



# INITIAL STUDY AND NEGATIVE DECLARATION

FOR THE

## BERTOLOTTI TRANSFER AND RECYCLING CENTER PERMIT REVISION

SCH# \_\_\_\_\_

AUGUST 2011

*Prepared for:*

Department of Resources Recycling and Recovery (CalRecycle)  
1001 I Street- MS 10A-15  
PO Box 4025  
Sacramento, CA 95812-4025

*Prepared by:*

De Novo Planning Group  
4630 Brand Way  
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D e N o v o P l a n n i n g G r o u p

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A Land Use Planning, Design, and Environmental Firm





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## TABLE OF CONTENTS

INITIAL STUDY CHECKLIST.....	3
Project Title.....	3
Lead Agency Name and Address.....	3
Contact Person and Phone Number.....	3
Project Sponsor’s Name and Address.....	3
Project Location and Setting.....	3
General Plan and Zoning Designations.....	5
Project Description.....	5
Other Public Agencies Whose Approval is Required (e.g., permits, etc.).....	5
Environmental Factors Potentially Affected:.....	11
Determination:.....	11
Evaluation Instructions:.....	12
Evaluation of Environmental Impacts:.....	13
Environmental Checklist.....	14
I. AESTHETICS.....	14
II. AGRICULTURE RESOURCES.....	16
III. AIR QUALITY.....	18
IV. BIOLOGICAL RESOURCES.....	22
V. CULTURAL RESOURCES.....	24
VI. GEOLOGY AND SOILS.....	25
VII. GREENHOUSE GAS EMISSIONS.....	25
VIII. HAZARDS AND HAZARDOUS MATERIALS.....	29
IX. HYDROLOGY AND WATER QUALITY.....	32
X. LAND USE AND PLANNING.....	34
XI. MINERAL RESOURCES.....	35
XII. NOISE.....	36
XIII. POPULATION AND HOUSING.....	38
XIV. PUBLIC SERVICES.....	39
XV. RECREATION.....	40
XVI. TRANSPORTATION/TRAFFIC.....	41
XVII. UTILITIES AND SERVICE SYSTEMS.....	46
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.....	47

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# INITIAL STUDY CHECKLIST

## **PROJECT TITLE**

Bertolotti Transfer and Recycling Center Permit Revision

## **LEAD AGENCY NAME AND ADDRESS**

Department of Resources Recycling and Recovery (CalRecycle)  
1001 I Street- MS 10A-15  
PO Box 4025  
Sacramento, CA 95812-4025

## **CONTACT PERSON AND PHONE NUMBER**

Susan Markie  
916-341-6324  
1001 I Street- MS 10A-15  
PO Box 4025  
Sacramento, CA 95812-4025

## **PROJECT SPONSOR'S NAME AND ADDRESS**

Bertolotti Transfer and Recycling Center, Inc.  
231 Flamingo Drive  
Modesto, CA 95358

## **PROJECT LOCATION AND SETTING**

### *PROJECT LOCATION*

Bertolotti Transfer and Recycling Center is located at 231 Flamingo Drive, in the unincorporated area of Stanislaus County, just south of the Modesto City limits. The project site is located northeast of the intersection of Crows Landing Road and Whitmore Avenue. The project's regional location is shown in Figure 1. As shown in Figure 2, the project site consists of a 6.63 acre parcel that is currently developed and used as an active transfer station.

### *EXISTING OPERATIONS*

Most of the project site is paved with concrete, and there is a 31,000 square foot transfer building located on the site. The facility is currently open to the general public six days a week from 8:00 am to 4:00 pm, except for four holidays per year. The facility is open 24 hours per day to receive waste from commercial haulers, for waste removal, or for facility maintenance.

The facility currently has a permitted capacity to receive a maximum of 750 tons per day of waste. The facility has two general classifications of customers:

1. Franchise haulers who haul residential waste, yard waste, co-mingled recyclables, commercial, and industrial solid waste.
2. General Public.

Residential and commercial solid waste is dumped on the concrete floor of the transfer station,

inspected for recyclables, which are diverted, and what remains is pushed into one of two compactors, compacted, loaded and hauled to the waste-to-energy plant or County landfill on Fink Road.

The commercial recyclables tipping area is located within the interior of the southern portion of the transfer building. Commercial haulers carrying curbside mixed recyclables and commercial recyclables dump their loads onto the concrete floor of the transfer building in this area.

Residential co-mingled recyclables are dumped in a holding area in the southern portion of the transfer station where they are loaded into a hopper and run across a three-foot by forty-two-foot sorting belt. The sorting belt has eight stations where workers sort various commodities, with the remaining trash coming off the belt and going into the main compactor. The recyclables are transported to various locations to be recycled or sold. When not conducting these operations at the facility, residential co-mingled recyclables are trucked to a facility in Stockton where they are sorted for recycling.

Residential yard waste is dumped in the northwestern side of the transfer station where contaminants are removed and then reloaded into drop boxes for transportation to a compost facility.

Commercial mixed solid waste (MSW) is dumped in a designated area in the northern portion of the transfer station building. Workers sort and divert the waste for recycling wood, cardboard, metal, and other recyclable material. The remaining solid waste is then pushed into one of the two compactors, compacted, loaded and hauled to the waste-to-energy plant, or another approved site.

The general public can unload their solid waste at a designated area on the concrete slab to the east of the transfer building. Transfer station employees sort and divert recyclables before the waste is pushed into the compactor, compacted, loaded and transferred to the waste-to-energy plant or the County Landfill on Fink Road.

