

SUNNYVALE MATERIALS RECOVERY
AND TRANSFER STATION
(SMaRT)

FINAL ENVIRONMENTAL IMPACT REPORT

September 14, 1990

SCH# 89022812

City of Sunnyvale
Department of Public Works

**SUNNYVALE MATERIALS RECOVERY AND TRANSFER STATION (SMaRT)
FINAL ENVIRONMENTAL IMPACT REPORT ADDENDUM
RESPONSE TO COMMENTS; TEXT AMENDMENTS**

The Final Environmental Impact Report (FEIR) for the Sunnyvale Materials Recovery and Transfer Station is comprised of this addendum and the "Draft EIR for the Sunnyvale Materials Recovery and Transfer Station" dated June 18, 1990 (SCH #89022812). The Draft EIR is incorporated by reference.

I. COMMENTS ON DRAFT EIR

Comments on the Draft EIR were submitted by the following agencies:

California Integrated Waste Management Board
County of Santa Clara Health Department
San Francisco Bay Conservation and Development Commission (BCDC)
Town of Los Altos Hills

Comments were also submitted on the Administrative Draft EIR by the City of Sunnyvale Planning Department and Department of Traffic Engineering.

The comment letters are attached in Appendix A. The response to comments is provided in section II., below. Text amendments are provided in section III.

The comments received from the California Integrated Waste Management Board and the County of Santa Clara Health Department primarily concern potential impacts caused by excavating the Sunnyvale Landfill, and compliance with certain regulations. The San Francisco Bay Conservation and Development Commission indicated that it would implement advisory policies if the site contains wetland and is within the jurisdiction of the US Army Corps of Engineers. Since no filling of wetland or waters of the US is required for the project neither USACE nor BCDC involvement is expected. The Town of Los Altos Hills stated concerns regarding particular operations of the station. The City of Sunnyvale Planning Department indicated that a change in zoning would be necessary for the project; text of the EIR has been amended to reflect this. The City of Sunnyvale Department of Traffic Engineering indicated concerns regarding conflicts with transportation projects in the vicinity of the site, requested clarification of figures used, and commented on mitigation measures.

II. RESPONSE TO COMMENTS ON DRAFT EIR

A. California Integrated Waste Management Board

Comment 1: "It does not appear that the DEIR evaluates all of the project's potential adverse impacts on the operation of the City of Sunnyvale Landfill. The Final EIR (FEIR) should assess the project's potential adverse environmental impacts as a result of landfill design changes in the areas indicated below.

1. Any changes in landfill access for both private and commercial haulers;
2. Changes in the design or configuration of landfill cells or lifts;
3. Changes in the landfill's proposed final grading plan."

Response 1: With regard to changes in landfill access, the existing access from Carl Road would continue to be used during transfer station construction and operation. At present both private and commercial haulers are directed along the south side of the project site, then turn northeast to climb to the top of the landfill and reach the working face. These vehicles exit the same route. During construction of the SMaRT station, landfill traffic would use the same route but would be temporarily directed around construction activities.

Once the station is built it is proposed that incoming landfill traffic would enter the site the same way, but exit the site from a new route around the north side of the transfer station. At that time the public would be expected to use the transfer station, and only refuse trucks would use the landfill. The proposed circulation plan calls for the incoming access to parallel the exit lanes on the north side of the landfill. This reduces the need for building new access to the landfill, but may create additional traffic hazards along the portion where entering and exiting trucks are traveling adjacent to each other on top of the landfill. For safety reasons it may be preferable to extend the existing access road east onto the landfill where it now turns northeast. This would provide a counter-clockwise circulation and reduce potential conflicts between entering and exiting trucks.

The access route alignments on the landfill will be reflected in the revised closure plan for the landfill, which is currently being prepared for submittal to the Regional Water Quality Control Board. Circulation around the transfer station is shown on Figure IV-14 (p. IV-38) of the EIR.

The excavation of 20,000 cubic yards of in-place refuse, which would be disposed of at the current working face of the Sunnyvale Landfill, will not change the proposed height of the finished fill, or the shape of cells or lifts (T. Raibley, 3E Engineering, pers. comm.). It will reduce remaining capacity by 20,000 cubic yards, which is about two weeks worth of site life. The SMaRT Station would be operating before the landfill is closed. The revised closure plan to be submitted to the Regional Water Quality Control Board will reflect new contours in the excavated area and the new access routes discussed above. In the closure plan all slopes will remain at 2.75:1 or flatter, as recommended in a geotechnical assessment of the site.

Comment 2: "The mitigation measures for protecting worker health and safety when excavating refuse are not specific enough. The occupational safety measures which would be required by Cal-OSHA should be specified in the FEIR."

Response 2: Cal-OSHA does not have specific guidelines for worker safety during excavation of an existing landfill. Additional mitigation is amended to the EIR, as described in section III, below. Measures proposed by the applicant to insure worker and public safety during landfill excavation should be approved by the City of Sunnyvale, the County Health Department as Local Enforcement Agency, and Cal-OSHA. Measures which should be considered include worker education, use of protective clothing (eg., respirator, gloves, boots, long sleeves and pants), a safety plan which includes specific landfill gas monitoring measures, and an emergency response plan.

Comment 3: "Since the project proposes to site the facility on a portion of the City of Sunnyvale Landfill, and since the project requires the excavation of waste and reconfiguration of the landfill gas collection system, the City

of Sunnyvale must revise the Solid Waste Facilities Permit for the Sunnyvale Landfill to reflect design and operational changes at that facility."

Response 3: Comment noted. This is stated in the EIR under "Sunnyvale Landfill" on page III-32.

Comment 4: "The handling and disposal methods, and ultimate disposal site, for excavated waste should be identified in the FEIR."

Response 4: As noted on page II-33 of the EIR, "Approximately 20,000 cubic yards of refuse would be excavated and removed from the site to another part of the Sunnyvale landfill." This would be accomplished with earthmoving equipment such as D-9 bulldozers, which would excavate the waste and place it into a truck with a capacity of about 18 yards. The truck would then deliver the refuse to the working face of the landfill. Approximately 25 truckloads per day are expected over a two-month period (45 working days) (page II-39 of the DEIR). Disposal methods at the working face would follow the current requirements for the Sunnyvale landfill under its Solid Waste Facilities Permit, or additional requirements as may be imposed by the LEA, such as daily cover to prevent odor problems. The excavated areas would be covered daily with six inches of soil to prevent odor and vector problems. Additional odor controls would be applied during excavation as necessary.

Comment 5: "Since the project will involve land use on a portion of the landfill which has been previously filled, the project must comply with Board regulations governing postclosure land use (Title 14, California Code of Regulations, section 17796)."

Response 5: Compliance with these regulations Title 14 would be implemented through the LEA's requirement for a Report of Station Information and issuance of a Solid Waste Facilities Permit, as discussed on page III-23 of the EIR. Landfill gas is also addressed in the EIR on pages IV-53 and IV-54.

