

**CITY OF HAYWARD**  
**AGENDA REPORT**

AGENDA DATE 10/05/04  
AGENDA ITEM \_\_\_\_\_  
WORK SESSION ITEM WS #2

**TO:** Mayor and City Council  
**FROM:** Director of Community and Economic Development  
**SUBJECT:** La Vista Quarry Permit Extension: Draft Environmental Impact Report

**RECOMMENDATION:**

It is recommended that the City Council review and comment on this report.

**BACKGROUND:**

The purpose of this work session item is to provide information associated with the proposed permit extension for the La Vista Quarry and the related Draft Environmental Impact Report (DEIR) prepared by Alameda County. The DEIR was released on September 6 and the public review period runs through October 19.

The La Vista Quarry is located east of Mission Boulevard and west of Garin Regional Park in unincorporated Alameda County (see Exhibit A). The quarry operates via a Surface Mining Permit (SMP-37) granted by the County in 2000 that allows operations through 2008. It consists of a surface mining operation, aggregate processing plant, asphalt-concrete batch plant and a construction materials recycling facility (see Exhibit B). Dumbarton Quarry Associates are the operators of the La Vista Quarry and have requested a new permit that would allow operations to continue through the year 2028.

Alameda County is processing the permit request and has coordinated preparation of the DEIR. Following the deadline for receipt of comments on the DEIR, the County will prepare a Final Environmental Impact Report (FEIR). A public hearing on the permit extension request and the FEIR will be scheduled before the County Planning Commission. While staff is not aware that a specific hearing date has been established, it is anticipated that the hearing will be held sometime before the end of the year.

The City has submitted an annexation application to the Alameda Local Agency Formation Commission (LAFCo) which, if approved, would bring the La Vista Quarry site and surrounding unincorporated lands into Hayward. City staff will be coordinating with the County staff to ensure that concerns by the City regarding conditions of approval are addressed, should the project be approved.

## Proposed Project

Detailed descriptions of existing and proposed quarry operations are provided in Chapter 3 of the DEIR (see Exhibit C). In summary, Dumbarton Quarry Associates is proposing changes to the site in four separate phases, as described below. The following table summarizes existing and proposed hours of operation and vehicle traffic.

- Phase IA: Construction of an approximately 70 to 100-foot deep settling pond in the southern portion of the site would take place during the first two years.
- Phase IB: Modernization of the asphalt-concrete batch plant via installation of new components would be done primarily during the first few months if the permit is approved and excavation of the western portions of the quarry "floor" that would result in a mining pit approximately 200 feet deep, anticipated to occur over an estimated period of six to ten years.
- Phase II: Backfilling of the pit created in Phase IB would occur over a three-year period.
- Phase III: Relocation and upgrades of the aggregate processing plant to a portion of the backfilled area created in Phase II, creation of a new internal access road to the relocated aggregate production plant, and mining down into the quarry floor where the former plant was located, would all take place over the next three to five years.
- Phase IV: Final reclamation, to include dismantling of the asphalt batch plant and the aggregate processing plant, backfilling of the settling pond created in Phase IA, final backfilling and grading, and creation of a permanent detention basin in the southwest portion of the site, would occur during the last one to two years.

### **DAYS AND HOURS OF OPERATIONS**

	<b>EXISTING ACTIVITIES</b>	<b>PROPOSED ACTIVITIES</b>
Loading and Removal of Quarry Products	M-Sa, 7:00 a.m. to 5:00 p.m.	M-Sa, 6:00 a.m. to 6:00 p.m.
Excavating and Processing of Quarried Materials	M-Sa, 8:00 a.m. to 5:00 p.m.	M-Sa*, 6:00 a.m. to 5:00 p.m. (*anticipated to be 10-20 Saturdays per year)
Asphalt Batch Plant	M-F, 7:00 a.m. to 5:00 p.m.	M-Sa, 6:00 a.m. to 6:00 p.m., plus an estimated 43-65 nights per year

## VEHICLE TRAFFIC

Vehicle Types	EXISTING ACTIVITIES		PROPOSED ACTIVITIES			
	Average Day*	Peak Day*	Daytime Operation Only (Average Day)	Daytime Operation Only (Peak Day)	Daytime Plus Nighttime Operation (Average Day)	Daytime Plus Nighttime Operation (Peak Day)
Total Truck Trips	≤256	≤616	256	616	452	952
Total Non-Truck Trips	≤82	≤82	82	82	88	88

\*based on statement on page 3-25 of the DEIR

### Summary of Impacts and Mitigation Measures in DEIR

A summary table from the DEIR that identifies potential environmental impacts, along with proposed mitigation measures to reduce or eliminate those impacts, is provided in Exhibit D. The DEIR identifies three significant and unavoidable impacts that would each require adoption of a Statement of Overriding Considerations by the County Planning Commission. These three impacts are summarized below:

- **Impact 6-2:** Certain aspects of the project associated primarily with truck and mining activities are anticipated to exceed the Bay Area Air Quality Management District's (BAAQMD) project-specific significance threshold for nitrogen oxides (NO<sub>x</sub>) emissions. Although the DEIR analysis suggests project-generated NO<sub>x</sub> emissions would most likely not lead to significant ozone impacts, no feasible mitigation measures are identified to reduce such emissions below the BAAQMD's threshold.
- **Impact 6-5:** The DEIR indicates that the project's contribution to regional ambient NO<sub>x</sub> levels would result in a significant unavoidable cumulative impact.
- **Impact 7-3:** The DEIR indicates that mitigation measures involving either noise attenuating barriers or quieter equipment to reduce noise impacts to the residential property to the northwest associated with the asphalt-concrete plant would likely not be feasible, although such measures would likely reduce impacts at other nearby residences to less-than-significant levels.

Other major significant impacts that have been identified by staff or that were raised by surrounding residents in response to the Notice of Preparation relate to traffic and circulation, air quality, noise, and hydrology and water quality (specifically, potential groundwater contamination since the underlying aquifer is used as a drinking water supply). The DEIR requires implementation of site-specific design-level geotechnical recommendations, including those related to slope stability analyses. These impacts of concern are discussed in more detail below.

### **Traffic/Circulation**

Future intersection levels of service (LOS) along Mission Boulevard may be impacted by the proposed project: The DEIR analyzed future project impacts at four intersections along Mission Boulevard: at Jefferson St./Calhoun St., at Tennyson Road, at Industrial Parkway and at the Quarry access road (which assumes Tennyson Road is not extended to the east). The DEIR indicates that although certain intersections would operate at deteriorated levels of service without the project (i.e., LOS E or F, with delays of more than 40 seconds), the project's impacts would not be significant in that added delays would not exceed the City's standard of four seconds.

The DEIR proposes a mitigation measure to address potential conflicts with the possible eastward extension of Tennyson Road and on-site conflicts with truck movements, associated with a new on-site access road proposed for Phase III: As part of Phase III of the project involving a relocated aggregate processing plant, a new one-way loop road is proposed for the asphalt-concrete plant, separating inbound trucks from outbound trucks. As with the current on-site circulation, loaded trucks leaving the quarry would have to cross the path of inbound trucks for both the aggregate and asphalt-concrete plants, creating an inherent potential for conflicts. However, trucks currently cross paths on level ground, whereas the proposed Phase III circulation would have them crossing paths on sloped ground in the southwest corner of the site. The mitigation measure requires that the realigned roadway and circulation system be designed to accommodate the Tennyson Road extension and allow adequate stopping distance for trucks, as well as appropriate intersection geometry, signal coordination, provisions for pedestrian safety and all other roadway and intersection design features required by Hayward.

### **Air Quality**

Project emissions would generate dust leading to potential health risks and nuisances: The DEIR proposes a mitigation measure to reduce such impacts by requiring watering of all unpaved roads with sufficient frequency to suppress dust, use of water sprays on the conveyors, screens and rock crushers in the aggregate processing plant, use of fabric filters in the asphalt plant to minimize emissions from the rotary drum and suspension of mining, aggregate processing and recycling activities during periods when winds exceed 20 mph. The DEIR also includes a performance standard that no visible dust plumes shall extend beyond the project boundaries.

