CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE NEWBY ISLAND SANITARY LANDFILL AND THE RECYCLERY REZONING

File number: PDC07-071
Applicant: AWIN Management for International Disposal Corp of California, Browning-Ferris Industries of California, Inc., and Los Esteros Ranch
APN: 015-40-003, 005; portion of 015-47-001

As the Lead Agency, the City of San José will prepare an Environmental Impact Report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, this EIR may be used by your agency when considering subsequent approvals related to the project.

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project are attached. According to state law, the deadline for your response is 30 days after receipt of this notice. However, we would appreciate an earlier response, if possible.

If you have any comments on this Notice of Preparation or the proposed project, please identify a contact person and send your correspondence to:

City of San Jose Planning Division, Attn: Janis Moore, Planner II
200 East Santa Clara Street, 3rd Floor, San Jose, CA 95113-1905
Phone: (408) 535-7815, e-mail: Janis.Moore@sanjoseca.gov

The Draft EIR for the Newby Island Sanitary Landfill Rezoning is currently being prepared. A separate EIR Notice of Availability will circulate when the Draft EIR becomes available for public review and comments (currently anticipated to begin in early 2008).

Joseph Horwedel, Director
Planning, Building and Code Enforcement

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Deputy

December 3, 2007

INTRODUCTION. The purpose of an Environmental Impact Report (EIR) is to inform decision makers and the general public of the environmental effects of a proposed project that an agency may approve and implement. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, potential environmental impacts, and mitigation measures;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) the growth inducing impacts of the proposed project; (c) effects found not to be significant; and (d) cumulative impacts.

PROJECT LOCATION. The approximately 352-acre project site consists of the Newby Island Sanitary Landfill (NISL) and the adjacent Recyclery. The NISL property is approximately 342 acres in size. Immediately adjacent to the southeast, on a separate 10-acre property is The Recylery, a materials recovery facility. Since the two operations (landfill and Recyclery) work together as an integrated operation, the project site is referred to as the "Newby Island Sanitary Landfill and The Recyclery." The two properties are not owned by the same entities.

The project site is located within the City of San José at the western terminus of Dixon Landing Road. The NISL address is 1601 Dixon Landing Road, Milpitas. Although the address and public street access to the site are both in the City of Milpitas, the landfill property is entirely within the City of San José. Regional and vicinity maps are provided in Figures 1 and 2. An aerial photograph of the project site is provided in Figure 3.

The project site consists of three visually distinct subareas: (1) the approximately 325-acre sanitary landfill is the largest area and is the site of landfill activities; (2) the "D-shaped area" is approximately 17 acres in size, is located north of the main driveway just west of the entrance gate, and is currently used for offices and vehicle parking; and (3) the Recyclery which occupies most of a 10-acre parcel of land just south of the main driveway, west of the entrance gate, opposite the D-shaped area.

OVERVIEW AND DESCRIPTION OF THE PROJECT. The project proposes to rezone the 342-acre NISL and the adjacent 10-acre Recyclery from *R-M Multiple Residence, HI Heavy Industrial* and *A(PD) Planned Development Zoning Districts* to *A(PD) Planned Development Zoning District*. The proposed zoning would not change the lateral extent of the landfill footprint, but would raise the maximum height of the landfill to 245 feet above mean sea level (msl), adding approximately 15.12 million cubic yards to the capacity of the landfill. Presently, the landfill is designed and permitted to an elevation of 150 feet msl. The proposed zoning will update and clarify the legal non-conforming uses on NISL and will specify the allowable current and future uses. The project will not materially extend the life of the landfill beyond 2025 as identified in the NISL Closure Plan. The Recyclery will continue to operate after the landfill closes.

Background Information: ***Landfill Property.*** NISL is an important solid waste disposal facility for the cities of San José, Milpitas, Santa Clara, Cupertino, Los Altos, and Los Altos Hills. NISL is operated under permits issued to International Disposal Corp. of California (IDC). The property on which the landfill is located is owned by IDC, which is a wholly owned subsidiary of Browning-Ferris Industries of California, Inc. Newby Island is a Class III sanitary landfill facility as defined by the State Water Resources Control Board.[1]

[1] Class III landfills accept non-hazardous municipal solid waste and meet specified requirements for protecting the environment [§20260 California Code of Regulations, Title 27].

NISL is a legal non-conforming land use in the City of San José. The site has been used as a landfill since the 1930's. It was annexed into the City of San José in 1968 as an operating landfill. The landfill area is currently designated as *Private Open Space* and *Public Park/Open Space* with a *Solid Waste Disposal Facility* overlay in the City's General Plan, with a small area having a *Heavy Industrial* designation. The landfill is zoned *R-M Multiple Residence Zoning District* with a small area zoned as *HI Heavy Industrial Zoning District*. The General Plan identifies the *Private Open Space* designation as appropriate to privately-owned lands used for "low intensity, open space activity primarily within the Urban Service Area." The *Solid Waste Disposal Facility* (SW) designation is used to identify active landfill sites. Uses allowed on sites with the SW designation include landfills and ancillary activities such as equipment maintenance, collection and processing of recycled materials, composting, and energy/transformation operations. The site is also within the boundary of the *Alviso Planned Community*. A portion of the parcel, referred to as the D-shaped area, has a General Plan designation of *Light Industrial* and is currently zoned *R-M Multiple Residence Zoning District*.