Comment 6: "Assembly Bill 3180 requires public agencies to adopt monitoring and reporting programs each time they approve a project that contains mitigation measures to reduce or avoid significant environmental impacts (Cal. Pub. Res. Code 21081.6). Consequently, before approving the EIR Board staff recommend that the City establish a monitoring program which includes the following tasks:

1. Designate a monitoring program manager;
2. Assigns an agency or department the responsibility for completing the required monitoring;
3. Provide for periodic monitoring reports that summarize the results of the program and allow feedback to agency staff and decision makers;
4. Establish enforcement procedures and penalties for violations of mitigation requirements, including stop work orders, fines, restitution, and denial of subsequent permits."

Response 6: Recommendation noted. Under CEQA the mitigation monitoring requirements are presented in the Findings and Statement of Overriding Considerations which are made part of project approval. The mitigation monitoring program is not a required part of the EIR and the EIR can be certified as complete without it. The City of Sunnyvale is preparing a mitigation monitoring plan which will be presented to the City Council for approval at the same time the Final EIR is presented for certification.

B. County of Santa Clara Health Department

Comment 1: "The DEIR should address the impacts and mitigation measures associated with the relocation of 20,000 cubic yards of waste currently buried in the existing landfill. Discussion should include but not be limited to:

1. Covering exposed refuse with a minimum of 6" of cover material at the end of each working day.
2. Contingency odor controls.
3. Impacts on existing daily landfill operations.
4. Landfill gas monitoring for worker safety and other controls to be taken during excavation and relocation."

Response 1: Specific controls to be used during excavation of in-place refuse will be required by the City of Sunnyvale, and may also be required by the County Health Department as LEA for the Sunnyvale Landfill. At present it is expected that the excavation, which entails moving 20,000 cubic yards of in-place refuse and is anticipated to take two months to complete, would proceed as follows.

As described under III., below, the EIR is amended to reflect safety measures recommended as mitigation during excavation of the landfill. It will be primarily the responsibility of the City of Sunnyvale to assure that a safety and emergency response plan is proposed and reviewed by the City, the LEA, and Cal-OSHA prior to allowing excavation to begin.

Earthmoving equipment, such as Caterpillar D-9 bulldozers, would excavate the refuse and place it in an 18-yard truck for transfer to the working face of the landfill. It is recommended that the truck be waiting so that no refuse is stockpiled, that the truck remove the refuse to the working face immediately, that the truck be leak-proof if the refuse is wet, and that the load be covered to prevent refuse from blowing out. The excavated areas would be covered with six inches of soil daily to prevent vector and odor problems. During excavation odor can be controlled chemically either with deodorizers which mask the smells, or with a chemical which quickly biodegrades the source of the smells. Additional mitigation regarding worker safety has been amended to the EIR, as noted in section III, below.

In addition, the disposal of excavated refuse at the current working face may require daily cover rather than performance standards. This would result in additional truck trips to the landfill for import of soil cover during this time, and would add to the short term nuisance impacts caused by soil truck traffic to the site during construction of the station.

C. San Francisco Bay Conservation and Development Commission (BCDC)

Comment 1: "Jurisdiction. The DEIR states that '...the proposed site for the SMaRT Station is immediately south of the Bay and associated levees and is within the jurisdiction of BCDC.' Staff review of the DEIR site location maps, however, shows that the proposed site is neither located in tidal areas or within 100 feet of the line of highest tidal action, thus being outside of BCDC jurisdiction. However, the site was found to be within an area designated as a diked historic bayland (No. SC-15). This refers to areas that were once part of the Bay but have since been diked off from tidal action and have been filled. While this site is mapped as a diked historic bayland, at least portions of the site were part of a landfill and a concrete and asphalt

recycling operation and, due to filling, now fall outside of the diked historic bayland definition. Nevertheless, review of DEIR site maps reveals areas that appear to have not been filled, and may be considered a diked historic bayland."

Response 1: The development footprint for the SMaRT station is located entirely on landfill, and falls outside of the definition of diked historic bayland. Confusion may lay in the fact that the footprint proposed in the Notice of Preparation of the EIR indicates use of adjacent sludge lagoons and encroachment into adjacent wetland areas north of the project site. The project was redesigned prior to publication of the EIR in order to avoid wetlands and waters of the US, and now requires excavation of portions of the Sunnyvale Landfill instead. One of the mitigation measures required under Vegetation and Wildlife is to place a fence between the site and the wetlands prior to construction to prevent construction activity, including grading, sidecasting, and parking from impacting nearby wetland areas.

Although the BCDC was contacted during preparation of the EIR, the agency did not confirm its jurisdiction over the project to the EIR consultant. However, the agency did indicate that it would have jurisdiction to the Project Applicant, Waste Management of North America, which is reflected in the EIR. Based on the comment letter received from BCDC, it is apparent that the site is not within BCDC jurisdiction because it is not located in tidal areas, within 100 feet of the line of highest tidal action, or in historic diked baylands.

Comment 2: "Identification of Diked Historic Baylands. The DEIR states that there are no wetland or wildlife resources on the site due to its prior use as a landfill and concrete recycling plant. However, because this site has been mapped as a diked historic bayland, the presence of any wetland habitat on the site would trigger the Commission's advisory policies. The DEIR states that the Army Corps of Engineers is expected to make a determination as to whether the site contained either open waters or would be designated a wetland. If this is found to be the case, the Commission's diked historic baylands policies would apply. The Final EIR should contain an adequate discussion of the presence of wetland habitat, including the Corps of Engineers' determination of the site's wetland characteristics. In the case that there are found to be the presence of wetlands on the site, the Final EIR should then address the Commission's diked historic bayland advisory policies stated above."

Response 2: As noted on page III-1 of the EIR, "The design of the SMaRT station does not require interference with the stormwater drainage channels or adjacent wetlands, and is not expected to require ACE involvement under either the River and Harbors Act of 1899 or the Clean Water Act, as amended. It is expected that the ACE will review this EIR, and request detailed project plans to review before determining that a permit is necessary." The EIR was mailed to Rod Chisolm at the US ACE. The ACE did not submit comments on the EIR, and has not requested detailed project plans. Because no impacts to wetlands or waters of the US are anticipated, it is unlikely that the ACE would require a permit or that BCDC would need to implement advisory policies.

D. Town of Los Altos Hills

Comment 1: "Page II-37, item F.4.c Potable Water. Tertiary-treated water is mentioned for potential use. However, no mention is made of reasons for not

using this water. A source is readily available and the concept is very much in keeping with the theme of recycling. The improvement plans should reflect the installation of a system that will allow for the use of this water, in addition to the needs for on-site potable water."