In addition, staff is concerned with impacts to City streets and would recommend that any permit approval by the County include a condition that the quarry operator be responsible for removal of material spilled onto local roads from haul trucks traveling to or from the quarry site. Such condition exists with the current County permit for La Vista Quarry.

### **Noise**

Noise associated with construction of the Phase IA settling pond in the southern portion of the site could impact nearby residences to the west: The DEIR indicates that noise associated with such construction shall comply with the City's standards, which indicates such noise shall not be more than 6 dB above the local ambient level between 7:00 a.m. to 7:00 p.m. Mondays through Saturdays and between 10:00 a.m. and 6:00 p.m. on Sundays and holidays.

Noise associated with mining operations: The DEIR requires mitigation during Phase IB to include 1) creation of berms within a new buffer zone of at least 750 feet from the edge of excavation to the nearest residential areas to the south, in order to produce a 15-dBA reduction,

or other combinations of increased buffer areas and berms to reduce noise levels at residences to the southeast to a maximum of 50 dBA  $L_{eq}$ ; 2) earthen berms or other noise attenuating measures (with a 13-dBA reduction) to shield off-site residential receptors to the southeast from noise generated by the relocated aggregate processing plant, and 3) limiting mining operations to after 7 a.m.

Noise associated with proposed nighttime activities at the asphalt-concrete plant would increase noise levels at residential areas near the project site: The DEIR requires noise shielding (i.e., sound insulation near the asphalt plant or a soil berm barrier between the plant and nearby residences) so that daytime noise from the plant at nearby residences to the northwest and southeast is 50 dBA  $L_{eq}$  or lower, and 45 dBA or lower for nighttime hours. As stated previously, the DEIR indicates such measures would likely not be feasible to sufficiently reduce noise levels at the residence to the northwest (Tavake).

### **Hydrology and Water Quality**

Surface water and groundwater quality degradation could result from an accidental release of environmentally deleterious materials: The DEIR requires preparation and implementation of a Alameda County-approved Spill Prevention, Countermeasure, and Control (SPCC) plan. Staff would recommend that if annexation is approved, such plan also be approved by the Hayward Fire Department's Hazardous Materials Office, since Hayward would be responsible for oversight of the quarry if it were annexed into Hayward.

The DEIR concludes that implementation of the project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge: To support this conclusion, the DEIR references observations by the project geotechnical consultant from borings that indicate ongoing quarry excavations have typically resulted in the drawdown of groundwater in areas where active quarry operations are underway, but that groundwater has not been significantly drawn down in much of the sloped areas of the site, based on "evidence of persistent year-round springs and on measurable increases in water levels in deep borings within the existing facility following heavy rains." The DEIR also indicates that the Hayward fault zone typically acts as a groundwater barrier, with groundwater levels typically higher to the east of the fault zone, and concludes that since most proposed quarry operations would occur east of the fault zone and based on the preceding information, it is unlikely that quarry activities would significantly affect groundwater downslope of the site (i.e., west of the fault zone).

However, due to observations of higher groundwater levels in areas of active quarry activities east of the Hayward fault zone and because homes along Bodega Street that utilize groundwater for a water supply are also located east of the fault zone, staff would recommend that a mitigation measure be included that would require regular monitoring of the groundwater levels in the immediate vicinity via piezometers or other instruments, to ensure significant impacts to groundwater levels do not occur. Such measure could also require regular testing of the groundwater to ensure groundwater quality is not negatively affected by quarry activities.

### **Alternatives Identified in the DEIR**

In addition to the analysis of significant impacts and possible mitigation measures, the DEIR analyzed three alternatives to the proposed project:

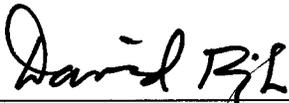
1. **No-Project Alternative** (operations continue through 2008 via SMP-37) - the DEIR indicates air quality impacts could be greater, due to greater truck traffic to haul needed construction materials from outside the area and due to continued use of an outdated asphalt plant.
2. **Daytime-Only Operations** - would avoid significant, unavoidable nighttime noise impacts associated with the proposed asphalt-concrete plant operations.
3. **Modified Phase III Circulation** - would eliminate potential conflicts with the proposed Tennyson Road extension and on-site truck circulation conflicts associated with the proposed new Phase III access road leading to the relocated aggregate processing plant, by moving the plant 150 feet to the north and 100 feet west and shifting the truck access road to the north.

The DEIR concludes that Alternative 2 would not meet all the project's objectives in that it would not allow demands to be met locally for roadway work. Alternative 2 is identified as the environmentally superior alternative from a regional scope; however, Alternative 3 is considered to be superior from a localized impact perspective.

**NEXT STEPS:**

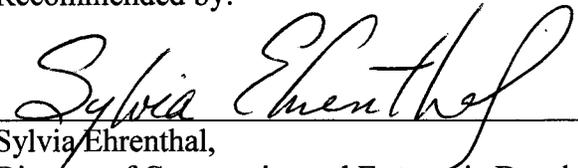
At this time, staff is seeking input from the Council on its concerns regarding the impacts and mitigation measures identified in the DEIR. These concerns, along with those identified by staff in this report, will be incorporated in a draft letter for further review by the Council at its meeting on October 12. The letter containing the city's formal comments on the DEIR will then be forwarded to the County for its consideration during the preparation of the Final Environmental Impact Report.

Prepared by:



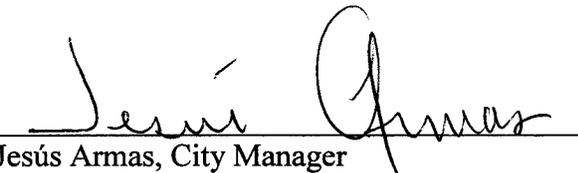
David Rizk, AICP  
Associate Planner

Recommended by:



Sylvia Ehrental,  
Director of Community and Economic Development

Approved by:



Jesús Armas, City Manager

**Attachments:**

- Exhibit A. Aerial View of Project Area (Figure 3-2 from La Vista Quarry Permit Extension DEIR)
- Exhibit B. Existing Asphalt Concrete and Aggregate Plants (Figure 3-4 from La Vista Quarry Permit Extension DEIR)
- Exhibit C. Project Description (Chapter 3 from La Vista Quarry Permit Extension DEIR)
- Exhibit D. Summary of Project and Environmental Effects (Chapter 2 from La Vista Quarry Permit Extension DEIR)