Wood waste diverted from industrial/demolition and from general public loads is further reduced by grinding. Wood waste diverted from loads is transported to the northwest portion of the site behind the transfer station building. Accumulated wood waste is processed a minimum of every 30 days. A portable tub grinder is used to grind the wood waste into approximately 4 to 10 inch pieces. Once the wood waste is ground, the chips are loaded and hauled to compost or biomass facilities within 7 days.

Circulation through the facility is a one-way loop flow. All vehicles arrive at the gate/scale house from Flamingo Drive. The scale operator weighs the vehicle and asks questions regarding the material being disposed of, and inspects private haul loads for hazardous materials. The customer is then directed to the designated dumping area, and told to return to the scale after dumping for a weight tag and payment of fees.

The facility handles only municipal, commercial, industrial and demolition wastes. Special waste which includes medical waste, dead animals, septic tank pumping, liquid waste, sewage sludge, and food processing waste are not accepted. The facility does not accept hazardous waste of any type, except used motor oil that is picked up through curbside recycling programs.

### *SURROUNDING LAND USES*

The facility is located in an industrial area south of the City of Modesto. Surrounding land uses include various trucking, manufacturing, and equipment rental operations, as well as storage units and other industrial operations. All of the parcels to the north, south, east and west of the project site are zoned Manufacturing and have General Plan designations of Industrial. The nearest residences to the project site are located approximately 850 feet to the west.

### **GENERAL PLAN AND ZONING DESIGNATIONS**

The Stanislaus County General Plan Land Use Map designates the project site as Industrial. The County zoning designation for the site is Manufacturing (M).

### **PROJECT DESCRIPTION**

The proposed project consists only of an increase in the total amount (in tons per day) of waste that may be received by the transfer facility. The currently maximum daily waste tonnage allowed is 750 tons/day. The proposed project would allow the facility to receive up to 950 tons/day of waste. However, the facility owner may eventually request an increase to 1,250 tons/day of waste. While an increase to 950 tons/day is being requested by the applicant at this time, this Initial Study addresses potential impacts associated with the receipt of up to 1,250 tons/day.

There are no physical site or roadway improvements proposed, nor would the proposed project result in increased hours of operation at the facility or change the type of waste and materials received at the facility. The facility would remain open to the general public six days a week from 8:00 am to 4:00 pm, except for four holidays per year. The facility would remain open 24 hours per day to receive waste from commercial haulers, for waste removal, or for facility maintenance.

### **OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, ETC.)**

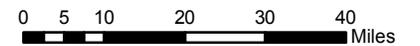
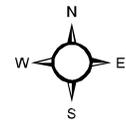
The California Department of Resources Recycling and Recovery (CalRecycle) will be the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050.

There are no other agencies that would issue permits or project approvals.

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**CalRecycle  
Initial Study -  
Bertolotti's Transfer Station**  
**Fig. 1: Regional Map**



1:1,500,000

Data source: California Spatial Information Library  
and ESRI's StreetMap North America.  
Map date: February 27, 2010

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**CalRecycle  
Initial Study - Bertolotti's Transfer Station**

**Fig 2: Site Plan**

**Legend**

- Project Site
- City Boundaries



0 210 420 840 1,260 1,680 Feet

1:10,000

Aerial image from ArcGIS Online Resource Center, BING Maps.  
Road and railroad data from StreetMap North America, ESRI.  
City boundary and site parcel from Stanislaus County GIS.  
Map date: February 27, 2010

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**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.

	Aesthetics		Agriculture and Forest Resources		Air Quality
	Biological Resources		Cultural Resources		Geology/Soils
	Greenhouse Gasses		Hazards and Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources		Noise
	Population/Housing		Public Services		Recreation
	Transportation/Traffic		Utilities/Service Systems		Mandatory Findings of Significance

**DETERMINATION:**

On the basis of this initial evaluation:

X	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

Date

## EVALUATION INSTRUCTIONS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) 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). 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.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).

- Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
  - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
  - 9) The explanation of each issue should 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

## EVALUATION OF ENVIRONMENTAL IMPACTS:

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

## ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 18 environmental topic areas.

### *I. AESTHETICS -- WOULD THE PROJECT:*

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

### *RESPONSES TO CHECKLIST QUESTIONS*

**Response a): No Impact.** There are no identifiable scenic vistas in the vicinity of the existing Bertolotti Transfer Station. The project site is developed with existing transfer and recycling uses, and has been operated as such since 1989. The project site and surrounding areas are relatively flat, and there are no native trees or other native vegetation on the project site. The proposed project would include increasing the permitted volume of materials received each day, and would not include any physical changes to the project site or the surrounding area. Since there are no physical changes required for proposed increase of permitted volume, the proposed project will not impact the existing visual character of the site or the surrounding areas. There is **no impact**.

**Response b): No Impact.** There are no designated State Scenic Highways in the vicinity of the project site. There are no notable trees or rock outcroppings on the project site that would be impacted by the proposed project. The proposed project would include increasing the permitted volume of materials received daily, and would not include any physical changes to the project site or the surrounding area. Therefore, there is **no impact**.

**Response c): No Impact.** As described under Response a), above, the proposed project would include increasing the permitted volume of materials received daily and would not include any

physical changes to the project site or the surrounding area. Therefore, there would be **no impact** on the existing visual character of the project site and the surrounding area.

**Response d): No Impact.** The proposed project would include increasing the permitted volume and would not include any physical changes to the project site or the surrounding area. Since there are no physical changes proposed, there would not be any new source of light or glare, or any other potential impacts to daytime or nighttime views in the project area. There would be **no impact**.