Under current California Integrated Waste Management Board (CIWMB) landfill permits (*Joint Technical Document Permit No. 43-AN-0003*), approximately 313 acres of the permitted landfill area will continue to be used for refuse disposal. This area is bounded by a perimeter levee. Approximately 29 acres consists of sloughs and marshland outside of the perimeter levee. The D-shaped area is a visually distinct area that is also part of the permitted landfill. The project site takes almost all access from Dixon Landing Road and contains various paved and temporary roads.[2] Under existing permits, landfill activities and final grading will achieve a maximum height of approximately 150 feet msl.

Recyclery Property. The Recyclery, which is a materials recovery facility (MRF), is located on a 10-acre portion of property owned by Los Esteros Ranch, a partnership. The Recyclery property is subject to a long-term lease to Browning-Ferris Industries of California, Inc ("BFIC"). BFIC has a permit to operate a Material Recovery Facility, a Processing Facility, and a Transfer Station on the Recyclery property. BFIC built the Recyclery on the property. The first Solid Waste Facilities Permit was issued for its operation in 1991, and it has operated continuously since that time. The site is designated *Public/Quasi-Public* on the General Plan and is zoned *A(PD) Planned Development Zoning District*. The Recyclery is also located within the boundary of the *Alviso Planned Community*.

The *Public/Quasi-Public* land use designation is intended for public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices, and airports. Joint development projects that include public and private participation – such as integrated convention center/hotel/restaurant complex – are allowed. This category is also used to designate lands used by some private entities, including public utilities and the facilities of any organization involved in the provision of public services such as gas, water, electricity, and telecommunications.

The proposed zoning would allow two phases of development associated with The Recyclery property. Phase I may include up to three buildings that may be used for recycling and administration, as defined:

> Office and administrative functions, a public recycling and buyback center, a recycling education center, and a materials recovery center. The materials recovery center will receive a number of recyclable solid waste materials for processing. Materials will be extracted from the mixed waste stream through a series of mechanical and manual sorting systems. These materials will be composed primarily of one or more of the following components: paper, plastic, glass, metal, wood, or rubber. No burning of waste materials or recycled commodities is planned on-site.

Phase II of the development allowed by the proposed zoning covers the paved area west of the main Recyclery building. The paved area is approximately 100,000 square feet (or 2.3 acres) in size. The paved area for Phase II could be used for the expansion of the existing Recyclery building (the expanded portion would have a maximum height of 45 feet or 75 feet if public utility facilities such as radio towers/antennas and monopoles

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[2] Unpaved access exists between the Newby Island property and the adjacent San José/Santa Clara Water Pollution Control Plant. This non-public access is only used by the City and other regulatory agencies.

were included), or for preliminary processing of green waste and/or wood waste. The proposed zoning defines in detail the purpose of the preliminary processing of green waste and/or wood waste, the actions it can include and the limitations on the activities.

The area of the property will not be used to process food waste or solid waste other than wood waste and/or green waste. Contaminants (which are defined to mean anything other than wood waste and/or green waste) found in loads of wood waste and/or green waste will be removed and disposed at a sanitary landfill. Recyclables, such as paper, plastic, glass and metal, will be processed at The Recyclery for recycling. Hazardous materials found in loads will cause such loads to be returned to the generator or, if the generator cannot be identified, the hazardous materials will be received and disposed in conformance with all relevant State and Federal regulations.

Waste Type and Volume. General wastes, or non-hazardous solid wastes which require no special handling prior to disposal are accepted at NISL and include mixed municipal wastes (residential and commercial), industrial wastes, agricultural wastes, and construction/demolition wastes. Other non-hazardous wastes and universal wastes accepted at NISL for recycling, beneficial use, or disposal include tires, car batteries, low-level contaminated soils, dredged soils, construction and demolition debris, and carpet.[3] High liquid content wastes, or wastes that contain more than 50 percent water by weight, are not accepted at NISL except for sludges that meet specific criteria which are accepted for disposal in the lined areas of the landfill with a leachate collection and recovery system (LCRS). Designated wastes and hazardous wastes are also not accepted at NISL.

Materials that come in the gate of the NISL include waste that is disposed in the landfill; clean soil that is used for cover and for temporary roadways; construction and demolition (C&D) debris that is sorted, recycled, and processed for re-use both on-site and elsewhere; and materials that are used for alternate daily cover, which include but are not limited to sludge from the WPCP, low-level contaminated soil, source separated municipal green waste, and over-sized materials from the site composting operations. In addition to C&D waste, bulky recyclables are sent to NISL and either recycled or diverted for beneficial use, including appliances, tires, carpet, and cardboard.

Since 1998, waste quantities disposed have varied from an average of 2,560 tons of waste per day (tpd) in 1998 to 2,089 tpd in 2002. In 2006, the average tpd was 2,142. Since 1990, disposal volumes received at NISL have dropped steadily to their current level due to increased recycling, beneficial uses, and other diversions and reduction efforts. However, waste volumes may increase in the future as other landfills in the area close and more waste is directed to NISL.