9/29/04

**DUE TO THE LENGTH OR COLOR  
OF THE REFERENCED EXHIBIT,  
IT HAS BEEN ATTACHED AS A  
SEPARATE LINK.**

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## 3. PROJECT DESCRIPTION

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### 3.1 OVERVIEW

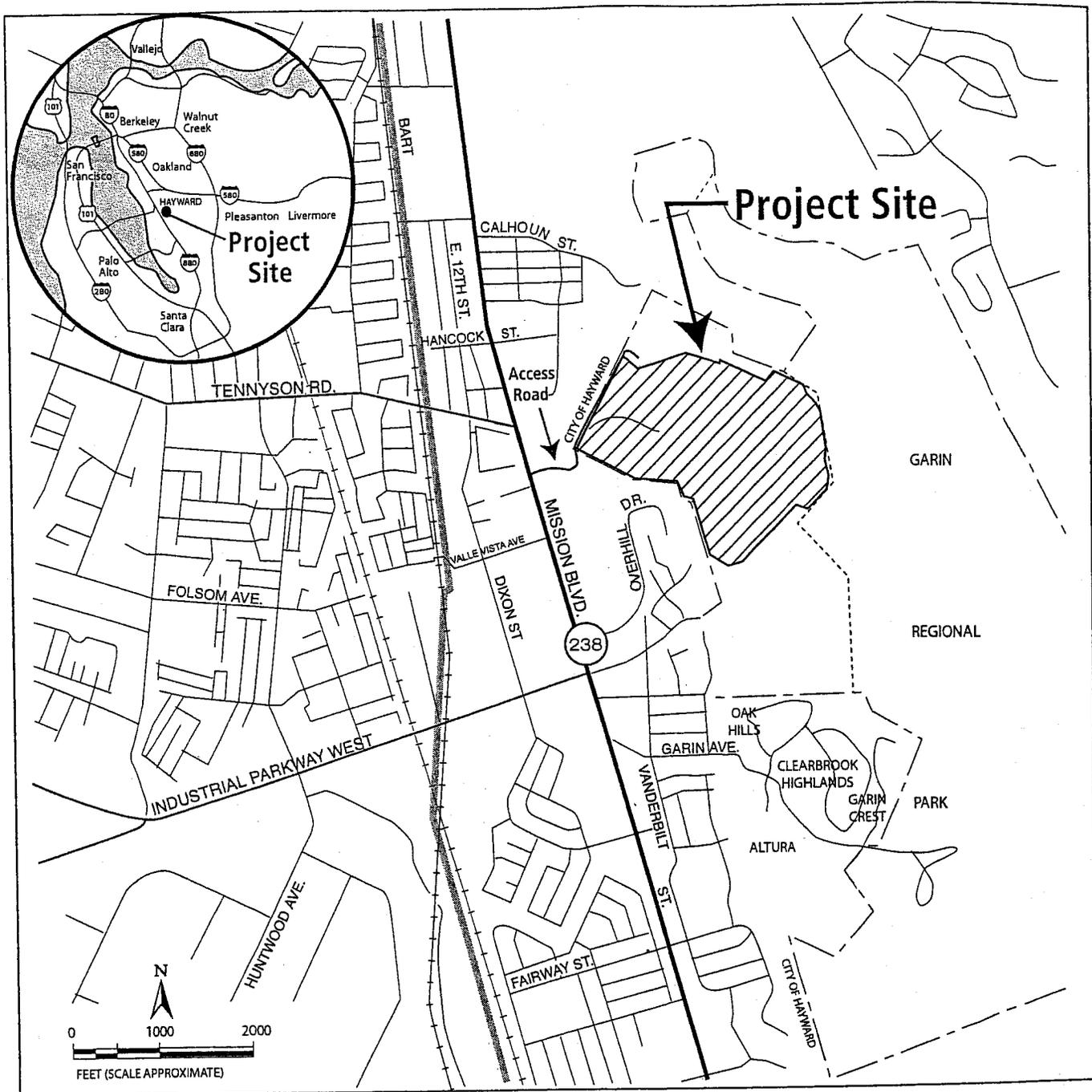
Dumbarton Quarry Associates, (DQA), an aggregate and fill mining company based in Dublin, California, operates the existing La Vista Quarry near Hayward in western Alameda County under Surface Mining Permit 37 (SMP-37), which is valid for mining operations until December 31, 2008, with final reclamation to be completed by December 31, 2009. DQA is proposing to extend the existing permit for an additional 20 years, to December 31, 2028, with final reclamation to be completed by December 31, 2029. The proposed mining permit for the La Vista Quarry would be designated SMP-41. Along with SMP-41, DQA is also requesting approval of a Reclamation Plan for the quarry.

The existing La Vista Quarry is located in the unincorporated Alameda County area east of Mission Boulevard (State Highway 238) and the City of Hayward, as shown on Figure 3-1. The site address is 28814 Mission Boulevard, Hayward.

Activities under the proposed permit extension would be similar to the existing operation: mining, production, and sale of aggregate; recycling of construction materials including concrete and asphalt; and operation of an asphalt concrete (AC) plant. Based on recent geological investigations, deposits under the existing quarry floor would support mining for the next 20 to 25 years.

The Applicant was previously issued Quarry Permit Q-34 by Alameda County in 1962, when the La Vista Quarry commenced operations. Prior to this, previous quarry operations dating to the 1940s occurred under a different operator (Corey Brothers). In 1980 SMP-6 was granted for continued operations on the site through 1990. The County approved SMP-25 in 1988 for continued operations of the quarry and an asphalt plant through 2000. On July 17, 2000, SMP-37 was approved, which extended operations to December 31, 2008, with final reclamation to be completed by December 31, 2009. As noted above, the proposal that is the subject of this EIR would extend the existing permit for an additional 20 years, to December 31, 2028, with final reclamation to be completed by December 31, 2029.

Although the site's final use has not been determined, it is anticipated to be open space if the site remains within the County, or residential, open space, and/or recreational if it is



**Figure 3-1**

**Site Location**

Source: Douglas Herring & Associates

annexed to the City of Hayward. Any future proposed use of the site will be subject to additional environmental review under CEQA.

### 3.2 PROJECT LOCATION AND SITE CHARACTERISTICS

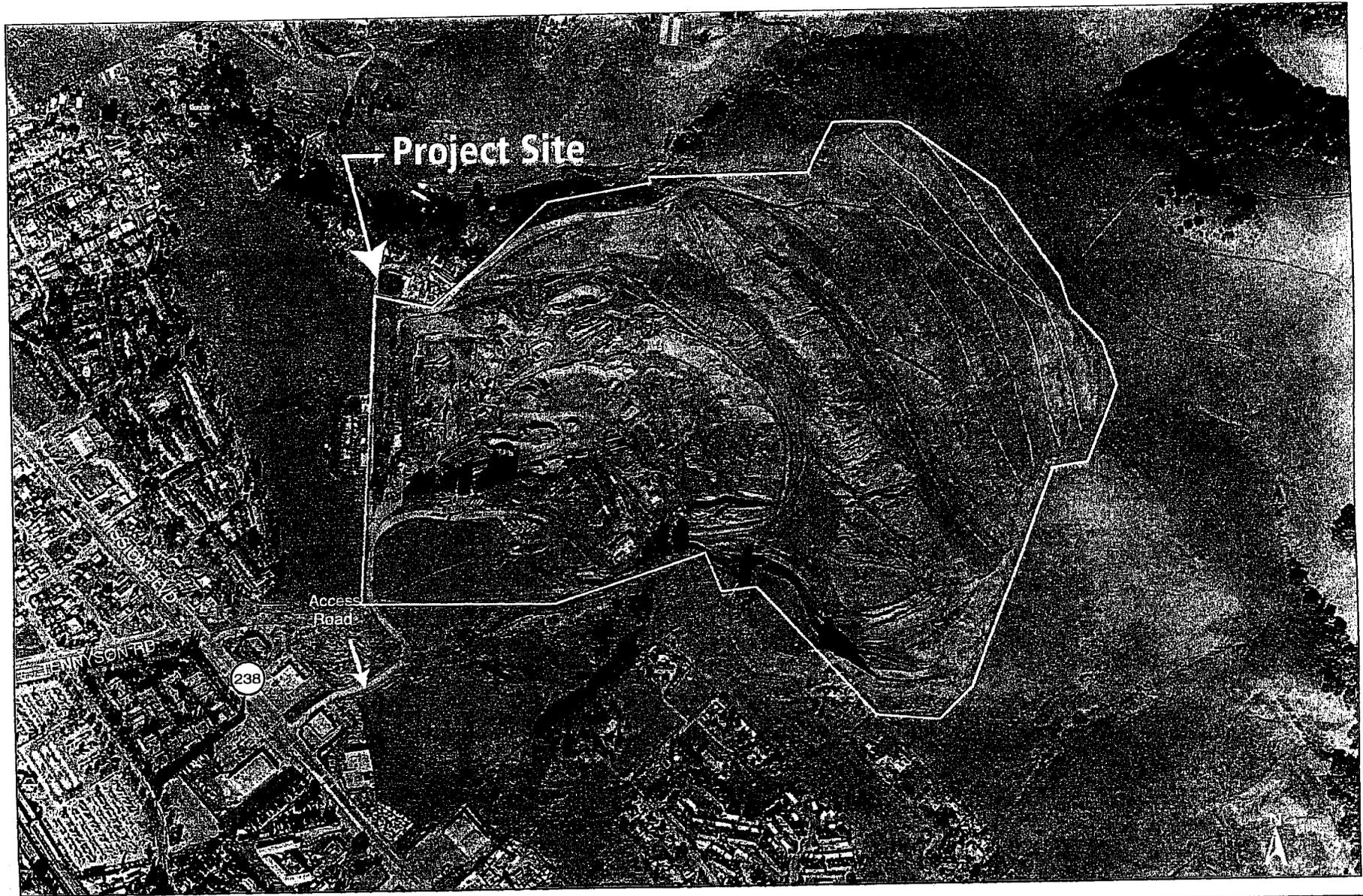
The La Vista Quarry is located in western Alameda County, near the City of Hayward. As shown on Figure 3-1, the quarry is east of Mission Boulevard—a County-designated scenic route—and the City of Hayward, and immediately west of Garin Regional Park. An aerial overview of the project area is shown on Figure 3-2.