*II. AGRICULTURE AND FOREST RESOURCES: WOULD THE PROJECT:*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				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 or conversion of forest land to non-forest use?				X

*RESPONSES TO CHECKLIST QUESTIONS*

**Response a): No Impact.** The project site is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. Land to the east of the project site was previously used for agricultural purposes, but is currently zoned for Manufacturing (M) and is designated Industrial on the Stanislaus County General Plan Land Use Map dated September 2007. The proposed project does not involve any physical changes to the project site or the adjacent parcels. Therefore, there would be **no impact** regarding conversion of farmland to non-agricultural use. There are no agricultural operations on or around the project site that would be impacted by the proposed project. There is **no impact**.

**Response b): No Impact.** There are no active Williamson Act Contracts in place on, or adjacent to the project site. The project site is located in an area predominantly consisting of industrial development. Parcels to the east of the project site were previously used for agricultural purposes, but are now designated for industrial development and are not under a Williamson Act contract. Therefore, there is **no impact**.

**Response c) and d): No Impact.** The project site is located in an area predominantly consisting of industrial development. The project site is currently zoned Manufacturing (M) by the Stanislaus County Zoning Code. No changes to the project's zoning designation are proposed. There are no forest resources on the project site or in the vicinity of the project site. Therefore, there is **no impact**.

**Response e): No Impact.** See responses a) through d) above. The proposed project will have **no impact** on agricultural or forest lands or operations.

**III. AIR QUALITY -- WOULD THE PROJECT:**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

**EXISTING SETTING**

The project site is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations within the San Joaquin Valley Air Basin (SJVAB) and has jurisdiction over most air quality matters within its borders. In order assist local agencies with determining the potential significance of air quality impacts from proposed projects, SJVAPCB authored the *Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI)* in 2002. The GAMAQI includes analysis requirements based on project size.

Projects which qualify for Small Project Analysis Level (SPAL) are subject the following analysis requirements:

- Verification of qualification as a SPAL project;
- Examination of project area for sources of toxic air contaminants, hazardous materials, and odors;
- If industrial or commercial, verify that proposed project is not a source of toxic air contaminants, hazardous materials, or odors;
- Mitigate any potential cumulative impacts, and,
- Specific asbestos requirements if demolition or renovation of existing buildings is proposed.

The first step in determining whether a proposed project qualifies for SPAL is to determine the number of daily vehicle trips that would be generated by the proposed project. For industrial uses, the maximum number of daily trips for qualification for SPAL is 1,506 trips per day.

The next step in determining qualification for SPAL is the total area of the project. For industrial projects, the size limits range from 370,000 square feet to 920,000 square feet.

The existing transfer station does not accept any hazardous materials with the exception of used motor oil which is picked up through curbside programs in numerous local cities.

#### *RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c): Less than Significant.** In order to qualify for SPAL analysis, the proposed project must demonstrate that it would result in no more than 1,506 vehicle trips per day or involve more than 370,000 to 900,000 square feet of operations. Existing traffic volume at the project site is approximately 154 trips per day. An increase in maximum daily tonnage of materials received to 1,250 tons/day would add an additional 209 daily vehicle trips. Total estimated daily vehicle trips after increasing the permitted capacity to 1,250 tons/day is 363 trips per day. Whether measured by the increase in daily trips or total daily trips, the proposed project meets the daily trip maximum qualification for SPAL.

Industrial projects must be no more than 370,000 to 900,000 square feet to qualify for SPAL. The existing transfer facility includes a 31,000 square-foot transfer station processing building on a 6.63 acre site that is already fully developed. The proposed project does not include any expansion of the building or physical characteristics. As such, the project meets the maximum area requirement for SPAL.

The only source of toxic air contaminants on the project site or the surrounding area is from trucks and equipment. These contaminants are minimal and would not increase significantly as a result of the proposed project.

The facility does not accept any hazardous waste except used motor oil which is picked up through curbside programs in numerous local cities. The used oil is collected in a 500 gallon storage tank until it is removed by an oil recycling firm. The facility also accepts refrigerators and other appliances which may contain Freon, oil, and mercury switches. These materials are removed by an outside firm consistent with all applicable state regulations.

The existing transfer station facility is currently operational and would therefore not be a new source of odor, however, existing operations at the project site would be expanded if the proposed project were approved. Existing operations are such that the majority of the waste is handled within the transfer station building itself, thus reducing odor impacts. Materials to be recycled or hauled to area landfills or other approved disposal facilities are removed routinely (every 48 hours or less) to eliminate nuisances caused by pests, odors, and litter. Green waste is removed from the facility on a weekly basis in an effort to further reduce odors generated on the project site. Implementation of the proposed project would allow for more material to be processed daily, but would not include processing of any materials not currently permitted.

Approval of the proposed project would not generate additional waste and recyclable materials in the project region, which includes Stanislaus County. While more waste would be handled on-site as a result of project approval, the proposed project would not result in the increased generation of residential, commercial or industrial waste in the County or the surrounding areas. Rather, the project is proposed in order to expand existing operations at the facility in order to meet an unmet demand for waste disposal and recycling services in the County and surrounding areas. The primary source of new air emissions associated with the proposed project would come from increased truck and vehicle trips to the project site. This increase in daily truck and vehicle trips to the facility would not increase the existing volume or total number of waste disposal trips in the region, but rather, it would shift the location of waste disposal trips that are already occurring in the region. For example, the Bonzi Sanitation Landfill, located at 2650 West Hatch Road in Modesto, CA recently closed. Some region-wide waste disposal trips that would have previously gone to the Bonzi Landfill may now be redirected to the proposed project location. Changes in waste removal contracts may result in the proposed facility removing curbside waste that was previously removed by another transfer station operator. As a result, the project is not generating new sources of vehicle emissions within the Air Basin, but rather, existing sources of vehicle emissions from waste disposal trips would be redistributed within the Air Basin as trucks that would have previously dumped their waste at other facilities now dump their waste at the Bertolotti facility.