NISL's current solid waste facility permit (SWFP) allows it to accept an annual average of 3,260 tpd of waste disposed and a maximum of 4,000 tpd on any one operating day. The current SWFP tonnage limits equate to a maximum of approximately 1.2 million tons of solid waste disposed per year.

The Recyclery is permitted as a MRF, a transfer station, and a processing facility. Its SWFP identifies its maximum permitted capacity as 1,600 tpd.

Existing and Proposed Operations. The following discussion contains a summary description of all substantial elements of the existing operations on the site, most of which are anticipated to continue through the life of the landfill. At those locations where changes would be allowed by the proposed zoning, the types of changes proposed are also discussed below.

The description of the existing facilities, specific activities, and operations are summarized from the most recently revised *Joint Technical Document Permit No. 43-AN-0003* (JTD) for the Newby Island Landfill. The current approved JTD was prepared in February 2007. The JTD was prepared in conformance with state and federal regulations, and submitted to the oversight agencies to document conditions on the site and consistency

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[3] Beneficial use refers to use of a waste product for another purpose, sometimes requiring minor processing. Beneficial uses of waste material received at Newby Island include utilization of concrete waste for all weather pads on the landfill, and use of fines from the construction and demolition debris recycling operation for cover material. While the term beneficial use is sometimes used as a synonym for recycling, for clarity it is only used in this EIR to mean that it is re-used on the project site.

with permits. The JTD includes more detail than is included in this Project Description and a copy may be reviewed in the office of the City of San José Department of Planning, Building and Code Enforcement during normal business hours. The JTD is also on file with the Local Enforcement Agency, the San Francisco Bay Regional Water Quality Control Board, and the California Integrated Waste Management Board.

Figure 4 shows the existing site plan for NISL. Primary components of the combined facility include:

- Materials Recovery Facility: The Recyclery
- Hauling Company Offices and Shops
- Recyclery/Landfill Scales
- Landfill Gas to Energy Plants/Landfill Gas Export Plant
- Landfill Gas Flares
- Landfill Offices
- Construction and Demolition Recycling Area
- Maintenance Shops
- Stormwater Detention Pond
- Leachate Management System
- Fueling Facilities
- Compost Windrows

Each of these components is described briefly below.

Materials Recovery Facility: The Recyclery. As stated previously, The Recyclery (or MRF) is on a separate 10-acre parcel that is also owned separately from the landfill. The existing zoning for The Recyclery allows recycling and administration, outdoor processing of green waste and wood waste, and storage.

The Recyclery is located near the primary entrance to the site, on the south side of the main access road. The Recyclery processes source separated materials for recycling including wood waste, green waste, food waste, glass, paper, metals, and plastic. Outside The Recyclery, in a paved lot west of the building and within the Recyclery site boundary, organic wastes are stockpiled, ground and processed (refer to Recyclery Greenwaste Receiving and Grinding Area on Figure 4). Lumber received at the Recyclery is also ground, some of it is processed (screened and/or colorized), for sale off-site (see Recyclery Clean Lumber Reclamation and Processing area on Figure 4). The organic materials that are composted are transported to the compost windrow area on the landfill for composting (see composting windrows on Figure 4), curing, and screening. Some of the wood waste that is not dimensional lumber is also ground and sold off-site for fuel.

The Recyclery will continue to operate as a materials recovery facility on a parcel separate from the landfill. As markets, programs, and technologies change over time, it is likely that the materials coming into The Recyclery, the materials recovered, and the technologies used to process them will change accordingly. Some of the recyclable materials that come into The Recyclery will continue to be processed or managed on the landfill site, including wood waste and green waste. The zoning also proposes to allow preliminary processing of food waste on the paved area west of the Recyclery, which is incorporated into the composting operation elsewhere on the site. Some of the recyclable materials separated out of mixed waste loads delivered to the landfill will also continue to be transferred to and processed at The Recyclery, consistent with current operations.

BFIC is also proposing to continue uses on the Recyclery property that are not directly related to the operation of the Recyclery, as described below.

Hauling Company Offices and Maintenance Facility. An affiliate of BFIC, Allied Waste Services of North America, LLC operates as a waste collection company that collects municipal solid waste from commercial and residential sources, and maintains their offices and maintenance facility at the Newby Island Sanitary Landfill and The Recyclery. The offices and maintenance facility are located in two buildings located on part of the Recyclery site, south of the main access road. Trailers that are additional office space and employee locker rooms are located on the D-shaped area that is part of the permitted landfill, north of the main access road and

across from The Recyclery and hauling company offices. Waste collection equipment and trucks, as well as employee vehicles, are also parked on the D-shaped area.

Planned operations will continue to include the hauling company's maintenance facility and offices on the D-shaped area and the easterly portion of the Recyclery property, although some reconfiguration of the uses (*i.e.,* the offices and maintenance facility as well as the recycling activities) is likely. Over time, the trailers may be replaced with permanent buildings.