The La Vista Quarry is located on an irregularly-shaped, approximately 160-acre site, comprised of Assessor's Parcel Numbers (APNs) 83-100-2-1, 83-100-2-2, 83-75-2-7, 83-75-2-9, and a portion of Parcel 83-125-1-12. Dumbarton Quarry Associates owns two of these parcels, and has a long-term lease on the balance of the site, with authority to act as agent for the lessor.

The quarry consists of a bowl-shaped cut into the westernmost ridge of the Diablo Range. The quarry site slopes downward from east to west. The highest elevation on the site is approximately 780 feet at the eastern side of the quarry (a previously mined area that has been reclaimed). Along the western boundary of the quarry, the elevation varies from approximately 140 feet at the southwest corner of the site, to approximately 270 feet at the northwest corner. The Hayward Fault passes through the western portion of the site in a northwest to southeast direction.

Virtually all of the site is occupied by quarry facilities, which include the currently active mining areas, reclaimed former mining areas, settling and detention basins, aggregate and asphalt concrete production facilities, roads, parking areas, office, weight scale, and maintenance and repair building (described in detail in sections 3.3, Existing Quarry Operations, and 3.4, Proposed Activities, below).

A row of mature eucalyptus trees located along a small ridge at the western border of the quarry, west of the asphalt concrete production plant, provides visual screening of the asphalt concrete plant and other quarry facilities from viewpoints to the west (see Figure 3-2). Another row of mature eucalyptus trees along the southwest border of the quarry, south of the entrance facilities, screens quarry facilities including the aggregate processing plant from viewpoints to the south.



**Figure 3-2**

Aerial View of Project Area

Source: AirPhotoUSA, 2003

## EXISTING ZONING AND LAND USE DESIGNATIONS

The project site is within the unincorporated area of Alameda County. The County General Plan applicable to the project area does not designate land uses, but rather contains policies that guide development. The County zoning is A (Agriculture). Quarrying and associated uses are permitted in the A district subject to issuance of a Surface Mining Permit.

The project site is within the Sphere of Influence of the City of Hayward, and is within the proposed Mission-Garin annexation area that is currently under study by the City of Hayward. The City of Hayward has pre-zoned the quarry site as AB10A (Agriculture). This zoning would apply to the project site if it were annexed to the City, and could permit residential development on the site. The City of Hayward General Plan designation for the site is Limited Open Space.

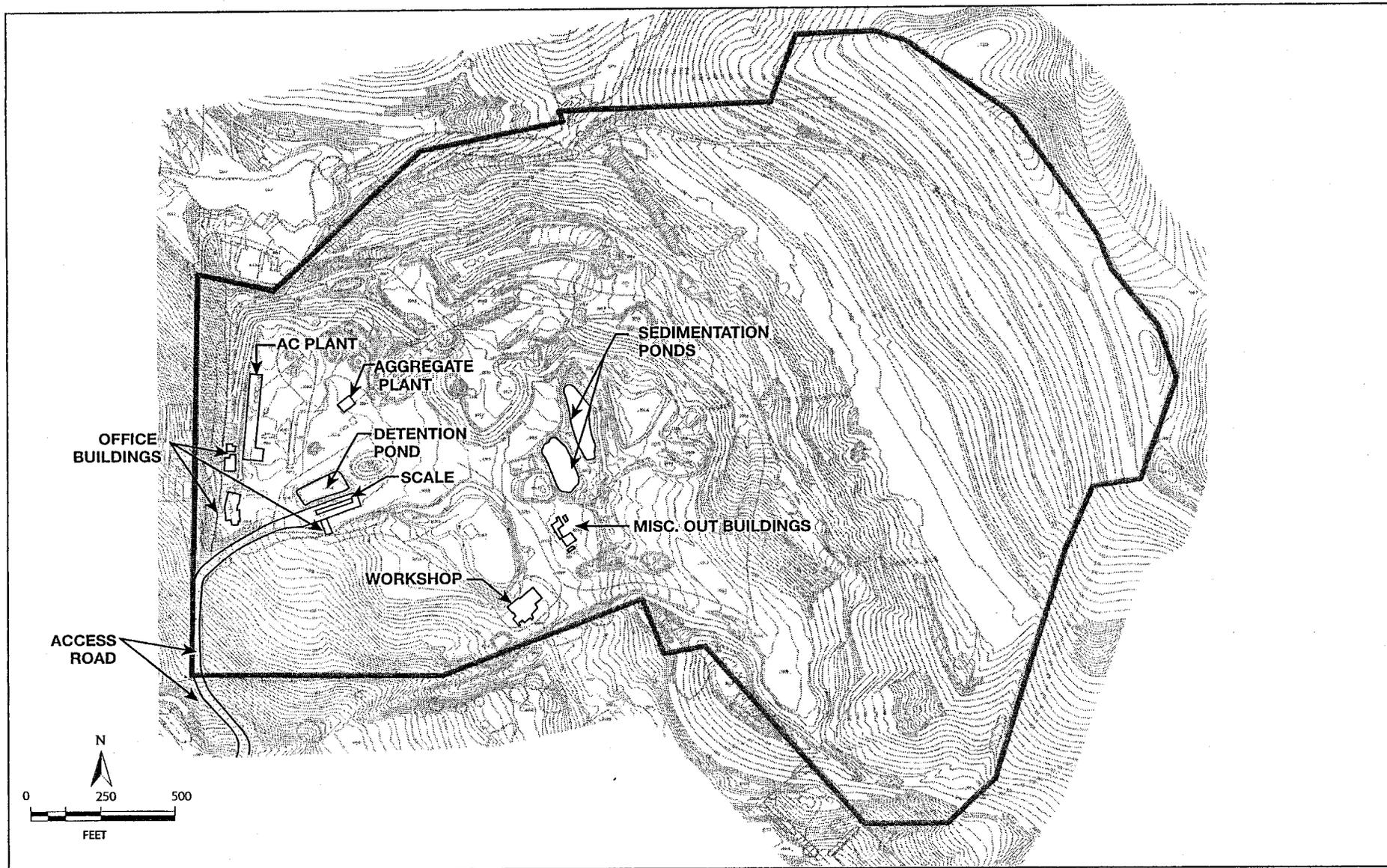
In fulfillment of Condition of Approval 14 of SMP-37 (the currently applicable Alameda County Surface Mining Permit for the site), the quarry operator has initiated the process of annexation to the City of Hayward.

### 3.3 EXISTING QUARRY OPERATIONS

The existing La Vista Quarry has been in continuous operation since 1962. Current operations include mining of rock; production of aggregate in on-site aggregate production facilities; operation of an asphalt concrete batch plant; and recycling of construction materials, mainly concrete and asphalt, plus smaller quantities of brick and porcelain toilets and sinks. Smaller quantities of glass and plastics also have been recycled in the past, although these materials are not currently being recycled. The locations of these facilities are shown on Figure 3-3. Photos of the existing asphalt and aggregate plants are shown on Figure 3-4.

Rock is mined at the site using dozers, loaders, and dump trucks, and then processed through a crushing and sorting operation, located in the western portion of the quarry site, to produce aggregate. Aggregate materials are usually used as a base rock under roadways, foundations, parking lots, backfill, and other construction applications. Aggregate is delivered from the quarry to off-site destinations primarily by independent truckers.

