500  
 Feet

Vision Recycling Chip and Grind Facility  
 30 Greenville Road  
 Livermore, California

**FIGURE 7**  
**ALQUIST-PRIOLO FAULT**  
**ZONES**





**Legend**

Project Extents

**Soil Symbol | Description**

- AaD | Altamont clay, 15 to 30 percent slopes
- AmE2 | Altamont clay, moderately deep, 30 to 45 percent slopes, eroded
- CdB | Clear Lake clay, drained, 3 to 7 percent slopes
- LaC | Linne clay loam, 3 to 15 percent slopes
- LaD | Linne clay loam, 15 to 30 percent slopes
- LaE2 | Linne clay loam, 30 to 45 percent slopes, eroded
- Pd | Pescadero clay
- Sa | San Ysidro loam
- Sf | Solano fine sandy loam

bing™

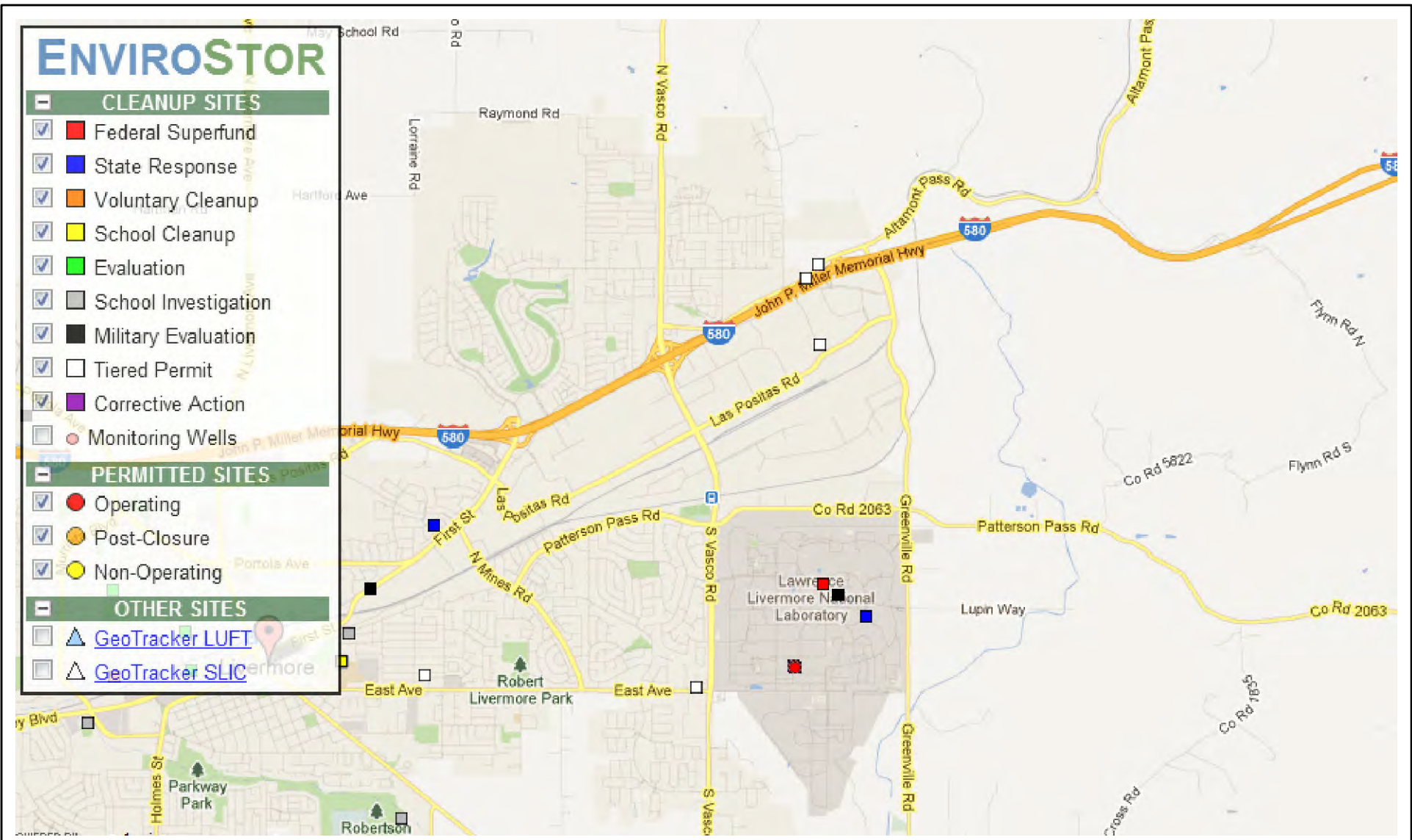
Image courtesy of USGS © 2012 Microsoft Corporation © 2010 NAVTEQ © AND