Recyclery/Landfill Scales. There are three scale houses and four scales that serve the landfill; three of the scales are for inbound traffic and one is for outbound traffic. All are located on the main access road west of the D-shaped area. In addition, the Recyclery has three scales and one scale house near its entrance; one scale is for inbound loads and two are for outbound. At least one scale and scale house is manned at all times during operating hours.

It is anticipated that the four landfill scales will need to be moved east, closer to the site entrance, as landfill activities continue. Depending on the final configuration, the scales may have to be located on the D-shaped area to accommodate queuing.

Landfill Gas to Energy Plants/Landfill Gas Export Plant/Flares. Gas Recovery Systems, Inc. (GRS) currently owns and operates an electricity generating facility on the southeastern portion of the landfill site that collects landfill gas through a system of wells and headers. The facility uses landfill gas to produce an average of 4,200 kilowatts (kW) per day of electricity using a flow of approximately 2,200 cubic feet of landfill gas per minute. Additionally, GRS treats and compresses up to 1,500 CFM of landfill gas for pipeline export to the San Jose WPCP for use in their wastewater treatment operations. GRS can currently process a total of 3,700 cubic feet per minute (CFM), and additional plant capacity can be added as needed.

NISL currently maintains two landfill gas destruction flares as back-up to the GRS facility. Landfill gas must be destroyed or otherwise properly managed for air quality purposes. The GRS facility accomplishes this but must be backed-up by other landfill gas destruction devices. The existing flares are located near the westernmost point of the D-shaped area. Historically, NISL has not had to operate the flares when the GRS facility is operating. The flares are, however, operable as necessary.

The GRS facility is located within the designated landfill development area and accordingly will need to be relocated when the area is developed for waste disposal. The facility will most likely be relocated to the east, onto the D-shaped area. The landfill operator would also like to utilize some of the energy generated by the plants for on-site operations in the future. The flares will remain operable for regulatory conformance; as landfill gas production increases relative to the GRS plants' capacity, the flares may operate more often.

Landfill Offices. The NISL offices are located on the northeast corner of the landfill. There are two office trailers and parking is available for employees and visitors adjacent to the trailers.

The offices are located on a portion of the landfill that has been built to its final design height. As such, the offices are not proposed to be moved until the site is ready to receive its final cover. However, the offices could be relocated in association with future site activities.

Construction and Demolition Recycling Area. A salvage/recovery program for C&D waste is located in the central portion of the landfill. Truckloads of C&D waste are directed to that part of the site to unload. The operation includes sorting, separation of materials by types, and some on-site processing. An example of processing would be concrete crushing to create base rock and wood grinding. Currently there is an elevated picking line for extracting recyclable or reusable materials from mixed loads. Materials recycled from the mixed loads currently include metal, drywall, wood, roofing, cardboard and other construction paper products, and plastics.

Asphalt, concrete, dirt, and rock may be diverted and stockpiled for use onsite for road surfacing or to construct working pads.

The equipment used for recycling C&D waste is portable. The location of the processing operation will be moved as necessary to accommodate landfill development and final grading up to and including installation of final cover. Criteria for relocation will include off-site visibility and compatibility with adjacent uses. As with all other recycling operations, it is anticipated that changes in both the materials diverted and the equipment used to process the materials may occur in the future to reflect market demands, advances in processing technology, and changes in the incoming material stream.

Salvaging at the Landfill. Salvaging at the working face of the landfill is a traditional activity that occurs at most operating landfills. In modern landfill operations, this refers to managed salvaging, on behalf of the landfill owner/operator, and is conducted to increase diversion from the landfill. All salvaged materials are tracked and reported as diverted from disposal. "Informal" salvaging done by either employees, or customers, on their own behalf, is not allowed. Salvaging may occur from the active filling area, or landfill employees may direct loads (such as C&D waste) to a designated area away from the active filling area. Salvage is usually stockpiled near the active area and is subsequently removed for processing and recycling. Salvage activities would likely not significantly change during the landfill's operating life.

Landfill Maintenance Shop. A 120-foot by 80-foot corrugated metal building in the central portion of the landfill site is used for landfill equipment and vehicle repair and maintenance. Hazardous materials, used for equipment maintenance, are also stored in the building in accordance with the site's Hazardous Materials Management Plan (HMMP). As described below, there is a fueling station next to the shop building.

The maintenance shops may be relocated on a different part of the landfill or to the D-shaped area when landfill phasing requires that waste be disposed at their current location. The fueling station will be located with the maintenance facility.

Stormwater Detention Pond. All surface stormwater runoff and subdrain water within the facility is diverted and channeled within a series of drainage ditches and berms or in pipes to the stormwater retention pond located in the southern portion of the site. The water is tested quarterly to confirm that it meets standards set by the Regional Water Quality Control Board (RWQCB) for discharge. Water is not discharged until it meets the appropriate standards.

The stormwater detention pond may be relocated off-site and the on-site drainage conveyed (either by gravity flow or by pumping) to that location.

Leachate Management System. Leachate from all 14 sumps on the landfill is pumped to 12 mobile storage tanks currently located adjacent to the landfill maintenance shop in the center of the site, where it is then loaded into tanker trucks for transport to a permitted treatment plant. The site currently generates leachate at an average rate of approximately 7,404,000 gallons per year (2006).