Aggregate materials are also used as the primary feedstock at the on-site asphalt concrete plant, located near the western boundary of the site and the site access road. Fueled by



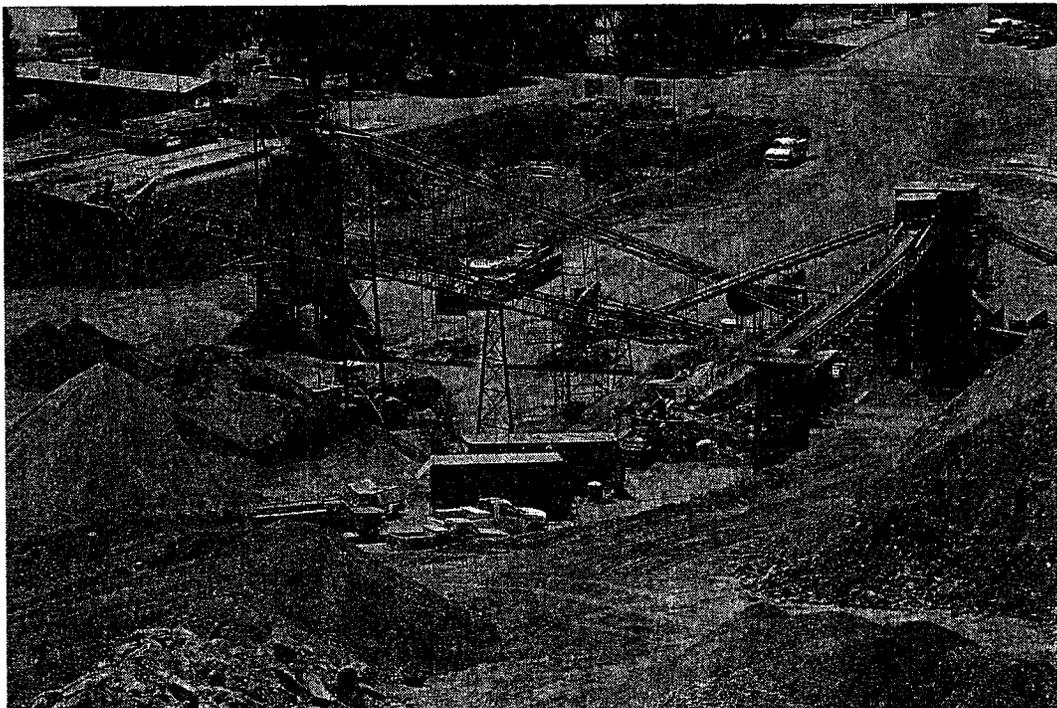
**Figure 3-3**

Existing Site Plan

Source: Peter Kalveer & Associates



Existing AC plant.



Existing aggregate plant.

## Figure 3-4

### Existing AC and Aggregate Plants

Source: Douglas Herring & Associates

propane, the plant mixes on-site aggregate and imported sand and oil, according to specific customer needs.

In addition to aggregate, fill material is also mined from the quarry. This material is stockpiled at the base of the hill, or, more commonly, deposited directly into haul trucks for delivery to customers offsite. Waste concrete, asphalt, and porcelain plumbing fixtures are recycled at the concrete recycling facility located near the aggregate production facilities. The recycled material is used in production of aggregate base, and recycled asphalt is also used as an input to the asphalt concrete production facility.

Additional facilities on the site include an office, truck scale, maintenance and repair building, laboratory building, storage sheds, diesel fuel tank with containment structure, empty lime storage tank, miscellaneous equipment and materials, and access road. The empty lime storage tank and the miscellaneous equipment and materials are planned to be removed during future operations.

There is a detention basin, approximately one-half acre in size, located in the western portion of the site near the office and truck scale. Three settling basins of similar size, and several smaller basins, are located in the central western portion of the quarry, to the east and uphill from the detention basin. The settling ponds also act as retention basins for stormwater, which is ultimately transferred via pipes from the uphill settling ponds to the detention basin, and from the detention basin, via an outfall, to the storm drain system in Mission Boulevard. The settling ponds and the detention basin also provide storage of water for use in dust control. In addition to stormwater, it is believed that the settling basins also collect naturally occurring ground water.

### **3.4 PROPOSED ACTIVITIES**

The activities under the proposed permit extension would be similar to the existing uses at the quarry: mining of rock, production of aggregate in on-site aggregate production facilities, operation of an asphalt concrete batch plant, and recycling of construction materials (primarily asphalt and concrete, along with smaller quantities of brick, porcelain, glass, and/or plastic).

#### **AGGREGATE EXTRACTION**

The easternmost portion of the Quarry has been previously mined and finished to final grade. This area extends from the eastern boundary of the quarry (the highest portion of the quarry, with elevations up to approximately 780 feet) westward down to

approximately elevation 540. Under the proposed permit extension, aggregate mining would be conducted in the central and western portions of the quarry (see Phasing of Operations, below). Using bulldozers, loaders, and scrapers, rock would be extracted and transported along internal access roads from the active mining area to the on-site aggregate production facilities located in the western portion of the site. Minerals to be mined are Greenstone Volcanic Rock (Franciscan Group), and Shale, Sandstone, and Limestone (Knoxville Formation).

As discussed in more detail below, the project would be implemented in four phases. As each phase of mining is completed, the mined areas would be backfilled to final grade with engineered fill and reclaimed (as described in more detail in Site Reclamation and Final Use, below). Any excess overburden would be stockpiled on the site, for eventual use during post-mining reclamation of the site. No off-site export of excess overburden is anticipated.

## AGGREGATE PROCESSING

During the initial project phases, future aggregate processing would continue to occur at the existing aggregate production facilities at the site, where the harvested rock would be crushed, cleaned, and screened by size. As discussed in Phasing of Operations, below, these aggregate processing facilities would, during a later phase of operations, be replaced with new equipment and relocated to another area of the quarry site to accommodate ongoing mining. The aggregate production facilities currently use a dry vibrating screen process to clean and sort the crushed aggregate by size. When aggregate extraction encroaches into the water table, a wet process would be required to process the saturated feedstock. To meet this need, the quarry operators intend to add a process of rinsing the aggregate, using a closed water supply system. A series of several "thickener tanks" would receive silt-laden rinse water, allow the solids to settle out, and produce clarified water for reuse in rinsing the aggregate. Due to the closed water system and high moisture content of rock that is extracted from below the water table, wet processing of aggregate would not require imported water.

## ASPHALT CONCRETE PRODUCTION

Future asphalt concrete (AC) production would occur within the existing structure of the AC plant on the site, at which new components would be phased in over a period of several years, resulting in a modernized AC production facility. The new components (including mixing drum, bins, burner, and baghouse for air emissions control) are

intended to improve production efficiency and meet BACT (Best Available Control Technology) requirements for air emissions. The proposed plant modifications would allow DQA to process and utilize recycled AC in addition to producing new AC. It is expected that rubberized asphalt, to meet anticipated future project specifications, would also be produced at the modernized AC plant.

A 16,000-gallon propane tank is located near the asphalt plant, to supply propane used in the production of asphalt. Five 12,000-gallon underground oil storage tanks are also located on the site to store high-temperature oil for the production of asphalt. The underground oil tanks, which are heated by electric coils, are located about 200 feet from the propane tank discussed above. In addition to the underground storage tanks, there is one 7,000-gallon above-ground storage tank that stores SS-1 emulsion (50 percent oil and 50 percent soap and water) which is used as a "Tack Oil" to bind new asphalt to existing pavement. The tack oil is sold onsite to AC contractors in 5-gallon drums or 500-gallon trailer loads. The above-ground tank is double-walled and has containment structures.

## DUST CONTROL

Water from stormwater runoff is stored onsite in a series of artificial settling and detention basins, as described above. To control dust, water from the onsite basins would continue to be applied with a water truck during project operations in dry weather. During higher rainfall years, the basins on the site would provide a year-round supply of water for dust control. In drier years, the stormwater (and any groundwater) captured in the basins is insufficient to provide water for dust control, and imported water would be required during the late summer and/or fall months. When imported water is required, it is obtained from a metered fire hydrant on Mission Street near the quarry entrance. A water truck would transport water to the quarry if relatively small quantities are required, and a pipe from the hydrant to an elevated water storage tank at the quarry would be used when larger quantities are required. The quantity of imported water, if any, would depend on the weather and the level of activity at the quarry. Based on past water use, it is anticipated that an annual maximum of 2,500,000 gallons per year would need to be imported during the late summer and fall months of a dry year.