Implementation of the proposed project would not result in significant increases of any criteria pollutants under near term or cumulative conditions, nor would the project violate any applicable air quality plans. As such, there would be a **less than significant** impact related to air quality.

**Response d): Less than Significant.** Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The nearest sensitive receptors are located in the existing residences, which are approximately 850 feet to the west of the project site, and at Bret Harte Elementary School and Evelyn Hanshaw Middle School, both located approximately 0.80 miles northwest of the project site. The proposed project would allow an increase in the maximum daily processing limit of the existing transfer station operations, but would not required any physical changes or improvements. As described under Response a) – c) above, the proposed project would not generate significant concentrations of air emissions. Impacts to sensitive receptors would be negligible and this is a **less than significant** impact.

**Response e): Less than Significant.** The existing transfer station facility is currently operational and would therefore not be a new source of odors, however, expansion of the permitted daily tonnage received may result in a nominal increase in odors generated by the facility. Existing operations are such that the majority of the waste is handled within the transfer station building itself, thus reducing odor impacts. Additionally, materials on-site are removed every 48 hours or less, further reducing the potential for project operations to generate odors from composting or rotting materials on-site. The greatest potential for odor generation associated with the project is the rotting or decomposition of materials that are

stored at the facility for excessive amounts of time. The TPR describes the facility's cleaning schedule in detail. The cleaning schedule was designed to ensure that waste is rotated and removed on a continual basis, and that the "bottoms of piles" are constantly rotated and removed in order to ensure that excessive rot and waste decomposition does not occur. The project would be required to maintain the same cleaning and waste rotation schedule as is currently implemented. While the volume of waste received would increase with approval of the proposed project, the rate at which the facility is cleaned and accumulated waste is removed would increase correspondingly. Implementation of the proposed project would allow for more material to be processed daily, but would not include processing of any materials not currently permitted, nor would it result in waste material being stored at the facility for longer periods of time. As such, the proposed project would not significantly increase odors above the baseline condition. This is considered a **less than significant** impact.

*IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
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

*RESPONSES TO CHECKLIST QUESTIONS*

**Response a): No Impact.** The proposed project consists of the increase in daily permitted processing limit and increased daily vehicle trips to the site, and does not involve any physical changes or improvements. The transfer facility has been developed and in operation since 1989. There are no habitat types on the project site suitable to support special status species. The site is completely developed with the existing transfer station use. Because there is no habitat, the parcel has been fully developed previously, and the proposed project does not involve any physical change, implementation of the proposed project will not impact any special-status species or their habitat. There is **no impact**.

**Responses b), c): No Impact.** There are no jurisdictional wetlands or riparian habitat on the project site. As previously discussed, the project site is fully developed and surrounded predominantly by existing industrial development. Further, the proposed project does not

include any physical changes. Therefore, the project will not result in any impacts to these resources. There is **no impact**.

**Response d): No Impact.** The project site and surrounding land uses are fully developed and do not contain any native vegetation or suitable habitat for special status species. As the proposed project does not include any physical changes, implementation of the proposed project will not change the condition of the project site with respect to biological resources or habitat types. Therefore, implementation of the proposed project will not impact any migratory corridors or interfere with the movement of any fish or wildlife species. There is **no impact**.

**Responses e), f): No Impact.** The proposed increase in permitted processing volume would not include any physical changes. Further, there are no native or protected trees on the project site that would be removed as part of the proposed improvements. The project will not result in development or habitat modification, and will therefore not conflict with any adopted conservation plans or local policies. There is **no impact**.

*V. CULTURAL RESOURCES -- WOULD THE PROJECT:*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

*RESPONSES TO CHECKLIST QUESTIONS*

**Response a): No Impact.** The proposed project does not include any physical changes or improvements. Since there are no physical changes proposed within the project, there would be **no impact** to historical resources.

**Responses b), c), d): No Impact.** There are no known cultural, archaeological, or paleontological resources on the project site. As described above, the entire project site has been previously developed, and the proposed project does not include any physical changes. Therefore, there is **no impact** to cultural, archaeological, or paleontological resources.

*VI. GEOLOGY AND SOILS -- WOULD THE PROJECT:*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
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?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a.i), a.ii): Less than Significant.** The project site is located in a moderately seismic region of California's Central Valley. According to support information within the Stanislaus County General Plan (1994), there are several known faults within Stanislaus County. The areas of the County that are subject to geologic hazards are in the extreme western portion of the County. No known active or potentially active faults cross the project site, and the site is not located in a Fault-Rupture Hazard Zone as established by the Alquist-Priolo Earthquake Fault Zoning Act; therefore, ground rupture from faulting is not considered a significant hazard. Nevertheless, the site is near a number of major active faults capable of generating strong earthquakes. Adherence to the requirements of the California Building Code will ensure that this impact is **less than significant**.

**Responses a.iii), a.iv), c): Less than Significant.** Liquefaction normally occurs when sites underlain by saturated, loose to medium dense, granular soils are subjected to relatively high ground shaking. During an earthquake, ground shaking may cause certain types of soil deposits to lose shear strength, resulting in ground settlement, oscillation, loss of bearing capacity, landsliding, and the buoyant rise of buried structures. The majority of liquefaction hazards are associated with sandy soils, silty soils of low plasticity, and some gravelly soils. Cohesive soils are generally not considered to be susceptible to liquefaction. In general, liquefaction hazards are most severe within the upper 50 feet of the surface, except where slope faces or deep foundations are present (CDMG Special Publication 117, 1997).