Locations are approximate and only represent the degree of accuracy of the dataset projection.  
 Soil Survey Geographic (SSURGO) database for Alameda Area source: U.S. Department of Agriculture, Natural Resources Conservation Service

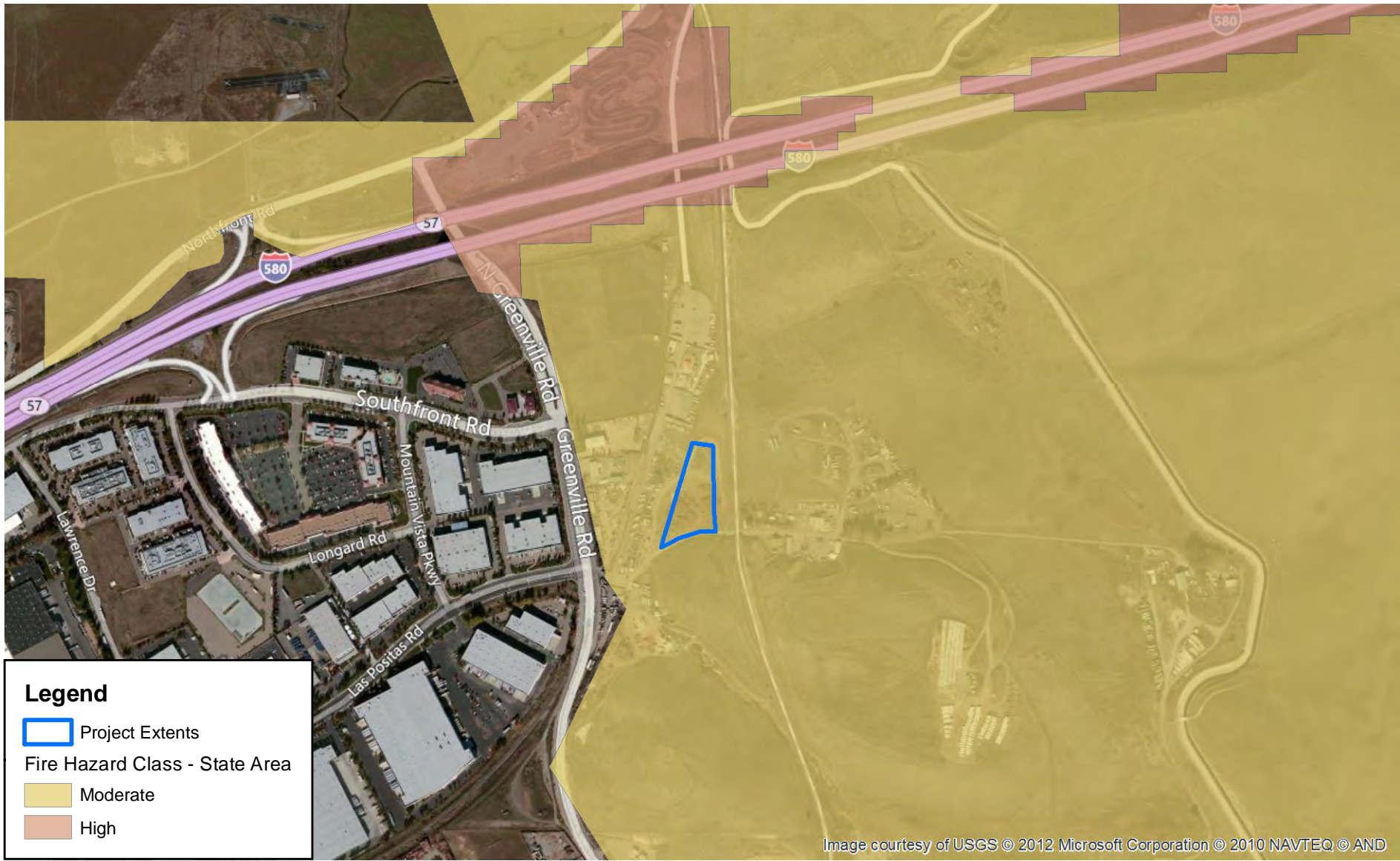
Vision Recycling Chip and Grind Facility  
 30 Greenville Road  
 Livermore, California