Response 1: Comment noted. A direct reclaimed water line can be installed between the WPCP and the station to provide reclaimed water for irrigation and washdown in order to reduce the requirement for potable water. This is further discussed in the EIR on page IV-41:

"Total peak daily water consumption for the SMaRT facility is estimated at 22,000 gallons per day (gpd). Sufficient potable water capacity is available for the project, though the use of reclaimed water for some operations may be desirable. Assuming adequate availability and supply pressure, reclaimed water from the nearby Water Pollution Control Plant could be used to supply the 10,000 gpd for irrigation purposes from April through October. With proper safety precautions, the estimated 7,000 gpd required for facility washdown and 1,000 gpd for dust suppression could also be supplied by this same reclaimed water source. Therefore, peak reclaimed consumption would vary from about 8,000 gpd from November to March to approximately 18,000 gpd from April to October.

Of the total 22,000 gpd estimated for total usage, daily potable water use would average 4,000 gpd. The project would use less than one half of a percent of the potable water consumed daily in the City of Sunnyvale (A. Sandigo, pers. comm.)."

It is anticipated that tertiary treated reclaimed water would be suitable for these applications. Limitations on the use of reclaimed water would potentially be made by the WPCP, which would provide the water and is concerned with the quality of washdown water, or by the County of Santa Clara Health Department, which would serve as the Local Enforcement Agency of State regulations for the project.

Comment 2: "Page II-26, item E.7 Hazardous Waste Exclusion Program. One of the essential needs of Santa Clara County is a regular Household Hazardous Waste drop off site. It was our understanding that this would be a feature of the SMaRT project. The Town of Los Altos Hills requests that further examination of this beneficial use be considered as a portion of the environmental impact of this project. Not including such a program seems to have deleterious effect countywide."

Response 2: The Hazardous Waste Exclusion Program discussed in the EIR is the method to be used at the transfer station to prevent hazardous materials from going to the landfill, and should not be confused with a Household Hazardous Waste drop-off program. The City of Sunnyvale intends to pursue a Household Hazardous Waste drop-off facility separately from the SMaRT station. Such a proposal would undergo separate CEQA review.

Comment 3: "Page I-1, item Summary. Because baling of garbage is not cost-effective, at least based on research conducted by the City of Mountain View in 1988, such a procedure seems to not be the most efficient means of dealing with this issue. A portion of this cost efficiency is related to energy use, both time and material. In the opinion of the Town, this does have some impact on the environment associated with this project. Your analysis of

other means of dealing with the non-recyclable portion of the waste stream would be appreciated."

Response 3: The proposed operation of the transfer station calls for compacting the refuse, not baling it. The compacted refuse looks like a 40-foot bale when it is removed from the compactor. Compacting the refuse requires fewer vehicle trips from the transfer station to the landfill than baling or direct haul, hence it is more cost and energy efficient.

Comment 4: "Page II-26, item F.6.d, Loadout of Recovered Materials. No definition is provided for the relation between volume of waste recovered and the ability of the market to bear the purchase of that volume. This market relationship has great impact on the economy and hence the environment. Will there be a policy established by the City of Sunnyvale that relates to the pursuit of either new markets or legislation requiring expanded use of recycled materials?"

Response 4: The market for recycled materials fluctuates greatly, and its ability to bear the volume from SMaRT cannot be predicted accurately. Recent legislation (AB939, or the Integrated Waste Management Act of 1990) requires a reduction in municipal waste streams and encourages the development of markets for recycled materials. The City of Sunnyvale is starting to prepare the required Source Reduction and Recycling Element for its General Plan, which will have a policy regarding use of recycled materials. The EIR assesses the impacts of the worst-case scenario, which is zero percent resource recovery, as well as 25 to 50 percent resource recovery which may be achieved (pages II-9 through II-17).

E. City of Sunnyvale Planning Department

Comment 1: "Both the ADEIR and the June 18th document stated that the transfer station would be an allowed use in the PF District. (Refer to p. III-26 of both documents.) This is true since it is located on City owned land. But as the memo noted, two of the proposed activities which would be part of the transfer station operations, (1) the storage of hazardous materials and (2) the storage of trucks, equipment and other materials on the site, are prohibited in the PF Public Facilities District. (See memo for citations.)

It was suggested that number of options could be explored to find the best way to resolve this land use issue. After review of the situation, planning staff feels the best option would be to rezone the land from PF Public Facility to M-S Industrial and Service District or M-3 General Industrial District. Hazardous materials storage facilities are permitted in these districts, as are the (limited) storage of mechanical equipment."

Response 1: Text of the EIR has been amended to reflect this issue. The amended text is provided under section III., below.

Comment 2: "In addition to the land use discussion, the memo notes some questions and concerns about the Kirby landfill which were not addressed in the ADEIR. As the questions raised are significant in terms of the success of the overall project, I assume that they will be addressed in the final EIR."

Response 2: The comments made on the memo are as follows:

- "1. Are the Kirby landfill projections based on the assumption that San Jose will grant an increase in the amount of daily tonnage allowed?
2. How will the Sunnyvale Station be impacted if WMNA obtains contracts with Contra Costa, et al for added tonnage and the Kirby landfill increase is not granted? Will this cut into the amount of tonnage needed for the Sunnyvale waste stream?
3. How was it determined that 25% of waste materials could be recyclable?
4. The Kirby landfill is now going through an environmental review process in regard to increasing the tonnage and the hours of operation. What will happen to the Sunnyvale plan if the increases are not approved?"

The response:

The proposed project is construction of the SMaRT station and use of the Kirby Canyon Landfill. As noted in the EIR, the capacity at WMNA's Kirby Canyon Landfill has not been committed to any entity through contract, and is considered available for refuse from the SMaRT station, which would also be operated by WMNA. It is also noted that the existing permit, which allows 1500 tons per day on average to be delivered to the landfill, would need to be modified to allow an increase in average tons per day so that the existing waste stream and SMaRT refuse can be accommodated. This is the case under all three resource recovery scenarios considered in the EIR. As noted in the EIR (page II-15), "if the increase in tons per day to Kirby is not granted by the City of San Jose [and the Local Enforcement Agency], and the landfill cannot accept all of the SMaRT refuse, then another destination would have to be selected. In that case, additional environmental review would be required to address the impacts of using a different disposal site." The potential impacts of using a different site relative to using Kirby Canyon are addressed in the Alternatives Chapter of the EIR, however, additional environmental review specific to a selected site may still be necessary if a different disposal site is needed.

The City of San Jose recently rejected the proposal that refuse from Contra Costa County be imported to the Kirby Canyon Landfill.

The estimate of the amount of material that can be recycled is based on waste characterization studies. The 25% figure also compares with the 25% reduction in waste stream from municipalities to landfills required by the Integrated Waste Management Act of 1990 (AB939). This 25% reduction may be achieved by the City through a combination of recycling assisted by SMaRT and source reduction. The City is in the process of preparing a Source Reduction and Recycling Element of its General Plan to address the requirements of AB939.

F. City of Sunnyvale Traffic Engineering

Comment 1: "In the DEIR there is no mention or recognition of transportation projects going on in the transfer station area. The cumulative effect of area transportation plans and projects should be assessed."