The leachate holding tanks and ancillary facilities may be relocated to the D-shaped area. A pipeline conveying leachate may be constructed to the adjacent San Jose WPCP.

Fueling Facilities and Hazardous Materials. An 8,000-gallon above ground diesel fueling station is located on the central portion of the landfill site near the C&D recycling area. The tank is used to fuel on-site equipment and to refill a 2,500-gallon diesel dispensing truck. Site vehicles are fueled at a 500-gallon above-ground unleaded fueling station located near the landfill maintenance building.

Hazardous materials collected during load checking and found on the working face are stored in a special container near the C&D recycling area. Other hazardous materials used or generated on-site are stored in tanker trucks and in double contained tanks in the shops.

The diesel fueling station may be moved to the D-shaped area. The 500-gallon tank may be moved if the maintenance building is moved.

Compost Windrows. As described above, incoming organics, which includes green waste, food waste, and wood waste destined for composting are first processed (including grinding) at The Recyclery. The materials are then hauled in walking-floor trucks to a location that is currently near the northerly end of the landfill and most of the green waste is composted in turned windrows. The food waste is typically mixed with other compostable materials (such as green waste) and is then composted in either aerated static piles or in-vessel composting equipment. The permitted compost processing area currently utilizes approximately 18 acres of the landfill site, including the open windrows and curing areas, aerated static piles, and in-vessel composting. After the compost has cured, most of the compost is loaded in transport trucks and hauled to customers off-site. A small portion of the completed compost may be kept on-site for sale to small quantity (e.g., residential) customers. The compost operation processes a maximum of 980 tpd of throughput annually.

The composting area may be relocated to different areas of the landfill property in order to allow for landfill development.

Site Capacity/Life Projection. As discussed above, NISL's refuse disposal area consists of approximately 313 acres. The total facility capacity is determined based on the difference between the pre-landfill topography and the final disposal area contours. This capacity is expressed as "airspace." The existing design and associated permits specify that the landfill can only be constructed to elevation 150 feet msl. IDC estimates that the landfill property will be fully built out around 2025 (JTD, February 2007).

Remaining currently designed and permitted airspace as of March 2006 was about 10.7 million cubic yards. With the proposed redesign, approximately 26 million additional cubic yards can be landfilled at the NISL. Vertical expansion to elevation 245 feet msl would provide a maximum of approximately 15.12 million cubic yards of additional capacity.

The proposed redesign would specify filling to an elevation of 245 feet msl. Regardless of the design, landfill activities are anticipated to be completed around 2025.

End Use of the Site. All of the existing and future operations will combine to leave the site in condition for final closure in 2025. After landfill activities have ceased, final cover will be installed as will the appropriate monitoring systems. Currently, the final use for most of the NISL is planned to be passive open space indefinitely. Part of the NISL will be used for ongoing environmental control and monitoring facilities, consistent with the final closure plan. Other than the proposed height increase and associated grading changes, the currently proposed project does not propose any change in the closure plan or the planned end use. The Recyclery will continue to operate after the landfill closes.

CHANGES PROPOSED BY THE PROJECT. As discussed above, the NISL is a legal non-conforming use. The project proposes to rezone the project site to *A(PD) Planned Development Zoning District* to recognize the current landfill and related operations and practices, and increase the permitted top elevation of the landfill from 150 feet msl to 245 feet msl. This increase in elevation will increase the capacity of the landfill by approximately 15.12 million cubic yards, excluding cover materials.

In addition to the increased height and capacity, the project includes some refinements to the existing site plan and incremental changes in operations that may be necessary or desirable for the remaining life of the landfill. Some of the incremental changes were also referred to in the description of existing operations and improvements in the previous section.

Specific physical changes include the following:

Landfill Site Plan/Operations

- The top elevation of the landfill will be increased, compared to both existing and permitted conditions. The existing landfill height where the additional height is proposed varies between 100

and 130 feet msl[4], and the currently approved permit allows a maximum of 150 feet msl. The proposed permitted height would be increased to 245 feet msl, which will add approximately 15.12 million cubic yards of capacity beyond that already permitted;

- The landfill maintenance shop may be relocated to either a different portion of the landfill area or the D-shaped area;
- The fueling station may be relocated to the D-shaped area;
- An off-site stormwater detention pond may be constructed on nearby land owned by the City of San José;
- The existing landfill scales will be relocated to the east, possibly on the D-shaped area in order to allow sufficient queuing distance.
- Leachate management system (holding tanks and ancillary facilities) may be relocated to the D-shaped area;
- Construction and demolition materials recycling, tire shredding, rock crushing, and concrete processing may be relocated to a different part of the landfill area and expanded to include recycling of carpet and/or other types of bulky materials;
- Transporting leachate to the City of San Jose publicly owned treatment works (POTW) by pipe, instead of truck.

Composting

- The compost windrows may be moved to one or more different locations on the landfill.