**FIGURE 8  
 SOILS MAP**

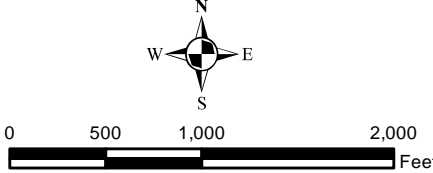




Source: <http://www.envirostor.dtsc.ca.gov/public/>



Locations are approximate and only represent the degree of accuracy of the dataset projection.  
 Fire Hazard source: Cal Fire - FRAP, Fire Hazard Severity Zoning, 2007, DRAFT, all jurisdictions.



Vision Recycling Chip and Grind Facility  
 30 Greenville Road  
 Livermore, California

**FIGURE 10**  
**FIRE HAZARD MAP**

**APPENDIX A – USFWS THREATENED AND ENDANGERED SPECIES  
LIST**



**U.S. Fish & Wildlife Service**  
**Sacramento Fish & Wildlife Office**  
**Federal Endangered and Threatened Species that Occur in**  
**or may be Affected by Projects in the**  
**ALTAMONT (445B)**  
**U.S.G.S. 7 1/2 Minute Quad**

Database last updated: September 18, 2011

Report Date: August 2, 2012

## Listed Species

### Invertebrates

Branchinecta conservatio  
Conservancy fairy shrimp (E)

Branchinecta longiantenna  
longhorn fairy shrimp (E)

Branchinecta lynchi  
Critical habitat, vernal pool fairy shrimp (X)  
vernal pool fairy shrimp (T)

### Fish

Hypomesus transpacificus  
delta smelt (T)

Oncorhynchus mykiss  
Central California Coastal steelhead (T) (NMFS)  
Central Valley steelhead (T) (NMFS)

### Amphibians

Ambystoma californiense  
California tiger salamander, central population (T)

Rana draytonii  
California red-legged frog (T)  
Critical habitat, California red-legged frog (X)

## Reptiles

Masticophis lateralis euryxanthus  
Alameda whipsnake [=striped racer] (T)  
Critical habitat, Alameda whipsnake (X)

## Mammals

Vulpes macrotis mutica  
San Joaquin kit fox (E)

## Plants

Cordylanthus palmatus  
palmate-bracted bird's-beak (E)

---

## Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

## **APPENDIX B – AIR RESOURCES ASSESSMENT**

### **Contents of Appendix B include:**

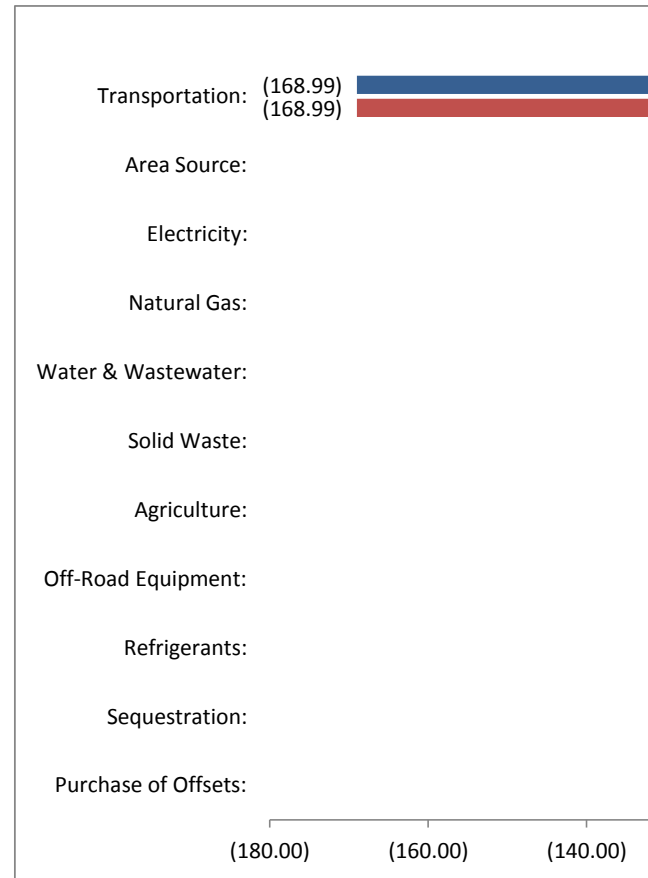
- **Summary Results - comparison of existing 2012 baseline emissions and proposed Vision Recycling 2013 operations**
- **Detailed Results - comparison of existing 2012 baseline emissions and proposed Vision Recycling 2013 operations**
- **Transportation Results - comparison of existing 2012 baseline emissions and proposed Vision Recycling 2013 operations**
- **Table 1 – Current Traffic by Vehicle Class**
- **Table 2 – Projected Traffic by Vehicle Class**