## 3.5 OTHER PROJECT CHARACTERISTICS

### EQUIPMENT

Equipment currently used in mining, processing, and production operations includes dozers, loaders, rock trucks, a grader, an excavator, and a water truck. Removal of

overburden and extraction of aggregate is performed by a Caterpillar D-10 bulldozer. A smaller, more maneuverable, Caterpillar D-8 bulldozer is used for smoothing out the finished slopes for reclamation. Loaders are used to load harvested rock and recycled material into rock trucks for transport to the aggregate facility, as well as to load aggregate product into trucks for export. A grader is used to maintain internal haul and maintenance roads. A water truck is used throughout the site to control dust during dry weather.

Under the proposed permit extension, equipment would be similar to that currently used, except that scrapers would be used instead of rock trucks to haul harvested rock. Table 3-1 provides a summary of proposed project equipment.

**Table 3-1  
Proposed Project Equipment List**

Equipment Type	Number of Pieces	Purpose
<b>Regular Use</b>		
Caterpillar D-10 Bulldozer	1	Extraction of aggregate and removal of overburden
Caterpillar 988 Loader	3	Loading harvested rock and recycled material for transport to aggregate facility; Loading aggregate product into trucks for export
Caterpillar 631, 637, or 657 Scraper <sup>2</sup>	2	Transport of extracted rock to aggregate processing plant
Water Truck (custom-fabricated tank on factory chassis)	1	Dust control
<b>Occasional Use</b>		
Caterpillar D-8 Bulldozer	1	Finish of final reclaimed slopes (used approximately two weeks per year)
Caterpillar 14 Grader	1	Maintenance of internal access and haul roads (used periodically)
Excavator with specialized attachment	1	Processing of large pieces of recycled material (used approximately 30 days/year)

Source: La Vista Quarry

Notes:

- <sup>1</sup> In addition to the large pieces of equipment listed in the table, the quarry would use several small pieces of equipment including a Bobcat loader, maintenance vehicle, and a man-lift.
- <sup>2</sup> Currently, two Caterpillar 763 40-ton rock trucks are used to transport extracted raw materials to the aggregate processing plant.

## PERSONNEL

There are approximately 16 employees at the site: 11 involved in mining and quarry operations, 3 working at the asphalt concrete plant, and 2 operating an equipment repair shop. This current employment would not change under the proposed permit extension.

Activities by these onsite workers would be monitored and regulated by the Mining Safety and Health Administration (MSHA), a division of the U.S. Department of Labor. Noise protection standards of MSHA, promulgated at 30 CFR Part 62, mirror those of the Occupational Safety and Health Administration (OSHA), the federal agency charged with protecting the health of American workers. The quarry operator would be required by MSHA to individually evaluate the noise exposure values for each worker to reflect a full work shift without hearing protection, and to ensure that workers are not exposed to noise levels exceeding an 8-hour time-weighted average (TWA8) of 90 A-weighted decibels (dBA).<sup>1</sup> The California Occupational Safety and Health Administration (CAL-OSHA) has established more stringent noise protection standards, set forth in Title 8, Section 5097 of the California Code of Regulations. CAL-OSHA limits worker noise exposure to a TWA8 of 85 dBA.

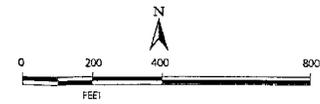
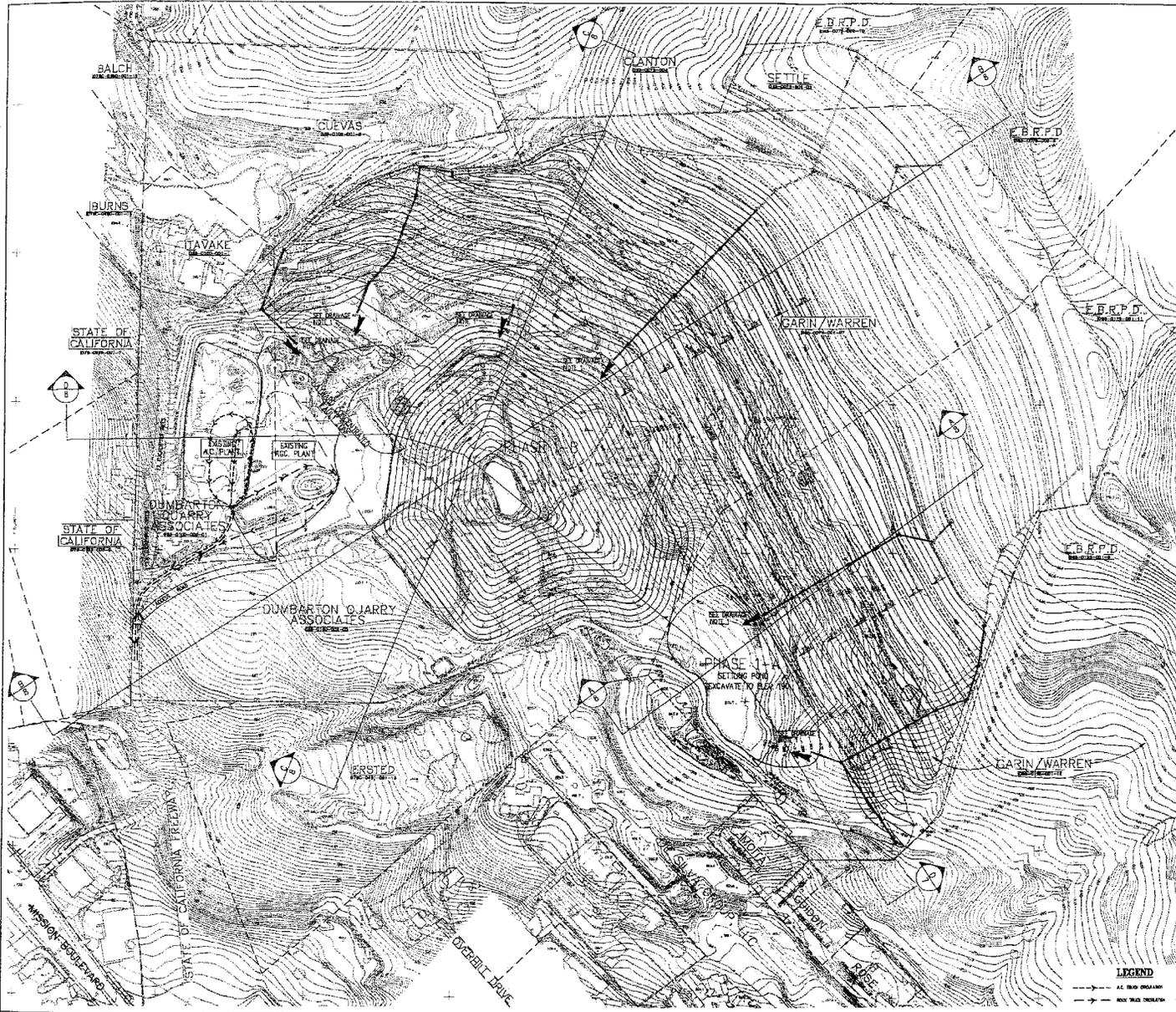
## PHASING OF OPERATIONS

Under the proposed permit extension, operations would be conducted in four phases (Phases I through IV), as shown on Figures 3-5 through 3-9. Although the exact timing of the phases is not known, the approximate duration of each phase is indicated for each phase described below. Phase I would be divided into two sub-phases. In Phase I-A, a settling basin, excavated to an elevation of approximately 190 feet, would be constructed in the southern portion of the site. This phase would take about two years to implement. In Phase I-B, extraction of rock would continue, with the central portion of the site excavated down to an elevation of approximately 50 feet. The asphalt concrete production plant would be modernized by replacing its components (at its existing location), and the aggregate production facilities would remain in their existing location. The duration of Phase I-B will depend on the market demand for materials, but is estimated to take between six and ten years to complete.

During Phase II, the pit in the western portion of the site, which would be excavated in Phase I, would be backfilled to an elevation of approximately 180 to 200 feet. This phase would last approximately three years.