Hauling Company

- Hauling company employee locker room, shop, and offices may be located on the Recyclery property or D-shaped area;

Other Operations

- The GRS plant (see Landfill Gas to Energy Plants and Landfill Gas Export Plant on Figure 4) may be relocated to the east, probably to D-shaped area;
- Biosolids may be used as a constituent of interim or final cover, to facilitate vegetation;
- Import additional soil, if necessary for operations or closure;
- Import bentonite, or similar soil, for liner construction, or closure;
- Utilize landfill gas for on-site energy needs;
- Implement operational or physical changes necessary to reduce greenhouse gas emissions;
- Implement operational or physical changes necessary to comply with existing and new regulations; and
- Direct piping of leachate, condensate, or other wastewaters generated on-site to the San José/Santa Clara Water Pollution Control Plant.
- Other emerging technologies having no greater or substantially different environmental impacts than the project elements addressed above.

POTENTIAL ENVIRONMENTAL IMPACTS OF THE PROJECT. The EIR will describe the existing environmental conditions on the project site and will identify the significant environmental impacts anticipated to result from the proposed project. Where potentially significant environmental impacts are identified, the EIR will also discuss mitigation measures to avoid or reduce significant impacts, as appropriate. The analysis in the EIR will include the following specific categories of environmental impacts and concerns related to the proposed projects. Additional subjects may be added at a later date, as new information comes to light.

Land Use and Aesthetics: The EIR will describe existing operations and surrounding land uses, including The Recyclery. The visual appearance of the site as viewed from off-site, including the Refuge, nearby industrial

[4] Since this is within the active landfill area, the elevation changes continuously.

and commercial development, and the proposed Bay Trail alignment will be addressed. Land use compatibility issues of the proposed project will also be addressed.

Geology and Soils: The EIR will address geology and soils impacts, including slope stability, impacts from additional waste and soil placed at the project site, soil erosion, and grading impacts.

Biological Resources: The EIR will address biological resources on-site and in the vicinity of the site. Direct and indirect impacts of the proposed project on sensitive habitats and special-status species will be identified.

Hydrology and Water Quality: The EIR will address existing drainage and flooding conditions of the project site, as well as the project site's stormwater control system. Drainage and flooding impacts from the proposed project will be discussed.

Transportation: The EIR will describe the existing traffic conditions in the project area and analyze the proposed project's impacts on the transportation system.

Air Quality: The EIR will discuss the project's impacts on local and regional air quality.

Noise: The EIR will describe existing noise conditions and noise impacts resulting from the proposed project.

Recreation: Recreational facilities in the immediate area include an extension of the regional Bay Trail and the existing Wildlife Refuge. The EIR will discuss any adverse effects on recreational facilities that could occur if the project is implemented as proposed.

Cultural Resources: The EIR will discuss the potential for archaeological resources to be present on the site and possible impacts of the project on cultural resources.

Hazardous Materials: The EIR will describe any existing contamination on-site and analyze possible hazardous materials impacts resulting from the proposed project.

Utilities and Service Systems: The EIR will discuss the ability of existing infrastructure on-site and in the project area to serve the proposed project.

Energy: The EIR will describe current energy demand from existing operations on the site and describe potential impacts associated with the proposed project.

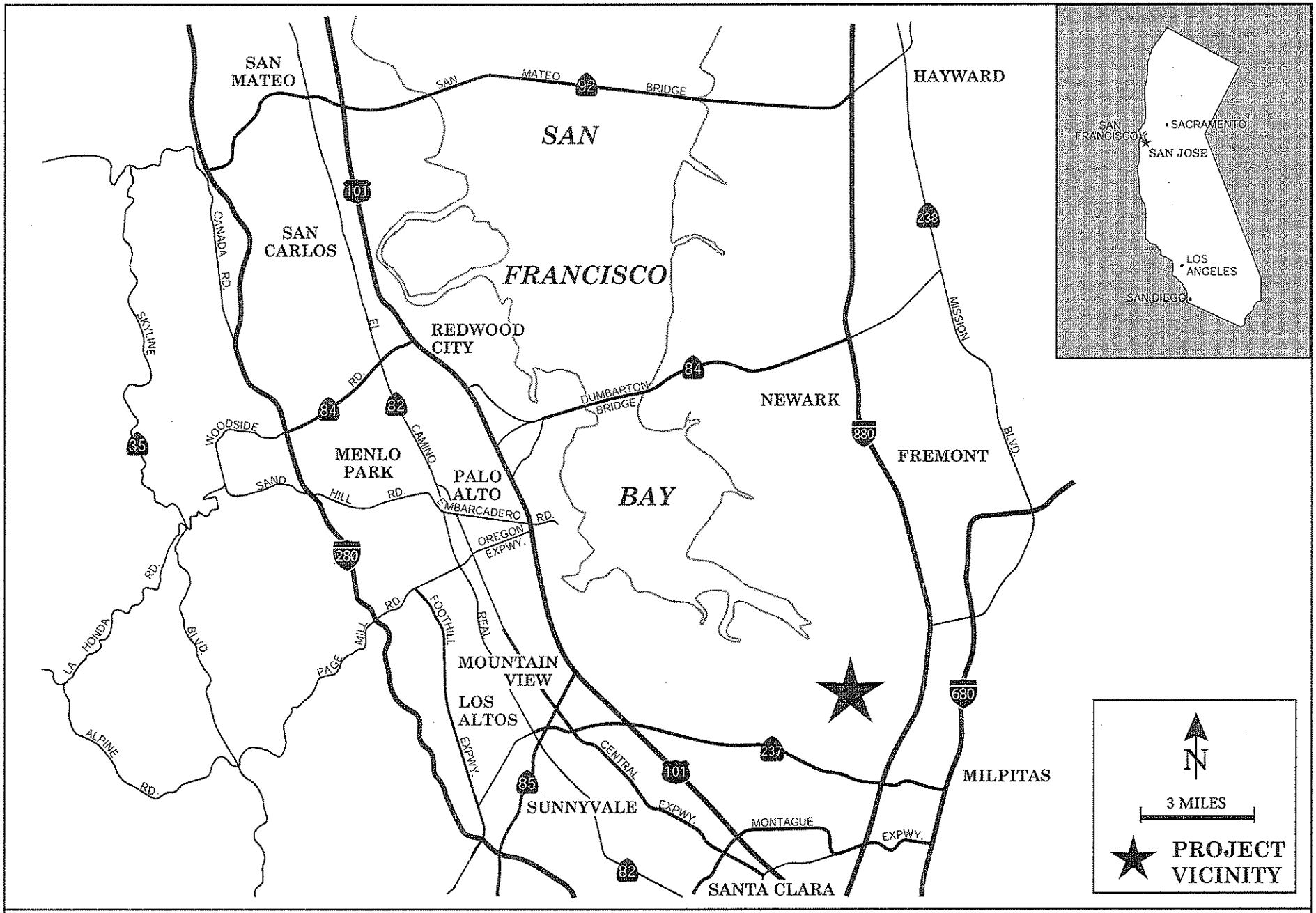
Global Climate Change: The EIR will include a broad discussion of global climate change. The EIR will describe the regulatory context surrounding the issue of global climate change and evaluate the project's greenhouse gas emissions and contribution to global climate change.