# Summary Results

Project Name: Vision Draft Operations  
 Project and Baseline Years: 2013 2012

Results	Unmitigated Project- Baseline CO2e (metric tons/year)	Mitigated Project- Baseline CO2e (metric tons/year)
Transportation:	(168.99)	(168.99)
Area Source:	0.00	0.00
Electricity:	0.00	0.00
Natural Gas:	0.00	0.00
Water & Wastewater:	(0.00)	(0.00)
Solid Waste:	(0.00)	(0.00)
Agriculture:	0.00	0.00
Off-Road Equipment:	0.00	0.00
Refrigerants:	0.00	0.00
Sequestration:	N/A	0.00
Purchase of Offsets:	N/A	0.00
<b>Total:</b>	<b>(168.99)</b>	<b>(168.99)</b>

Baseline is currently: **ON**  
 Baseline Project Name: Vision Draft Operations  
 Go to Settings Tab to Turn Off Baseline



## Detailed Results

Unmitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				125.50	97.36%
Area Source:	0.00	0.00	0.00	0.00	0.00%
Electricity:	2.53	0.00	0.00	2.54	0.00%
Natural Gas:	0.21	0.00	0.00	0.21	0.00%
Water & Wastewater:	0.03	0.00	0.00	0.03	0.00%
Solid Waste:	0.00	0.03	N/A	0.64	0.00%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
<b>Total:</b>				<b>128.91</b>	<b>97.36%</b>

\* Several adjustments were made to transportation emissions after they have been imported from URBEMIS.

After importing from URBEMIS, CO2 emissions are converted to metric tons and then adjusted to account for the "Pavley" regulation. Then, CO2 is converted to CO2e by multiplying by 100/95 to account for the contribution of other GHGs (CH4, N2O, and HFCs [from leaking air cond Finally, CO2e is adjusted to account for th low carbon fuels rule.



<b>Mitigated</b>	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				125.50	97.36%
Area Source:	0.00	0.00	0.00	0.00	0.00%
Electricity:	2.53	0.00	0.00	2.54	1.97%
Natural Gas:	0.21	0.00	0.00	0.21	0.16%
Water & Wastewater:	0.03	0.00	0.00	0.03	0.02%
Solid Waste:	0.00	0.03	N/A	0.64	0.49%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets:	N/A	N/A	N/A	0.00	0.00%
<b>Total:</b>				<b>128.91</b>	<b>100.00%</b>

# Transportation

Baseline is Currently: ON

Unmitigated Transportation	Target Year:	2013	2012
		Project	Baseline
Operational Emissions from URBEMIS (CO2 tons/year)		138.43	318.50
Metric Ton Adjustment (CO2 metric tons/year)		125.62	289.02
Pavley Regulation Adjustment (CO2 metric tons/year):		120.09	280.78
US EPA Adjustment (CO2e metric tons/year):		126.41	295.56
Low Carbon Fuels Rule Adjustment (CO2e metric tons/year)		125.50	294.50
Total (CO2e metric tons/year):			

The BGM User's Manual describes in detail each step used to convert URBEMIS's transportation CO2 emissions. These steps include converting from English to Metric units, adjusting for the Pavley Rule, converting CO

## Reference

U.S. EPA assumption that GHG emissions from other pollutants - CH<sub>4</sub>, N<sub>2</sub>O, and hydrofluorocarbons (HFCs)

Jump to the Following Transportation Related Tabs:

[Transportation Detail for Operational Mitigation](#)

[Land Use Detail](#)