Chapter 5 of the General Plan Support Documentation for the 1994 Stanislaus County General Plan indicates that a geologic formation capable of sliding is located in the eastern portion of the County. This area is located more than 15 miles southwest of the project site. Given such a distance, it is unlikely that potentially unstable soils in the western portion of Stanislaus County would impact the project site. Further, the proposed project does not include any physical changes or improvements. This is a **less than significant** impact.

**Response b): No Impact.** The proposed project involves an increase in the maximum amount of material which the existing transfer station can process per day. The proposed project does not include any physical changes to the project site or adjacent parcels. The project site is the site of the existing transfer station facility and is fully developed. Because there will be no physical improvements included in the proposed project, there is **no impact**.

**Response d): No Impact.** As previously discussed, the project site is fully developed and the proposed project does not include any physical changes. Therefore, there is no new risk of harm to life or property sited on expansive soils. There is **no impact**.

**Response e): No Impact.** The proposed project does not involve any physical changes to the project site. The project site is currently served by public wastewater facilities and does not require an alternative wastewater system. Implementation of the proposed project would have **no impact** on this environmental issue.

*XII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?				X

*RESPONSES TO CHECKLIST QUESTIONS*

**Response a): Less than Significant.** Implementation of the proposed project would represent an expansion of an existing use at the project site. An increase in the daily permitted tonnage of waste that may be processed at the existing facility may result in very minor increases in greenhouse gasses associated with increased operations at the facility, such as the movement of waste via heavy machinery. This increased operational capacity may lead to minor increases in the generation of CO<sub>2</sub>, which is a GHG, as a result of increased use of heavy machinery at the project site.

The proposed project would also generate an increase in daily vehicle trips to the project site, which may in turn increase the amount of GHGs generated from vehicle trips. However, as described in greater detail within the Air Quality and Traffic Sections of this Initial Study, the increase in vehicle trips to and from the project site would not represent an absolute increase in vehicle miles travelled (VMT), but rather, would represent a shift and redistribution of vehicle trips that are already occurring in the project region, and as such, would not constitute an increase in GHG generation in the San Joaquin Valley Air Basin.

Additionally, one of the major sources of GHGs in California is methane, which is produced as landfill waste decomposes over time. Methane is classified as a GHG and is approximately 21 times more potent than CO<sub>2</sub> in terms of greenhouses gasses. Operation of the transfer facility effectively removes significant volumes of waste that would have otherwise ended up in a landfill and would have ultimately contributed to GHG increases in California. The transfer station assists in sorting municipal and commercial waste prior to delivery to a landfill, thereby reducing the volume of waste that ultimately ends up in landfills and contributes methane to global climate change. The onsite removal of green waste, recyclables and other materials from the region's waste provides a beneficial impact in terms of GHG generation.

The lead agency has not established a numerical threshold of significance for GHG related to the proposed project. For the purposes of this analysis, if the project can be shown to result in a less than significant impact to air quality (generation of criteria pollutants) it would also result in a less than significant generation of GHGs. As described above under Section III, the project

would not result in any significant or potentially significant air quality impacts. Nor would the project generate substantial new volumes of GHGs.

As such, the project's indirect and direct impacts to GHGs is considered **less than significant**.

**Response b): No Impact.** The proposed project is consistent with the Stanislaus County General Plan and would not conflict with any regionally adopted plans or policies aimed at reducing GHGs or climate change impacts. The County has not formally adopted a Climate Action Plan at this time. However, it is worth noting, that most climate action plans adopted in the State have components included to reduce the amount of waste deposited in landfills each year. Approval of the proposed project would further reduce the amount of waste deposited in area landfills each year, and as such, would have a beneficial impact related to climate change and GHGs. There is **no impact**.

*VIII. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b): Less than Significant.** The proposed project consists of an increase in the maximum daily processing capacity of an existing transfer station facility and an increase in daily vehicle trips to the facility. The proposed project does not include any physical improvements.

The transfer station accepts only municipal, commercial, industrial, and demolition wastes. The facility does not accept special wastes (e.g., medical waste, dead animals, septic tank pumping, sewage sludge, food processing waste, etc.). The facility does not accept any hazardous waste except used motor oil which is picked up through curbside programs in numerous local cities.

The used oil is collected in a 500 gallon storage tank until it is removed by an oil recycling firm. The facility also accepts refrigerators and other appliances which may contain Freon, oil, and mercury switches. These materials are removed by an outside firm, in compliance with all applicable state regulations.

The proposed project would not include the handling of any materials not presently handled at the existing transfer station facility. As discussed above, hazardous materials are not accepted and potentially hazardous materials (used motor oil, Freon, etc.) are removed by specialized firms consistent with applicable state regulations. All waste materials accepted at the project site are visually spot-checked checked by workers to ensure that prohibited hazardous materials are not included in waste loads that are received. This practice ensures that hazardous materials are not received at the project site. Additionally, as described in the TPR, the facility operator shall divert and inspect a minimum of two loads per week to further verify that prohibited materials do not enter the site. Therefore, the proposed project would result in a **less than significant** impact from hazardous materials.

**Response c): Less than Significant.** The nearest schools to the project site are Bret Harte Elementary School and Evelyn Hanshaw Middle School, both located approximately 0.80 miles northwest of the project site. As discussed above, the existing transfer station does not accept hazardous materials other than used motor oil, and all waste loads are checked prior to dumping to ensure that hazardous materials are not dropped at the site. Because the project site is more than one-quarter mile away from any school and because the facility does not accept hazardous materials, this is a **less than significant** impact.