Response 1: Proposed roadway improvements in the vicinity of the SMaRT station are discussed in the EIR on page IV-15, including those to US 101 and Highway 237. Existing transit as well as proposed transit improvements,

namely the Light Rail Transit (LRT) project, are discussed in the EIR on Pages IV-15 and IV-16. Because all road crossings for the LRT would be signalized, it is not expected that refuse or transfer trucks would pose any additional hazard to or interfere with the LRT.

Comment 2: "Mitigations that are considered in the transportation section should include TDM measures."

Response 2: The project does not generate any significant traffic impacts, and therefore the EIR is not required to specify mitigation measures. However, the project is subject to any city-wide requirements, such as a Transportation Systems Management ordinance.

Only a fraction of the project is subject to TSM measures. The refuse trucks and public vehicles which deliver refuse to the site could not be measurably affected by traditional TSM measures. Employee traffic represents about 20-50 percent of the daily traffic generated by the site.

Many employees of the facility will naturally commute during non-peak hours because the facility operates 24-hours a day, with both an evening and swing shift. Some TSM measures which may be effective in reducing employee trips from the site are:

- 1) transit pass subsidies
- 2) on-site food sources
- 3) on-site showers and lockers
- 4) carpool matching services.

Comment 3: "The DEIR states that the station operator will be responsible for maintenance of station equipment and transfer trucks so as to reduce noise. A specific monitoring system should be included or requested during the permit process so as to assure the continuance of such maintenance."

Response 3: Comment noted. This measure will be addressed in the mitigation monitoring program to be included in the Findings and Statement of Overriding Considerations to be made at the project approval stage.

Comment 4: "Since truck traffic will be a deterrent to the ongoing usable condition of the roads near the transfer station, the station operator should contribute to the maintenance of said roads."

Response 4: Comment noted. The station operator will pick up litter along roadways near the site (ie., the entrance road and a portion of Caribbean), and will repair damage incurred during construction, however, the City does not intend to require direct payment for maintenance of the roads leading to the station. The impacts to pavement wear from this project are not considered significant. The City will impose a host fee on other municipalities which contract to use the site. This income may be contributed toward road maintenance.

Comment 5: "The DEIR recommends that the station operator institute a litter pickup fee. The operator should also be held responsible for litter pickup along the roads leading to the transfer station."

Response 5: Comment noted; see also the response to Comment 4. This mitigation measure is planned and can be included as part of the conditions of approval of the project.

Comment 6: "The cumulative effect of more traffic on Highway 101, the area's most heavily traveled highway, has to be addressed through TDM measures for transfer station employees and scheduling of full trucks - not half empty trucks. It is noted that the DEIR addresses some of the concerns by running transfer trucks on off-peak hours."

Response 6: The proposed facility will contain enough storage capacity to allow transfer trucks to run off-peak. It is in the project operator's best interest to run trucks off-peak because the trip takes less time. There is an economic incentive to operate trucks only when they are full to their practical capacity. The operator would not often intentionally send half-full trucks to the landfill. Please see Response #2 regarding TSM measures.

Comment 7: "On page IV-7 of the DEIR, the question arises as to what has happened to 500 cars on Mathilda between Highway 237 off-ramp and the Ross Drive intersection."

Response 7: The amount of traffic counted on Mathilda Avenue leaving the Ross Drive intersection (heading northbound) is 3060 vehicles in the a.m. peak hour and 710 vehicles in the p.m. peak hour. The traffic count approaching (northbound) the Highway 237 westbound off-ramp intersection is 2910 vehicles in the a.m. peak hour and 710 vehicles in the p.m. peak hour.

The amount of traffic counted on Mathilda Avenue leaving the Highway 237 westbound off-ramp intersection (heading southbound) is 500 vehicles in the a.m. peak hour and 2630 vehicles in the p.m. peak hour. The traffic count approaching (southbound) the Ross Drive intersection is 610 vehicles in the a.m. peak hour and 2330 vehicles in the p.m. peak hour.

The agreement in data between intersections is considered acceptable for manual (ie., human) counts, especially considering the high volume of traffic in the area. Small variations in count data for one approach of an intersection will not change the reported service level, and the project's contribution to impacts at these intersections is not dependent upon count data.

Comment 8: "On page IV-15, the second paragraph, the question arises as to how many lanes will be included in the Measure A improvements. Information is needed on this, such as that provided in the preceding paragraph, regarding Highway 101."

Response 8: The grade separation of Highway 237 intersections is included as part of the Measure A project list. However, details are not available regarding the configuration of each interchange and funding shares of lanes at these intersections. The intersections in the vicinity of the project, which will provide access to the facility (Mathilda, Caribbean), are already grade-separated.

Comment 9: "The percentages indicated on the Figure 4-6 should be checked out against the numbers indicated on Figure 4-11."

Response 9: The project volumes in Figure IV-11 (when measured against the "without project" case) were checked against the spatial distribution of project traffic shown in Figure IV-6 and were found to be in agreement.

Comment 10: "On the map drawing on page IV-37, the diagram shows Borregas Avenue coming out of the transfer station to Caribbean with a righthand turn and a straight ahead lane. There is need for a lefthand turn pocket out onto Caribbean at this location. This is not indicated on the drawing."

Response 10: The map on Figure IV-17 shows two lanes heading southbound out of the transfer station at Caribbean Drive. The right-most lane is shown as a right-turn lane and the left lane is shared by both left-turn and through traffic. The traffic volumes exiting the station are not great enough to warrant a separate left-turn lane, and the intersection of Borregas/Caribbean has sufficient capacity to operate the southbound and northbound Borregas approaches as split phases (as would be necessary without a left-turn pocket).

However, if the signal system, or the turning radius at the intersection dictates the need for a separate left-turn lane, then the City may desire a separate left-turn pocket exiting the transfer station. This decision will need to be made when the intersection is actually designed.

III. TEXT AMENDMENTS

Deleted text is indicated by ~~strikeout~~, new text is *italicized*.

Page III-17, second paragraph, regarding the Bay Conservation and Development Commission:

The proposed site for the SMaRT station is immediately south of the Bay and associated levees ~~and is within the jurisdiction of BCDC. The Applicant is in the process of submitting a permit application. , but lies outside of the jurisdiction of the BCDC. If the project were to impact wetlands or waters of the US and require a permit from the US Army Corps of Engineers, then BCDC would implement advisory policies during that permit process. The project does not require filling of wetland or waters of the US, and mitigation has been recommended to prevent impacts to adjacent wetland and waters of the US. Hence neither an US ACE permit nor BCDC advisory action are expected to be necessary. The Commission may deny an application for a permit if impacts to the Bay and shoreline are significant or if the project fails to provide maximum feasible public access to the Bay and shoreline. The SMaRT station would neither prevent access to the Bay and shoreline nor change existing access patterns, nor change the contour of the bay shoreline.~~

Page III-26, under 3.a., City of Sunnyvale Zoning Ordinance:

The site for the proposed SMaRT station is zoned Public Facilities District (P-F). The proposed project would *not* be an allowable use within this zoning district *due to the need to store machinery and temporarily store hazardous materials onsite. The project site must be rezoned to an industrial zoning (M-S or M-3) to accommodate activities proposed at the station.* The allowable uses are subject to general conditions of development specified in the Zoning Ordinance, such as lot coverage, size of front, side and rear yards, and percent of lot to be landscaped.