	Don't Need to Adjust this amt	Unadjusted Amount Affected by Pavley
	Not Affected by Pavley	LDA/ LDT1/ LDT2/ MDV
Pavley Calculations - Project Unmitigated	21.00	104.62
Pavley Calculations - Baseline Unmitigated	48.36	240.66
Pavley Calculations - Project Mitigated	21.00	104.62
Pavley Calculations - Baseline Mitigated	48.36	240.66

Pavley Adjustment

Year	% LDA CO2 Emissions	% LDT1 CO2 Emissions
2009	41.59%	12.33%
2010	41.72%	12.39%
2011	41.83%	12.45%
2012	41.89%	12.50%
2013	41.94%	12.56%
2014	41.98%	12.62%
2015	42.00%	12.67%
2016	42.05%	12.76%
2017	42.02%	12.81%
2018	41.98%	12.84%
2019	41.95%	12.87%
2020	41.92%	12.89%
2025	41.92%	12.96%
2030	42.15%	13.03%
2035	42.21%	13.11%
2040	42.24%	13.14%

Low Carbon Fuels Standards

Year	% Reduction Gasoline and Diesel Fuel	% Reduction Tank to Wheels
2010	0.00	0.00
2011	0.25	0.18
2012	0.50	0.36
2013	1.00	0.72
2014	1.50	1.08
2015	2.50	1.80
2016	3.50	2.52
2017	5.00	3.60
2018	6.50	4.68
2019	8.00	5.76



2020	10.00	7.20
2021	10.00	7.20
2022	10.00	7.20
2023	10.00	7.20
2024	10.00	7.20
2025	10.00	7.20
2026	10.00	7.20
2027	10.00	7.20
2028	10.00	7.20
2029	10.00	7.20
2030	10.00	7.20
2031	10.00	7.20
2032	10.00	7.20
2033	10.00	7.20
2034	10.00	7.20
2035	10.00	7.20
2036	10.00	7.20
2037	10.00	7.20
2038	10.00	7.20
2039	10.00	7.20
2040	10.00	7.20

## APPENDIX B: AIR RESOURCES ASSESSMENT

### Comparison of Current Traffic and Projected Traffic by Vehicle Class

**Table 1- Current Traffic by Vehicle Class**

<b>No.</b>	<b><u>Date and Day of Week</u></b>	<b><u>Transfer Trucks</u></b>	<b><u>Dump Trucks</u></b>	<b><u>Pickup Trucks</u></b>	<b><u>Total Vehicles</u></b>
1	Monday, July 23, 2012	12	8	2	22
2	Tuesday, July 24, 2012	15	11	0	26
3	Wednesday, July 25, 2012	12	7	1	20
4	Thursday, July 26, 2012	12	8	0	20
5	Friday, July 27, 2012	9	5	3	17
6	Saturday, July 28, 2012	5	1	0	6
7	Sunday, July 29, 2012	0	1	1	2
8	Monday, July 30, 2012	15	8	1	24
9	Tuesday, July 31, 2012	10	10	2	22
10	Wednesday, August 1, 2012	8	6	2	16
11	Thursday, August 2, 2012	11	6	0	17
	Total 11 days count	109	71	12	192
	Average 11 days count	9.91	6.45	1.09	17.45
	Average vehicles per work day (excluding Saturday and Sunday counts)	11.56	7.67	1.09	20.44
	Average vehicles per 52-week year	3605.33	2392.00	381.33	6,378.67
	Percent of Workweek Traffic by Vehicle Class	57%	37%	6%	100%

*Source of Table: BSK 2012, developed from Mills Ranch records, 2012.*

**Table 2- Projected Traffic by Vehicle Class**

<b>No.</b>	<b>Day of Week</b>	<b>Transfer Trucks</b>	<b>Dump Trucks</b>	<b>Pickup Trucks</b>	<b>Total Vehicles</b>
1	Monday	3	8	30	41
2	Tuesday	3	8	30	41
3	Wednesday	3	8	30	41
4	Thursday	3	8	30	41
5	Friday	3	8	30	41
6	Saturday	3	8	30	41
7	Sunday	0	0	0	0
	Total 7 days count	18	48	180	390
	Average vehicles per work day	3	8	30	41
	Average vehicles 52-week year	936	2496	9,360	12,792
	Percent of Workweek Traffic by Vehicle Class	7%	20%	73%	100%

*Source of Table: BSK 2012, developed from Vision Recycling Operational Statement, 2012.*