**Response d): Less than Significant.** According the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites within 1 mile of the project site. The closest site in any of these three categories is the Martinez Property, a State Response Site located approximately 1.5 miles northeast of the project site. DTSC records indicate that the site clean-up was completed in 1987 and no further action is necessary. (DTSC Envirostor Database, 2010)

The project site is not part of a known hazardous materials site and is located more than one mile from the nearest such site. Therefore, the proposed project would have a **less than significant** impact related to hazardous materials sites.

**Responses e), f): Less than Significant.** The Modesto Municipal airport is located approximately 2.75 miles northeast of the project site. The project site is located outside of the planning area boundary for the Modesto Municipal Airport. There are no private airstrips in the vicinity of the project site. This is a **less than significant** impact.

**Response g): No Impact.** The proposed project involves an increase in the maximum daily permitted processing capacity of an existing transfer station and an increase in daily vehicle trips to the site. The proposed project does not include any physical changes that would interfere with an adopted emergency response plan. There is **no impact**.

**Response h): No Impact.** The project site is surrounded by industrial land uses. There are no wildlands in the vicinity of the project site. This risk for wildland fires at the project site is considered extremely remote. There is **no impact**.

**IX. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?			X	
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)?			X	
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?			X	
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 in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b): Less than Significant.** Implementation of the proposed project would not violate any waste discharge requirements, substantially deplete groundwater supplies, or interfere with groundwater recharge such that there would be a net deficit in an aquifer volume. The proposed project does not include any physical improvements. The existing transfer station is currently served by municipal water sources and implementation of the proposed project would not alter that service or demand. Therefore, the proposed project would result in **less than significant** impacts to water quality or supply.

**Responses c), d), e), f): Less than Significant.** As the proposed project does not include any physical changes, it would not result in any changes to existing topography or drainage patterns of the project site or the surrounding areas. Areas around the existing transfer station are equipped with catch basins and free flows to the 0.5 acre feet capacity evaporation pond. Areas around the evaporation pond do not have catch basins, but are graded with a 1% slope to the pond. Stormwater is collected on site and retained in the evaporation pond. During periods of rain, solid waste is contained inside the transfer station facility to minimize the amount of contact with water. During periods of rain the public dumping area is cleared approximately once per hour to reduce exposure to rain in this uncovered area of the site. This is a **less than significant** impact.

**Responses g), h), i), j): Less than Significant.** Implementation of the proposed project would not place housing within a 100-year flood hazard area, place structures which would impede or redirect flood flows within a 100-year flood hazard area, nor would it 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, or inundation by seiche, tsunami, or mudflow).

The nearest body of water to the project site is the Tuolumne River, located more than one mile northwest of the project site. Chapter 5 of the General Plan Support Documentation for the 1994 Stanislaus County General Plan indicates that the project site is not within any inundation zone or other flood area. Therefore, implementation of the proposed project would have a **less than significant** impact on these environmental issues.

*X. LAND USE AND PLANNING - Would the project:*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b): No Impact.** The proposed project includes an increase in permitted processing limits but does not include any physical improvements. No change in land uses will occur on the project site or adjacent sites due to the proposed project. The project will not divide an established community. There is **no impact**.

**Response c): No Impact.** Implementation of the proposed project will not conflict with any adopted habitat conservation plan. There is **no impact**.

*XI. MINERAL RESOURCES --WOULD THE PROJECT:*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b): No Impact.** There are no known mineral resources located on the project site. The project site is currently operating as a transfer station, and the proposed project would not result in any physical changes. Implementation of the proposed project would not preclude the future extraction of mineral resources from the project site if such resources were discovered in the future. There is **no impact** to mineral resources as a result of project implementation.

**XII. NOISE -- WOULD THE PROJECT RESULT IN:**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
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?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

**RESPONSES TO CHECKLIST QUESTIONS**

**Responses a), c): Less than Significant.** Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local planning criteria or ordinances, or substantially increase noise levels at noise-sensitive land uses.

There are no existing noise sensitive land uses adjacent to the project site. The project site is located in an industrial area that generally has a relatively high level of ambient background noise throughout the day. There nearest noise sensitive land uses are residences located approximately 850 feet to the west of the site.

Compacting of waste materials currently takes place within the transfer station building and would continue to do so with implementation of the proposed project. The transfer station building is enclosed on three sides, and noise generated within this building is largely attenuated by the building walls. Existing noise levels associated with wood waste grinding is

not likely to increase with implementation of the proposed project, however, the frequency and duration of grinding may increase with implementation of the project. Grinding activities are currently limited to the less-noise sensitive daytime hours, and do not occur at night, when sensitivity to noise is higher. With project implementation, grinding activities would continue to occur only during daytime hours.

Project implementation would result in an increase in daily vehicle and truck trips to the project site. However, these trips would be dispersed throughout the day, and are not anticipated to generate more than 10 additional trips in any given hour throughout the day. The majority of new vehicle trips generated by the project would occur during the daytime, when sensitivity to noise is reduced (when compared to nighttime noise sensitivity). The project site is located within an area designated and zoned for industrial uses, and the ambient background noise levels are relatively high under existing conditions.

This increase in daily vehicle trips would not significantly increase the ambient traffic noise levels in the project vicinity and would not result in a violation of any established noise thresholds in the project vicinity. As such, this is considered a **less than significant impact**.

**Responses b), d): No Impact.** As discussed above, the proposed project involved an increase in permitted daily processing capacity but does not include any physical changes. Groundborne vibrations and noise increases generally occur during construction activities. Since the proposed project does not include any construction activities or any other physical changes, there is **no impact**.