Page IV-54, c. Mitigation Measures:

Measures to reduce landfill gas hazards during the construction period include limiting the amount of area excavated during a certain period of time ; *preparing and closely following a safety plan which includes provisions for probing the landfill and monitoring ambient air for landfill gas, and stopping activity and taking remedial action when gas is detected at the lower explosive limit*; using equipment fitted with spark arresters and restricting the use of potential sources of spark or fire onsite; educating construction workers as to the potential hazards; and providing worker safety devices as may be required by the Occupational Safety and Health Administration (OSHA). *Such devices may include respirators, gloves, boots, and long sleeves and pants. It is recommended that, prior to starting excavation, the applicant obtain approval of proposed precautions and an Emergency Response Plan from the City of Sunnyvale Department of Public Works, the County Health Department as LEA, and Cal-OSHA. It is recommended that the Emergency Response Plan include a list of the necessary equipment to have at hand (eg., extinguishers, water), and the procedures to be followed.* Flaring gas in that portion of the landfill prior to starting construction may also be tried, although the effectiveness of this measure is unclear.

**APPENDIX A TO FINAL EIR
COMMENT LETTERS**

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

August 3, 1990

Marvin Rose
City of Sunnyvale
Public Works Department
456 W. Olive
P.O. Box 3707
Sunnyvale, CA 94088RECEIVED
SUNNYVALE PUBLIC WORKS

AUG 6 1990

AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

Subject: Sunnyvale Materials and Transfer Station (SMART)
SCH# 89022812

Dear Mr. Rose:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation. These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Nancy Mitchell at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

David C. Nunenkamp
Deputy Director, Permit Assistance

Enclosures

cc: Resources Agency

RECEIVED AUG 15 1990

A

State of California

Environmental Affairs Agency

Memorandum

To : Marvin A. Rose, Director
Department of Public Works
City of Sunnyvale
456 West Olive, P.O. Box 3707
Sunnyvale, CA 94088

Nancy Mitchell
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

AUG 3 1990

RECEIVED
SUNNYVALE PUBLIC WORKS

AUG 9 1990

AM PM
7,8,9,10,11,12,1,2,3,4,5,6

1

From : John D. Smith
John D. Smith, Manager
Local Planning Division
CALIFORNIA WASTE MANAGEMENT BOARD

Subject: SCH# 89022812 - Draft Environmental Impact Report for
the Proposed City of Sunnyvale Materials Recovery and
Transfer Station

California Integrated Waste Management Board (Board) staff have reviewed the Draft Environmental Impact Report (DEIR) for the proposed City of Sunnyvale Materials Recovery and Transfer Station (project) and offer the following comments:

- ①
- o Sunnyvale Landfill Design and Operation Changes - It does not appear that the DEIR evaluates all of the project's potential adverse impacts on the operation of the City of Sunnyvale Landfill. The Final EIR (FEIR) should assess the project's potential adverse environmental impacts as a result of landfill design changes in the areas indicated below:

1. Any changes in landfill access for both private and commercial haulers;
2. Changes in the design or configuration of landfill cells or lifts;
3. Changes in the landfill's proposed final grading plan.

Marvin A. Rose
Page Two

- 2 ○ Worker Health and Safety - The mitigation measures for protecting worker health and safety when excavating refuse are not specific enough. The occupational safety measures which would be required by Cal-OSHA should be specified in the FEIR.
- 3 ○ Sunnyvale Landfill Solid Waste Facilities Permit - Since the project proposes to site the facility on a portion of the City of Sunnyvale Landfill, and since the project requires the excavation of waste and reconfiguration of the landfill gas collection system, the City of Sunnyvale must revise the Solid Waste Facilities Permit for the Sunnyvale Landfill to reflect design and operational changes at that facility.
- 4 ○ Disposal of Excavated Waste - The handling and disposal methods, and ultimate disposal site, for excavated waste should be identified in the FEIR.
- 5 ○ Post Closure Land Use - Since the project will involve land use on a portion of the landfill which has been previously filled, the project must comply with Board regulations governing postclosure land use (Title 14, California Code of Regulations, section 17796) (see attachment).
- 6 ○ Mitigation Monitoring - Assembly Bill 3180 requires public agencies to adopt monitoring and reporting programs each time they approve a project that contains mitigation measures to reduce or avoid significant environmental impacts (Cal. Pub. Res. Code 21081.6). Consequently, before approving the EIR Board staff recommend that the City establish a monitoring program which includes the following tasks:
 - 1. Designate a monitoring program manager;
 - 2. Assigns an agency or department the responsibility for completing the required monitoring;
 - 3. Provide for periodic monitoring reports that summarize the results of the program and allow feedback to agency staff and decision makers;
 - 4. Establish enforcement procedures and penalties for violations of mitigation requirements, including stop work orders, fines, restitution, and denial of subsequent permits.

Marvin A. Rose
Page Three

Thank you for the opportunity to comment on this document. If you have any questions on the above comments, please call me at (916) 327-0439, or Michael R. Leao, of the Board's Local Planning Division, at (916) 327-0457.

cc: Tony Pacheco,
Santa Clara County Environmental Health Division

bcc: Don Dier, Permits
Bill Orr, Standards and Regulations

Section 17796. Postclosure Land Use.

(a) The site design shall show one or more proposed uses of the site toward which the operator will direct his efforts or shall show development as open space, graded to harmonize with the setting and landscaped with native shrubbery or low maintenance ground cover.

(b) All proposed construction improvements on completed sites shall be submitted to the local enforcement agency and the Board for review and comment concerning possible construction problems, hazards to health and safety, and factors which might affect the improvements. These comments shall pertain to the effect of the project on public health and safety, and the environment.

(c) The owner of the site shall not allow construction which:

- (1) threatens the integrity of the final cover or liner(s); or
- (2) threatens the integrity of any components of the containment system(s) or functions of the monitoring system(s), unless the local enforcement agency and the Board determine that the activities will not increase the potential threat to public health and safety and the environment, or that the activities are necessary to reduce the threat to public health and safety, and the environment.

(d) Construction of buildings on top of landfilled areas during the postclosure period shall be allowed only with the following restrictions:

- (A) automatic methane gas sensors designed to trigger an audible alarm when methane concentrations are detected, shall be installed in all buildings constructed on closed sites;
- (B) buildings shall be above-grade structures. Basement construction is prohibited;
- (C) buildings shall be constructed to mitigate the effects of gas accumulation, which may include an active gas collection or vent system;
- (D) all utility connections shall be designed with flexible connections and utility collars;
- (E) pilings and utilities shall not be installed in or through the barrier layer of final cover;

(e) the local enforcement agency or the Board may require that an additional soil layer or building pad be placed on the final cover prior to construction to protect the integrity and function of the various layers of final cover.