Availability of Public Facilities and Services: The EIR will discuss the availability of public facilities and service systems, and the likelihood for the project to require the construction of new facilities.

Cumulative Impacts: The EIR will address significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the area.

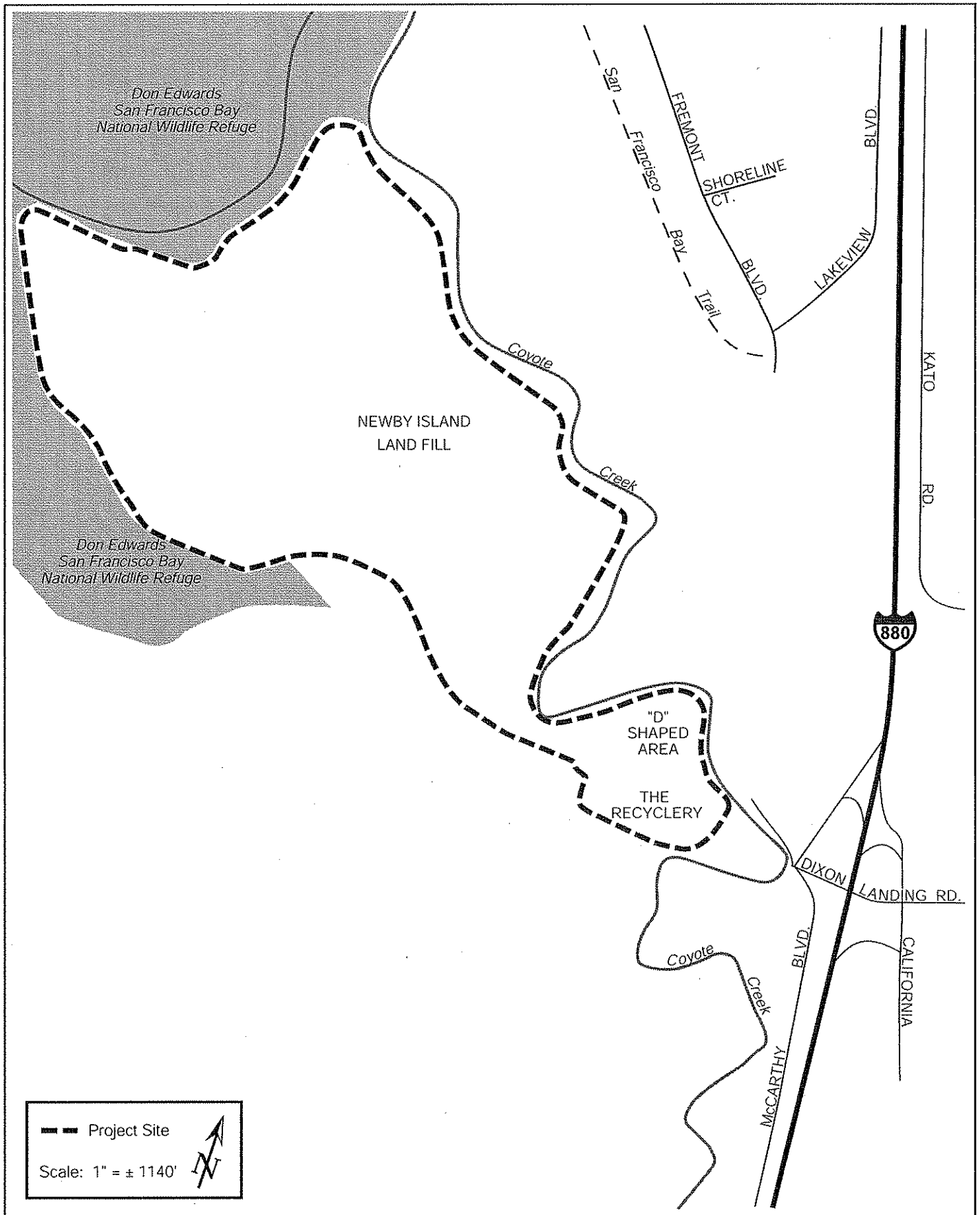
Growth Inducing Impacts: The EIR will address the potential for significant growth inducing impacts of the project.