**Responses e) and f): No Impact.** The project site is not located within two miles of a public airport or a private airstrip. There is **no impact**.

**XIII. POPULATION AND HOUSING – WOULD THE PROJECT:**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c): No Impact.** As described above, the project consists of an increase in daily permitted processing limit for the existing transfer station and an increase in daily vehicle trips to the site. The project will not result in the removal of any housing, and will not displace any people. There are no physical improvements proposed as part of the project there is no potential to induce growth either directly or indirectly. There is **no impact**.

*XIV. PUBLIC SERVICES*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) 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 public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

*RESPONSES TO CHECKLIST QUESTIONS*

**Response i): Less than Significant.** The project site is currently served by existing public fire protection services by the Modesto Fire District. The nearest fire station to the project site is the City of Modesto Fire Station Number 10, located at 148 Imperial Avenue, northwest of the project site. In addition, the existing transfer station building is equipped with a heat-activated sprinkler system. Pressurized fire hoses are located around the working area and fire extinguishers are located in all buildings and areas as required by local regulations. Implementation of the project would not require the construction of new fire protection facilities, and would not increase demand for fire protection services. This is a **less than significant** impact.

**Responses ii), iii), iv), v): Less than Significant.** The proposed project would not include any physical changes that would increase demand for police, protection, schools, parks, or other public facilities. Recyclable materials are sometimes the target of thieves looking to steal and sell raw materials. Implementation of the proposed project would increase the amount of recyclable materials stored on the site at any given time, but it would not result in new types of materials stored on site. Project approval is not anticipated to increase the demand for police protection services, and would not require the construction of new police facilities, or cause existing police service levels to decline in the project area. The project would not result in any population increases, and as such, would not increase demands for parks, schools, or other public facilities. There is a **less than significant impact**.

*XV. RECREATION*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b): No Impact.** The proposed project does not include any construction activities or physical changes. There is **no impact** to recreational facilities.

*XVI. TRANSPORTATION/TRAFFIC -- WOULD THE PROJECT:*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard 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) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

*RESPONSES TO CHECKLIST QUESTIONS***Response a), b): Less than Significant.**

The project site is currently permitted to receive up to 750 tons per day of waste. However, on average the facility currently receives approximately 600 tons per day of waste. Table 1 shows the traffic volumes currently generated at the project site on a daily basis.

**TABLE 1: VEHICULAR USE OF TRANSFER STATION AT 600 TONS/DAY THROUGHPUT**

	Total Haul Out (tons/day)	Total Haul In (tons/day)	Refuse Weight/ Vehicle	Vehicles per Hour (haulers 14 hr day Public 8 hr day)	Vehicles per Day
Collection Truck	--	572	10 tons	5	57
Transfer Truck	600	--	22 tons	3	27
Private Vehicle	--	28	800 lbs	9	70
<b>Total</b>	600	600		17	154

Source: Bertolotti Transfer Station Report, 2008

The majority of the vehicle trips to and from the project site are anticipated to utilize Crows Landing Road and Hatch Road to travel to the vicinity of the site, and then utilize Flamingo Drive to gain access to the project site. Some project traffic may also utilize Whitmore Avenue to access the roads adjacent to the project site. The roadways in the vicinity of the project site are shown in Figure 2.

Vehicles enter the project site via Flamingo Drive. Public self-haul vehicles are sometimes required to queue on Flamingo Drive while waiting to enter the facility at the public scale. Queuing typically only occurs during peak public drop-off hours (weekends between 10:00 a.m. and 3:00 p.m.). If vehicle queuing occurs, the scale attendant will call a spotter to assist with traffic control. The facility operators places cones along the south side of Flamingo Drive and the spotter directs vehicles to this temporary queuing area while they wait to enter the facility. Flamingo Drive is wide enough to allow for vehicles to park along the south side of the street, while still accommodating safe vehicle travel in both directions.

Commercial vehicles also enter the site from Flamingo Drive at the commercial scale gate. Commercial trucks have pre-established tare weights, which greatly expedites the time necessary for trucks to enter the facility. Queuing of commercial trucks rarely occurs along Flamingo Drive. In the event that the proposed increase in tonnage results in queuing of commercial trucks, the facility operator may utilize the parking lot and storage lot located immediately south of the project site, south of Flamingo Drive. These lots are owned by the facility owner, and are currently used for employee parking and storage of extra roll off bins and dumpsters. These lots are adequately sized to accommodate commercial trucks for queuing, if needed.

The Stanislaus County General Plan Circulation Element (Figure 2-2 in the General Plan) classifies the section of Crows Landing Road adjacent to the project area as a Major 4-Lane Roadway. Hatch Road is classified as a 4-Lane Expressway in the project area.

According to the Stanislaus County General Plan Traffic Study (Dowling, 2005) the segment of Crows Landing Road between W. Service Road and West Main is anticipated to operate at LOS D-E under cumulative General Plan buildout conditions. LOS C has been established as the target threshold for County roadway operations.

According to the City of Ceres 1997 General Plan Circulation Element, Whitmore Avenue is classified as an Arterial Roadway. According to Table 2-1 in the Ceres Circulation Element, Arterial Roadways have 4 or more travel lanes, average posted speed limits of 25-55 mph, and handle between 10,000 and 35,000 average daily trips.

Approval of the proposed project would increase the permitted daily tonnage of waste that may be accepted at the facility. The increase in daily waste accepted would result in an increase in daily vehicle trips to and from the facility. The daily vehicle trips generated by the proposed project processing 950 tons/day are shown in Table 2. The daily vehicle trips generated by the proposed project processing 1,250 tons/day are shown in Table 3.