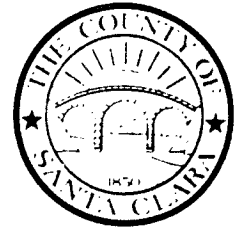
(f) All on-site structures constructed within 1,000 feet of the waste holding area shall be designed and constructed in accordance with the following, or in accordance with an equivalent design which will prevent gas migration into the building:

- (1) A geomembrane or equivalent system with high gas impermeability shall be installed between the slab and subgrade.
- (2) A permeable layer of open-graded material of clean aggregate with a minimum thickness of 12 inches shall be installed between the geomembrane and the subgrade or slab.
- (3) A geotextile filter shall be utilized to prevent the introduction of fines into the permeable layer;
- (4) Perforated venting pipes shall be installed within the permeable layer and shall be designed to operate without clogging;
- (5) The venting pipe shall be constructed with the ability to be connected to an induced draft exhaust system;
- (6) Automatic methane gas sensors shall be installed within the venting pipe/permeable gas layer, and inside the building to trigger an audible alarm when methane gas concentrations are detected.

NOTE: Authority cited: Sections 66790(f) and 66796.22(d), Government Code. Reference: Section 66771, Government Code.

County of Santa Clara

Health Department

2220 Moorpark Avenue
San Jose, California 95128

August 2, 1990

Marvin A. Rose
Director of Public Works
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707Subject: Draft EIR SCH89022812 (DEIR) For the Sunnyvale Materials
Recovery and Transfer (Smart) Station

Dear Mr. Rose:

We have reviewed the DEIR for the Smart Facility and offer the following comments:

① The DEIR should address the impacts and mitigation measures associated with the relocation of 20,000 cubic yards of waste currently buried in the existing landfill. Discussion should include but not be limited to:

1. Covering exposed refuse with a minimum of 6" of cover material at the end of each working day.
2. Contingency odor controls.
3. Impacts on existing daily landfill operations.
4. Landfill gas monitoring for worker safety and other controls to be taken during excavation and relocation.

Thank you for giving us the opportunity to comment on the subject DEIR.

Sincerely,

ANTONE PACHECO, R.E.H.S.
SOLID WASTE ENFORCEMENT

AP:JT:rh

Jack Miller, CIWMB

RECEIVED
SUNNYVALE PUBLIC WORKS

AUG 6 1990

AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

A

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

THIRTY VAN NESS AVENUE, SUITE 2011

SAN FRANCISCO, CA 94102-6080

PHONE: (415) 557-3686

RECEIVED
SUNNYVALE PUBLIC WORKS

July 13, 1990

JUL 19 1990

AM
7, 8, 9, 10, 11, 12, 1, 2, 3, 4, 5, 6 PM
▲

Mr. Marvin Rose
City of Sunnyvale
Department of Public Works
456 W. Olive Drive
P.O. Box 3707
Sunnyvale, California 94088

Subject: Draft Environmental Impact Report for the Sunnyvale Materials
Recovery and Transfer (SMaRT) Station; BCDC Inquiry File
No. SC.SY.8704.1; Diked Historic Baylands Site No. SC-15;
SCH #89022812

Dear Mr. Rose,

Thank you for requesting our comments on the DEIR for the proposed Sunnyvale Materials Recovery and Transfer (SMaRT) Station. The proposed project would involve construction and operation of facilities for sorting and processing recyclable and non-recyclable refuse. The facility would be located adjacent to the Sunnyvale landfill and Water Pollution Control Plant on the southern end of San Francisco Bay in Sunnyvale. The Commission itself has not reviewed the DEIR, however the following staff comments are based upon the Commission's law, the McAteer-Petris Act, the San Francisco Bay Plan and the Commission's adopted and advisory policies regarding diked historic baylands.

Jurisdiction

① The DEIR states that "...the proposed site for the SMaRT Station is immediately south of the Bay and associated levees and is within the jurisdiction of BCDC." Staff review of the DEIR site location maps, however, shows that the proposed site is neither located in tidal areas or within 100 feet of the line of highest tidal action, thus being outside of BCDC jurisdiction. However, the site was found to be within an area designated as a diked historic bayland (No. SC-15). This refers to areas that were once part of the Bay but have since been diked off from tidal action and have not been filled. While this site is mapped as a diked historic bayland, at least portions of the site were part of a landfill and a concrete and asphalt recycling operation and, due to filling, now fall outside of the diked historic bayland definition. Nevertheless, review of DEIR site maps reveals areas that appear to have not been filled, and may be considered a diked historic bayland.

Mr. Marvin Rose
July 13, 1990
Page 2

While the Commission does not have jurisdiction over diked historic baylands, the Commission has adopted advisory policies which are used to review and comment on proposed developments in these areas. These policies state, in part:

1. Diked historic baylands should be maintained in their present uses for as long as possible.
2. If some diked historic baylands cannot be retained in their existing uses, any development should meet the following criteria:
 - a. To the maximum extent feasible, the development should be restricted to the dry portions of sites containing year-round, weedy (ruderal) vegetation. Fill should be permitted only if there is no practicable alternative and the fill is the minimum necessary. Filling should avoid areas that 1) have, or can feasibly be enhanced to have, high wildlife values; or 2) can be opened to tidal action.
 - b. Development should not present a hazard to persons or property due to flooding, potential liquefaction, or strong ground motion during earthquakes.
 - c. In all cases, mitigation should be provided whenever there is a significant, unavoidable impact on the environment, such as filling or excavating baylands. Mitigation should fully offset lost or adversely affected wildlife values. Projects should be designed and sited to buffer and protect any adjacent wildlife. Any areas provided as mitigation should be permanently preserved. Once mitigation has been provided for a project, repeated or cyclical losses of recovered vegetation or other values due to maintenance of the project should not require additional mitigation.
 - d. Mitigation should consist of the following: (1) acquisition, restoration, preservation and dedication of non-wetlands that can feasibly be restored to provide wetland values; or (2) acquisition, preservation, dedication and, where necessary, restoration, of suitable diked historic baylands or other mudflats or marshes which will result in improved management practices enhancing the wildlife values of the area.

Mr. Marvin Rose
July 13, 1990
Page 3


6. Prior to approving any project for development, improvement or public purchase within any diked bayland, the extent of any public rights in the land should be identified and resolved by the State Lands Commission in consultation with other affected agencies.
7. Maximum public access to and along the perimeter of baylands should be provided in and through every project, except in areas where wildlife values would be adversely affected by human or pet intrusion.

Identification of Diked Historic Baylands

2 The DEIR states that there are no wetland or wildlife resources on the site due to its prior use as a landfill and concrete recycling plant. However, because this site has been mapped as a diked historic bayland, the presence of any wetland habitat on the site would trigger the Commission's advisory policies. The DEIR states that the Army Corps of Engineers is expected to make a determination as to whether the site contained either open waters or would be designated a wetland. If this is found to be the case, the Commission's diked historic baylands policies would apply. The Final EIR should contain an adequate discussion of the presence of wetland habitat, including the Corps of Engineers' determination of the site's wetland characteristics. In the case that there are found to be the presence of wetlands on the site, the Final EIR should then address the Commission's diked historic bayland advisory policies stated above.