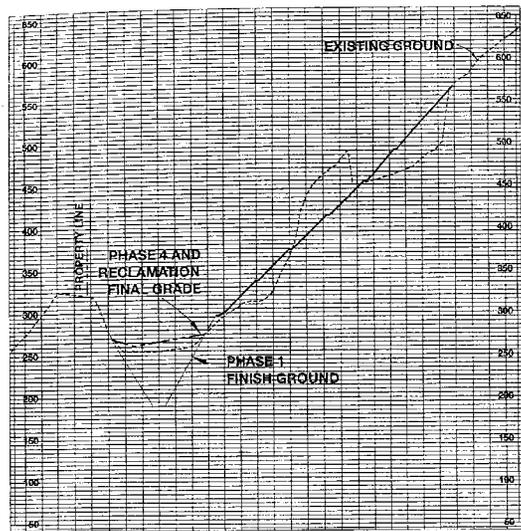
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<sup>1</sup> A decibel (dB) is a unit of measurement which indicates the relative amplitude of a sound. The A-weighted decibel scale simulates human response to environmental sound by giving greater weight to the frequencies of sound to which the human ear is most sensitive.

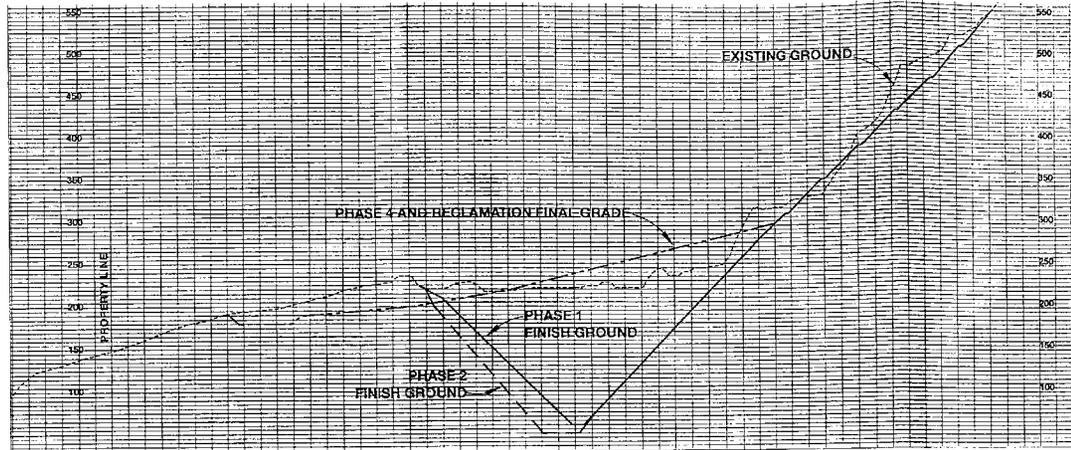


**Figure 3-5**  
Phase I  
Mining Plan

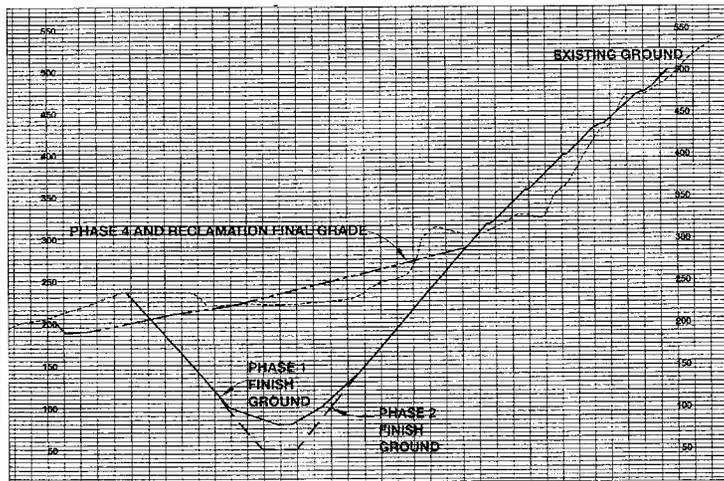
Source: Carlson, Barbee & Gibson, Inc.



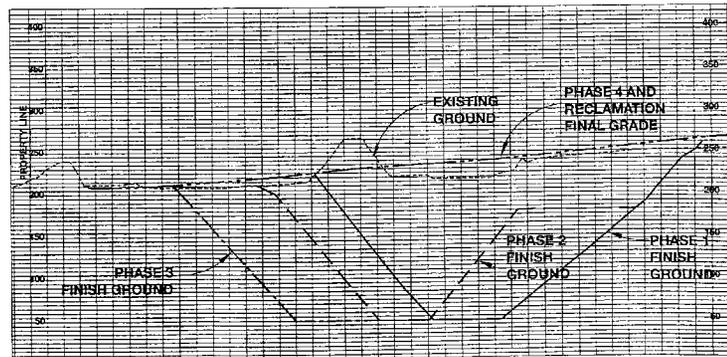
SECTION A



SECTION B



SECTION C



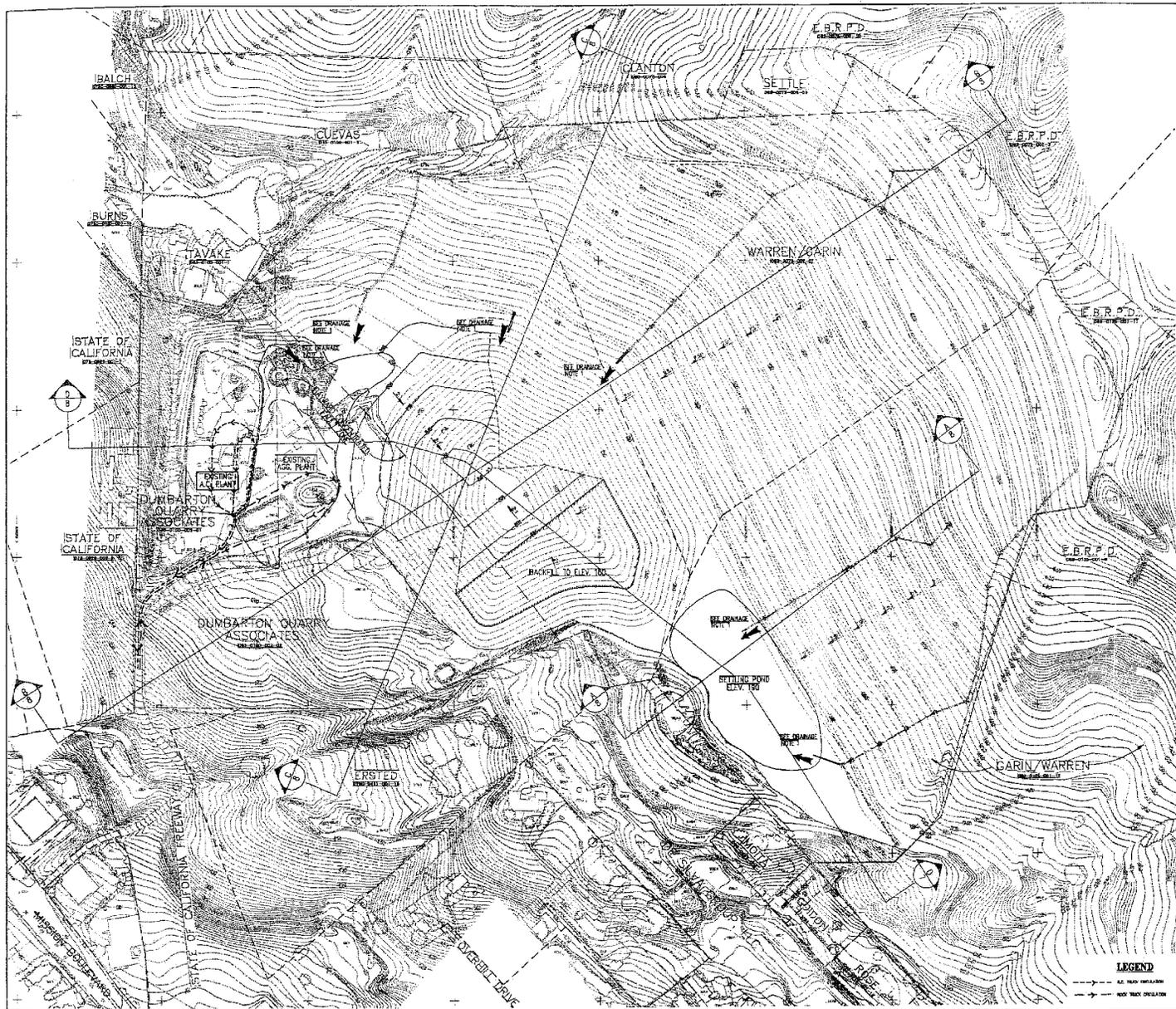
SECTION D

Scale in Feet

Figure 3-6

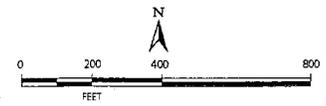
Mining Plan Cross-Sections

Source: Carlson, Barbee & Gibson, Inc.