**TABLE 2: VEHICULAR USE OF TRANSFER STATION AT 950 TONS/DAY THROUGHPUT**

	Total Haul Out (tons/day)	Total Haul In (tons/day)	Refuse Weight/Vehicle (tons)	Vehicles per Hour (haulers 14 hr day Public 8 hr day)	Vehicles per Day
Collection Truck	--	920	10 tons	9	92
Transfer Truck	950	--	22 tons	5	43
Private Vehicle	--	30	800 lbs	10	75
<b>Total</b>	950	950		24	210

**TABLE 3: VEHICULAR USE OF TRANSFER STATION AT 1250 TONS/DAY THROUGHPUT**

	Total Haul Out (tons/day)	Total Haul In (tons/day)	Refuse Weight/Vehicle (tons)	Vehicles per Hour (haulers 14 hr day Public 8 hr day)	Vehicles per Day
Collection Truck	--	1174	10 tons	8	117
Transfer Truck	1250	--	22 tons	7	56
Private Vehicle	--	76	800 lbs	24	190
<b>Total</b>	1250	1250		39	363

Source: Bertolotti Transfer Station Report, 2008

As shown in Tables 1, 2 and 3, operation of the facility at a rate of 1,250 tons/day throughput would increase total vehicle trips to the site by up to 22 trips per hour and 209 trips per day. Operation of the facility at a rate of 950 tons/day throughput would increase total vehicle trips to the site by up to 7 trips per hour and 56 trips per day. A portion of these increased vehicle trips would utilize Crows Landing Road between W. Service Road and West Main, which is anticipated to operate at an unacceptable LOS under 2030 General Plan conditions. The General Plan Traffic Study identifies improvements to this roadway segment that would improve LOS to acceptable conditions upon buildout of the County General Plan. The General Plan Traffic Study identifies the following improvement to the segment of Crows Landing Road between W. Service Rd and West Main: *“Upgrade Crows Landing Road between W. Service Road and West Main to a 6-lane Class C Expressway.”*

Implementation of this planned roadway improvement would improve roadway operations to an acceptable service level under cumulative General Plan buildout conditions. As a result, the increase in local roadway traffic generated by the proposed project would not exceed an established roadway service threshold, nor would the project generate significant traffic volumes that would otherwise adversely impact regional or local roadway operations.

It is estimated that up to a maximum of 25% of new vehicle trips accessing the project site would utilize Whitmore Avenue to travel to the project site. This 4-lane arterial roadway is

sized to handle over 10,000 daily vehicle trips per day. The proposed project may add up to 52 daily vehicle trips to this roadway segment in the project vicinity, which represents 0.0052% of the minimum roadway design capacity. The addition of 52 daily vehicle trips on a roadway of this size would not result in a decrease in LOS on this roadway.

This is considered a **less than significant** impact and no mitigation is required.

**Response c): No Impact.** The project site is not located in the vicinity of a public airport or private airstrip. Project implementation would have **no impact** on air traffic patterns.

**Responses d) and e): No Impact.** Project implementation would not introduce new land uses to the project site. The proposed project is the continuation and expansion of an existing use in an area dominated by industrial uses and operations. There are no roadway design improvements proposed as part of the project, and therefore, no changes to the area roadways would occur. Emergency access to the project site would continue to be provided via multiple access points to the project site from Flamingo Drive. In order to further ensure adequate emergency access, the facility operator utilizes a spotter to assist with vehicle control and organization during times when vehicles queue waiting to enter the scales. There is adequate space along Flamingo Drive to queue 8-10 vehicles at a time. If additional space for vehicle queuing is required, the facility can utilize the parking lot located south of Flamingo Drive, which is owned by the facility operator. There is **no impact**.

**Response f): Less than Significant.** Implementation of the proposed project would not result in a significantly increased demand for parking at the project site. Vehicle trips to the project site include waste trucks and private vehicles used to dump municipal waste. Vehicles enter the project site from one of two access points along Flamingo Drive, cycle through the scales to the dumping areas in a “loop” and then exit the site on Flamingo Drive after dumping their waste loads or collecting their transfer loads. The increase in permitted capacity may require a maximum of two to three additional employees at the facility on a daily basis. Employee parking is provided across the street from the project site, on a parking lot owned by the facility operator, immediately south of Flamingo Road. The parking lot area is usually at less than 50 percent capacity during peak business hours, and there is ample room to park additional employee vehicles. This is a **less than significant** impact.

**Response g): No Impact.** The project would have no impact on any existing plans or policies related to alternative transportation. There is **no impact**.

*XVII. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:*

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

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c), d), e): No Impact.** The existing transfer station facility is currently served by all required wastewater treatment, drainage, and water supply utilities and infrastructure. The proposed project does not include any physical changes that would affect any of these services or result in an increase in demand. There is **no impact** to water, wastewater, and drainage systems.

**Responses f), g): Less than Significant.** Waste materials deposited at the facility are separated and either diverted for recycling or pushed into one of two compactors. Compacted waste is then loaded and hauled to a local waste-to-energy plant or the County landfill on Fink Road, approximately 15 miles southwest of the project site. All hauling and dumping of compacted waste is subject to all applicable federal, state, and local regulations. This is a **less than significant** impact.

*XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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	

*RESPONSES TO CHECKLIST QUESTIONS*

**Responses a), b), c): Less than Significant.** As described throughout the analysis above, the proposed project would not result in any significant impacts to the environment. The proposed project involves an increase in the maximum daily permitted capacity of an existing transfer station and does not include any physical changes. The project would not result in any cumulative impacts, impacts to biological resources or impacts to cultural and/or historical resources. These are **less than significant** impacts.