Thank you for the opportunity to comment on the SMART DEIR. If you have any questions, please call.

Sincerely,



RICHARD L. COOPER
Permit Analyst

RLC/qjg

26379 FREMONT ROAD, LOS ALTOS HILLS, CALIFORNIA 94022



941-7222

July 27, 1990

Mr. Marvin Rose
Director of Public Works
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94086-3707

re: Draft EIR SMaRT Station

Dear Mr. Rose:

The Town of Los Altos Hills offers the following comments on the Draft EIR for the SMaRT Station and the conceptual project, in general.

1. Page II-37, item F.4.c Potable Water:

1 Tertiary-treated water is mentioned for potential use. However, no mention is made of reasons for not using this water. A source is readily available and the concept is very much in keeping with the theme of recycling. The improvement plans should reflect the installation of a system that will allow for the use of this water, in addition to the needs for on-site potable water.

2. Page II-26, item E.7 Hazardous Waste Exclusion Program:

2 One of the essential needs of Santa Clara County is a regular Household Hazardous Waste drop off site. It was our understanding that this would be a feature of the SMaRT project. The Town of Los Altos Hills requests that further examination of this beneficial use be considered as a portion of the environmental impact of this project. Not including such a program seems to have deleterious effect countywide.

3. Page I-1, item Summary:

3 Because baling of garbage is not cost-effective, at least based on research conducted by the City of Mountain View in 1988, such a procedure

July 27, 1990
SMaRT DEIR
Los Altos Hills Comments
Page 2

seems to not be the most efficient means of dealing with this issue. A portion of this cost efficiency is related to energy use, both time and material. In the opinion of the Town, this does have some impact on the environment associated with this project. Your analysis of other means of dealing with the non-recyclable portion of the waste stream would be appreciated.

4. Page II-26, item F.6.d, **Loadout of Recovered Materials:**

No definition is provided for the relation between volume of waste recovered and the ability of the market to bear the purchase of that volume. This market relationship has great impact on the economy and hence the environment. Will there be a policy established by the City of Sunnyvale that relates to the pursuit of either new markets or legislation requiring expanded use of recycled materials?

Generally, the Town believes the DEIR to be an accurate and well-presented document. The major environmental impacts and issues have been addressed from our perspective. We appreciate the opportunity to comment on the DEIR and look forward to the ultimate completion of the project.

If I can be of any further assistance, please do not hesitate to contact me here at Town Hall.

Sincerely,



Bill Ekern
Director of Public Works

cc: Valerie Lenz
Rich Gurney
Thomas Frutchey
Ann Jamison

RECEIVED
SUNNYVALE PUBLIC WORKS

AUG 1 1990
AM 7 8 9 10 11 12 1 2 3 4 5 6 PM





RECEIVED JUL 0 1990

E

June 27, 1990

Ms. Tay Peterson
Thomas Reid Associates
P. O. Box 880
Palo Alto, CA 94329

Dear Ms. Peterson:

In reviewing the Draft EIR for the Sunnyvale transfer station (SMART), dated June 18, 1990, I noticed that comments I had made on the previous Administrative Draft EIR were not reflected in this document. The comments, dated June 6, 1990, were in the form of a memo. (See attached.)

One significant issue discussed in the memo was land use. Both the ADEIR and the June 18th document stated that the transfer station would be an allowed use in the PF District. (Refer to p. III-26 of both documents.) This is true since it is located on City owned land. But as the memo noted, two of the proposed activities which would be part of the transfer station operations, (1) the storage of hazardous materials and (2) the storage of trucks, equipment and other materials on the site, are prohibited in the PF Public Facilities District. (See memo for citations.)

It was suggested that a number of options could be explored to find the best way to resolve this land use issue. After review of the situation, planning staff feels the best option would be to rezone the land from PF Public Facility to M-S Industrial and Service District or M-3 General Industrial District. Hazardous materials storage facilities are permitted in these districts, as are the (limited) storage of mechanical equipment.

Another option mentioned, obtaining a Use Permit which would contain conditions allowing both of these activities in this facility, is not felt to be a viable option. Staff feels that it would not be appropriate (and possibly would not be legal) for the City to grant permission for the applicant to conduct activities on site which are specifically prohibited under the Zoning Ordinance.

However, a Use Permit should be obtained in order to address other issues regarding site design, etc.

Ms. Tay Peterson
June 27, 1990
Page 2

These two actions--a rezoning of the property to either M-S or M-3 and a Use Permit--would be needed in order for the transfer station to conform with the land use requirements of the City of Sunnyvale.

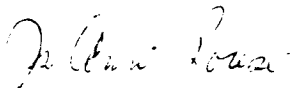
The rezoning and the Use Permit process can occur simultaneously. The entire process would take about six weeks from the closing date by which a completed application has been received.

I have enclosed two application forms, one for the zoning change and one for the Use Permit. I have also enclosed a meeting calendar, a fee schedule list and an application information sheet explaining what materials should be submitted with the applications. I hope these will be helpful.

2 In addition to the land use discussion, the memo notes some questions and concerns about the Kirby landfill which were not addressed in the ADEIR. As the questions raised are significant in terms of the success of the overall project, I assume that they will be addressed in the final EIR.

Please feel free to call me with any questions you may have. I will be happy to assist you in any way I can.

Sincerely,



Jo Ann Rouse
Associate Planner

JAR/dz

Enclosures

cc: Marvin Rose
Valerie Lenz

CITY OF SUNNYVALE
COMMUNITY DEVELOPMENT DEPARTMENT
Planning Division

June 6, 1990

To: Tay Peterson, Thomas Reid Associates

From: Jo Ann Rouse, City of Sunnyvale

Subject: SMaRT Station Administration Draft EIR

Below are comments, questions and concerns raised through a review of the Administrative Review Draft EIR for the Sunnyvale Transfer Station.

Land Use Discussion:

One area of concern relates to the approval process. Page III-26 states that the proposed project would be allowed within the P-F Public Facility zoning district. It seems clear that since the City owns the land, the facility would qualify as a public facility. But one aspect of the project would involve the storage of hazardous materials on site for an unspecified period of time, after they have been culled from the waste stream and before they are shipped to a proper receiving site.

Section 19.32.131 of the Zoning Ordinance allows hazardous materials storage facilities in the M-S and M-3 industrial zones only, providing that certain other site criteria are met. State law defines storage as any materials which are retained for more than one working day without being used. (Regan Williams, Public Safety). It would appear that the Transfer Station will be using some space for storage of hazardous materials, under this definition.

There are a number of approaches which could be considered to resolve this apparent Zoning Ordinance violation.