Alternatives to the Project: Alternatives to the project as proposed, including a "No Project" alternative, will be addressed. This section of the EIR will focus on alternatives that would reduce or avoid any significant, adverse impacts identified as resulting from the proposed project.



REGIONAL MAP

FIGURE 1

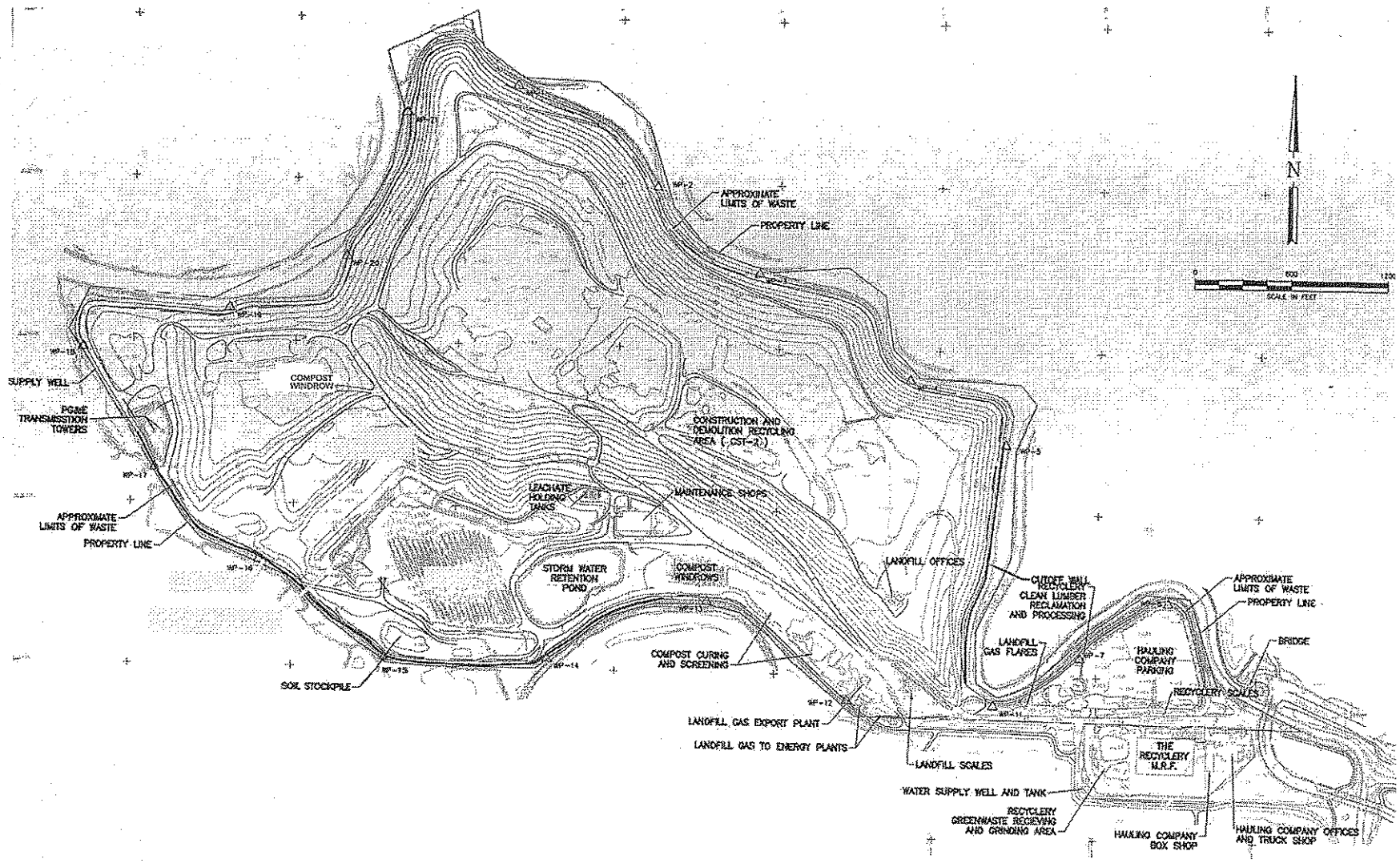


VICINITY MAP

FIGURE 2

AERIAL PHOTOGRAPH

FIGURE 3



EXISTING SITE PLAN

FIGURE 4