

CHAPTER 14

OTHER STATUTORY SECTIONS

The California Environmental Quality Act (CEQA) requires an Environmental Impact Report (EIR) to include discussions of specific impact categories. These include cumulative impacts (§15130), unavoidable impacts (§15126.2 [b]), and growth-inducing impacts (§15126.2 [d]). A discussion of irreversible environmental changes is not required for this EIR (§15127). This discussion is based on the analysis of the proposed Bulk Materials Processing Center (BMPC) use permit amendment changes and related actions (Project) in the previous chapters of this EIR.

A. SUMMARY OF CUMULATIVE IMPACTS

Individual chapters of this EIR have included discussions of cumulative impacts. Many impact areas were addressed and most do not have the potential for cumulative impacts. For purposes of this section, the following cumulative impact areas are summarized:

- **Traffic.** Traffic forecasts for the Richmond Parkway by Contra Costa County (County) and the Contra Costs Transportation Authority (CCTA) predict about a 40 percent increase in the through-traffic volumes (an average daily trips [ADT] of 28,000 vehicles per day increasing to an ADT of 39,000 vehicles per day) on the Richmond Parkway between I-80 and I-580 by 2015, without the Project. At the Richmond Parkway/Parr Boulevard intersection; the Level of Service (LOS) will decrease from “A” currently to “C” in 2015, but the overall roadway capacity conditions will be well within CCTA standards. The proposed Project would not cause cumulative traffic conditions to degrade to unacceptable levels. Cumulative impacts would not be significant.

For purposes of the cumulative analysis in this EIR, a scenario is analyzed in which the Central Integrated Resource Recovery Facility (Central IRRF) and proposed Waste Recycling Center (WRC) would operate jointly at their full design capacities. Operation of the Central IRRF at full capacity could result in changes or increases in the number of turning movements on the Richmond Parkway at Parr Boulevard and at Pittsburg Avenue, but these impacts would not be significant. The Central IRRF and proposed Project would amount to about 3.8 percent of the total daily traffic in 2015 at the Richmond Parkway near I-80. Such an increase would most likely not affect the overall operation of the Richmond Parkway, but further congestion of the ramps at I-80 would be expected during the commuter peak hours. Managing the Central IRRF and

proposed Project-related traffic to avoid the commuter peak hours would mitigate this impact.

- **Biological Resources.** The Public Access Trail (Trail) would increase human activity along the shoreline of San Pablo Bay and, potentially, could contribute to increased disruption to wildlife in the area. However, research conducted on the effects of public access on wildlife use along segments of the San Francisco Bay Trail Project suggests no correlation between trail use and bird abundance or changes in species diversity.⁹⁸ With Applicant-proposed control measures and recommended mitigation measures, the proposed Project would not contribute to any significant adverse cumulative impacts on sensitive biological and wetland resources.
- **Air Quality.** Combined on-site and off-site emissions of particulates (PM₁₀) would exceed the Bay Area Air Quality Management District (BAAQMD) significance threshold of 80 pounds per day (with controls). Thus, for purposes of this EIR, the proposed Project would have a significant and unavoidable cumulative impact for PM₁₀. The Project, however, is subject to BAAQMD's New Source Review process. During this permitting process, the Project would be evaluated for application of Best Available Control Technology (BACT) and emission offsets for reducing PM₁₀ emissions to acceptable levels.

A health risk assessment was prepared to estimate diesel exhaust risk at two residential areas adjacent to Richmond Parkway where additional diesel truck traffic from the Project and cumulative traffic increases in 2015 would pass near existing homes. These locations represent the worst-case exposure to new diesel particulates from Project and cumulative traffic increases. The maximum calculated cancer risks are well below the BAAQMD significance threshold. The maximum calculated cancer risks from the proposed Project and the Central IRRF operating at full design capacity are also below the BAAQMD significance threshold.

- **Odor.** Areas of particular concern associated with the proposed Project and nuisance odor generation include an expanded Composting Facility using open windows, additional and new feedstock materials, and the application of liquid anaerobically digested wastewater sludge (biosolids) to the closed southern and eastern sideslopes of the Class II landfill. Individually, and particularly on a cumulative basis, significant odor nuisance impacts could occur. The Preferred Environmental Alternative includes use of aerated static pile as the primary composting process which should substantially lessen the nuisance odor potential associated with composting. The Applicant would also need to demonstrate to the Local Enforcement Agency (LEA) and the BAAQMD that biosolids application can occur without creating nuisance odor conditions. As a result, cumulative odor impacts would be reduced to less-than-significant levels.

B. UNAVOIDABLE IMPACTS

Based on the analysis in Chapter 10, Air Quality and Odor, exceedances of the BAAQMD threshold of 80 pounds per day PM₁₀ represents a significant unavoidable adverse impact. Evaluation of BACT and emission offsets for the proposed Project will occur during the BAAQMD New Source Review process.

C. GROWTH INDUCEMENT

CEQA requires that an EIR discuss the ways in which a project could foster either economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this definition are public works projects which would remove obstacles to population growth.

The proposed Project is mostly activity related and does not involve construction of major new facilities that would stimulate the Bay Area's economy. The proposed Waste Recycling Center (WRC) and relocated equipment maintenance building would be the main new facilities. Construction of these facilities would occur over a relatively short period. The number of new construction jobs would be negligible compared to the County's total employment. The demand for skilled labor would likely be met from the existing labor pool. Expanded resource recovery and recycling operations would be expected to create new jobs. In addition, adding recyclables to various markets (instead of disposal in landfills) would have a positive, but unquantifiable economic impact.

The proposed Project consists of BMPC use permit amendment changes and related actions. The BMPC changes provide for substantially increased resource recovery operations at the West Contra Costa Sanitary Landfill. The related actions include a vertical height increase at the Class II landfill for improved drainage management, and the Trail. The landfill height increase from 130 feet above mean sea level (msl) to 160 feet msl, assuming the WRC is constructed at the former Soil Remediation Building location, would also provide approximately 17 months of additional disposal capacity with landfill closure in about April 2005.

Provisions of additional resource recovery and disposal capacity could be viewed as growth inducing, since a possible constraint for future growth would be removed to some degree. However, such activities are not now a constraint to growth, nor are they expected to become so in the future. In their General Plan Growth Management Elements, both the County and City of Richmond identified the following public services as controlling factors for growth for which performance standards have been established: traffic circulation, water, sanitary sewer, fire protection, public protection, parks and recreation, and flood control and drainage. Other public services, such as related to solid waste, are addressed by General Plan policies rather than performance standards. The proposed Project, as detailed in this EIR, is consistent with both the

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County and City General Plans. Increased resource recovery, recycling, and provision of a local facility for the public to drop off waste is encouraged in the General Plans and required by the California Integrated Waste Management Act (also known as AB 939).