1. An application for a change in zoning from P-F Public Facility to an M-S or M-3 industrial zone could be made.

2. The City might be able to grant some kind of variance for hazardous materials storage within this facility, siting exceptional circumstances in this case.

3. An application for a use permit could be made, with one of the conditions of approval specifically allowing the hazardous materials storage facility on this site.

4. The Zoning Ordinance itself could be amended to allow hazardous materials storage facilities in the P-F zone, under certain circumstances.

Further discussion of these approaches is needed to determine the best solution.

Further clarification is needed regarding truck storage on the site. Under the Zoning Ordinance, no storage or parking of commercial or industrial vehicles, except for the purpose of loading and unloading, is allowed in the P-F zones. The same restriction applies to storage of materials, supplies or equipment for commercial or industrial purposes. (See Section 19.32.080 (d) (1) and (2) of the Zoning Ordinance.)

If the trucks are continuously used to transport the wastes, they may not be considered to be stored or parked and this may not be an issue. But we would need to know how long and how often trucks would be parked on the site. More information will also be needed on whether materials, equipment, etc. will be stored on the site.

A final land use comment relates to parking. How were the number of parking spaces to be provided determined? The parking code may require more spaces, depending on how much floor area is given to each of the various uses. This can be determined and adjusted at the site plan stage. City parking requirements should be verified as part of the site planning process.

Kirby Landfill Questions:

The discussion on pages II-15, 16 & 17 raises the following questions regarding the Kirby landfill.

1. Are the Kirby landfill projections based on the assumption that San Jose will grant an increase in the amount of daily tonnage allowed?
2. How will the Sunnyvale Station be impacted if WMNA obtains contracts with Contra Costa, et al for added tonnage and the Kirby landfill increase is not granted? Will this cut into the amount of tonnage needed for the Sunnyvale waste stream?
3. How was it determined that 25% of waste materials could be recyclable?

4. The Kirby landfill is now going through an environmental review process in regard to increasing the tonage and the hours of operation. What will happen to the Sunnyvale plan if the increases are not approved?

Finally, a brief comment about the traffic circulation of the site. The public circulation in the southeast section of the site needs to be clarified.

Comments from Sunnyvale Public Safety staff are attached. Comments from transportation planners will soon be forthcoming.

Thank you for the opportunity to comment on this ADEIR. If you have any questions, please call me at (408) 730-7444.



Jo Ann Rouse
Associate Planner

cc: Valerie Lenz

WILLIAMS,REGAN / SUNNY/01 - HPDesk print.

Subject: DRAFT EIR

Creator: Regan WILLIAMS / SUNNY/01

Dated: 06/06/90 at 1026.

TO: JOANN ROUSE

FROM: CAPTAIN REGAN WILLIAMS

SUBJECT: SUNNYVALE SMART STATION ADEIR

THE PUBLIC SAFETY DEPARTMENT WOULD REQUIRE APPROVAL OF ALL ON-SITE STORAGE OF HAZARDOUS MATERIALS. WE WOULD REQUIRE SUBMITTAL OF A HAZARDOUS MATERIALS MANAGEMENT PLAN AND ISSUANCE OF A PERMIT FOR SAME. THESE ITEMS CAN BE HANDLED THROUGH OUR HAZARDOUS MATERIALS INSPECTION PROGRAM.

CONCERNING THE PROPOSED LOAD CHECK PROGRAM;

1. I BELIEVE PERSONNEL HANDLING HAZARDOUS WASTE WOULD BE REQUIRED TO COMPLETE A 40 HOUR COURSE APPROVED BY OSHA FOR HAZARDOUS WASTE WORKERS.
2. PUBLIC SAFETY WOULD WANT TO WORK WITH THE PERSONNEL PERFORMING THE LOAD CHECK PROGRAM TO ASSURE THAT ILLEGAL DUMPING INCIDENTS ARE INVESTIGATED PROPERLY. THIS WOULD INVOLVE NOTIFICATION OF PUBLIC SAFETY WITH OUR RESPONSE AND INVESTIGATION OF CERTAIN INCIDENTS FOR SUBMISSION TO THE DISTRICT ATTORNEYS'S OFFICE FOR POSSIBLE PROSECUTION.

ANY QUESTIONS OR CONCERNS CAN BE DIRECTED TO MYSELF AT (408)730-7220 OR TO RON STARICHA AT (408)730-7219.



REGAN WILLIAMS, CAPTAIN
JUNE 6, 1990

CITY OF SUNNYVALE
CALIFORNIA

June 8, 1990

Memorandum

To: Tay Peterson, Thomas Reid Associates

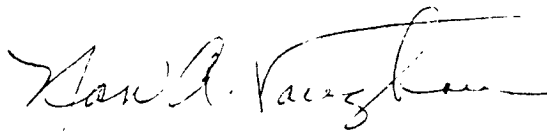
From: Nan A. Vaughan, Transportation Planner, Traffic Engineering

Subject: Comments on Sunnyvale SMaRT Station ADEIR

1. In the DEIR there is no mention or recognition of transportation projects going on in the transfer station area. The cumulative effect of area transportation plans and projects should be assessed.
2. Mitigations that are considered in the transportation section should include TDM measures.
3. The DEIR states that the station operator will be responsible for maintenance of station equipment and transfer trucks so as to reduce noise. A specific monitoring system should be included or requested during the permit process so as to assure the continuance of such maintenance.
4. Since the truck traffic will be a deterrent to the ongoing usable condition of the roads near the transfer station, the station operator should contribute to the maintenance of said roads.
5. The DEIR recommends that the station operator institute a litter pickup fee. The operator should also be held responsible for litter pickup along the roads leading to the transfer station. (This has proven to be a big problem for the County on County maintained roads near the Guadalupe Landfill.) It has been suggested that tarping be a requirement for those bringing or taking trash to or from the transfer station.
6. The cumulative effect of more traffic on Highway 101, the area's most heavily traveled highway, has to be addressed through TDM measures for transfer station employees and scheduling of full trucks - not half empty trucks. It is noted that the DEIR addresses some of the concerns by running transfer trucks on off-peak hours.

The questions regarding the following concerns should be addressed to Bob Temmermand in Traffic Engineering:

- ⑦ 1. On page IV-7 of the DEIR, the question arises as to what has happened to 500 cars on Mathilda between Highway 237 off-ramp and the Ross Drive intersection.
- ⑧ 2. On page IV-15, the second paragraph, the question arises as to how many lanes will be included in the Measure A improvements. Information is needed on this, such as that provided in the preceding paragraph, regarding Highway 101.
- ⑨ 3. The percentages indicated on the Figure 4-6 should be checked out against the numbers indicated on Figure 4-11.
- ⑩ 4. On the map drawing on page IV-37, the diagram shows Borregas Avenue coming out of the transfer station to Caribbean with a righthand turn and a straight ahead lane. There is need for a lefthand turn pocket out onto Caribbean at this location. This is not indicated on the drawing.



Nan A. Vaughan
Transportation Planner

NAV:lh