**Figure 3-7**  
Phase II  
Mining Plan

Source: Carlson, Barbee & Gibson, Inc.



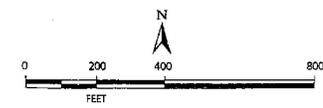
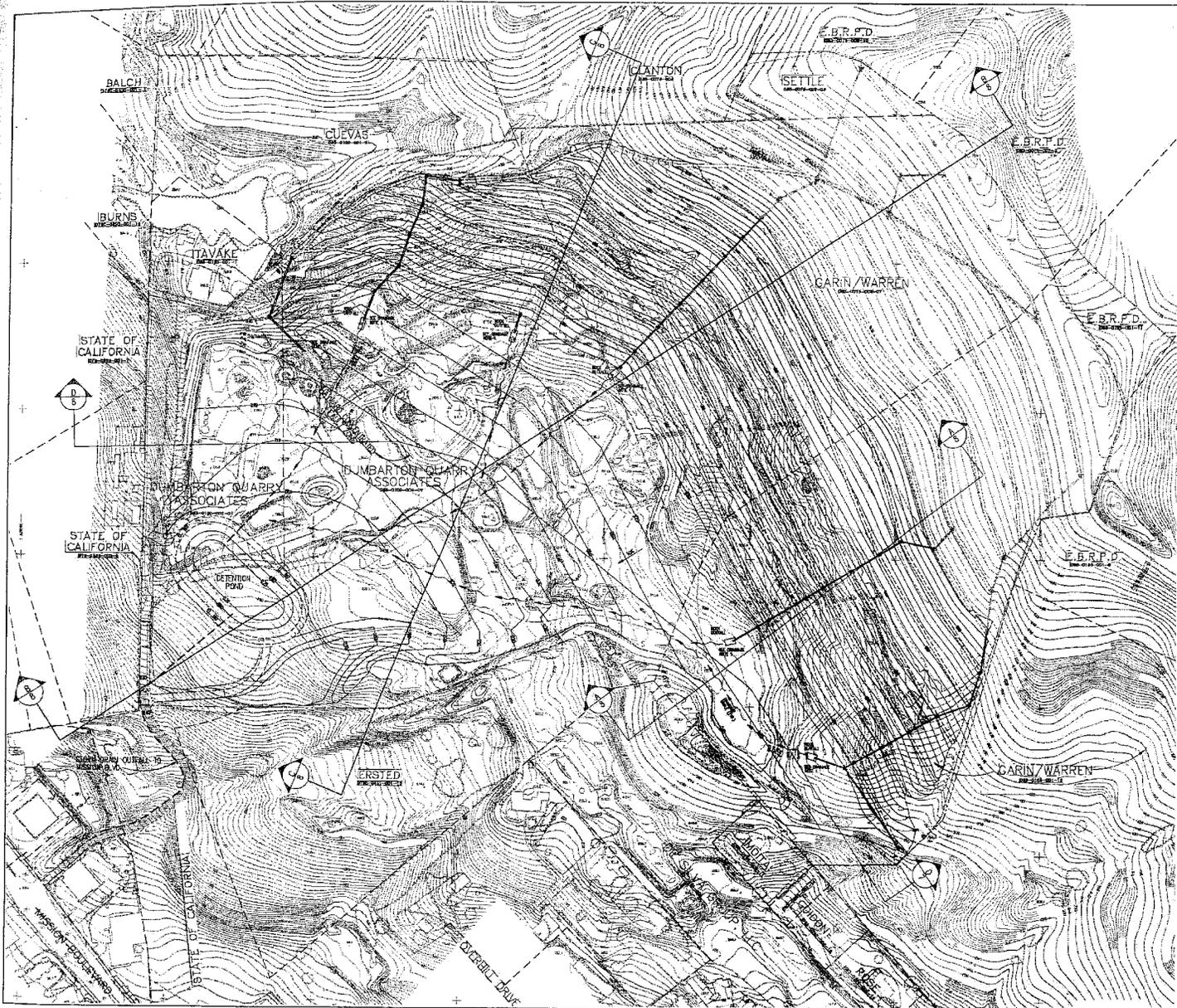
**Figure 3-8**  
Phase III  
Mining Plan

Source: Carlson, Barbee & Gibson, Inc.



**Figure 3-9**  
 Phase IV  
 Mining Plan

Source: Carlson, Barbee & Gibson, Inc.



**Figure 3-10**  
 Revised  
 Reclamation Plan Source: Carlson, Barbee & Gibson, Inc.

In Phase III, the aggregate plant would be relocated to the east, onto a portion of the area that would be backfilled in Phase II. The area currently located under the aggregate production facility would then be mined. The internal access road leading to the former location of the aggregate facility would be abandoned, and a new internal access road would be created leading to the relocated aggregate plant, as shown on Figure 3-8. The scale would also be relocated to a site along the new internal access road, which would be graded to accommodate the scale. The asphalt concrete plant would not be moved in Phase III. Phase III would require between three and five years to complete.

In Phase IV, the aggregate and AC plants would be dismantled. Final backfilling of the site would take place and the final slopes would be finished. Phase IV consists of reclamation, and no mining would occur. A new detention basin would be constructed in the southwest corner of the quarry site, and the settling basin constructed in the southern portion of the site during Phase I would be filled. This phase would be completed in one to two years.

### PROPOSED DAYS AND HOURS OF OPERATION

Condition of Approval 37 of SMP-37 limits the loading and removal of quarry products to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday, and limits excavation and processing of quarried materials to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. The asphalt plant also currently operates weekdays from 7:00 a.m. to 5:00 p.m.

The proposed hours of operation for the mining and processing of aggregates are 6:00 a.m. through 5:00 p.m., Monday through Saturday. The additional morning hours for mining and processing of aggregates (6:00 a.m. to 8:00 a.m.) are proposed to allow mechanics time to start the quarry equipment before commencement of operations at 7:00 a.m., the standard starting time in the quarry industry. The proposed hours of operation for the production of asphalt concrete plant are 6:00 a.m. through 6:00 p.m., Monday through Saturday, plus nighttime operations as necessary to meet contract obligations (discussed below). The additional morning hour for asphalt concrete plant operations (6:00 a.m. to 7:00 a.m.) is proposed to allow outgoing trucks time to load and deliver to jobs by 7:00 a.m., a common starting time for paving operations. The extra hour of afternoon operations is being requested because, under current operations, some roadway or other construction projects end up one or two truckloads short of the asphalt needed to complete the project, and must travel to other AC plants in the region to make up the shortfall. Thus, approval of the additional hour of afternoon operation would typically result in no more than one or two additional loads of asphalt leaving the site on a given day; many days there would be no additional trips.

a.m. and 6:00 p.m., and approximately 6 vehicle trips of asphalt concrete plant employees between approximately 7:00 p.m. and 5:00 a.m.

Table 3-2 summarizes the number of vehicles and trips under these various scenarios.

It is anticipated that 20 percent of quarry-related truck traffic would travel on Mission Boulevard north of the quarry access road, and 80 percent would travel on Mission Boulevard south of the quarry access road, the same pattern of trip distribution that currently prevails.

**Table 3-2**  
**Truck Trips Generated by La Vista Quarry**

Vehicle Type	Daytime Operation Only (Average Day)	Daytime Operation Only (Peak Day)	Daytime Plus Nighttime Operation (Average Day)	Daytime Plus Nighttime Operation (Peak Day)
Quarry Product Trucks	120	300	280	460
Other Trucks	5 to 8	5 to 8	13 to 16	13 to 16
Total Trucks (maximum)	128	308	296	476
Total Truck Trips (maximum)	256	616	592	952
Employee Commute Vehicles	16	16	19	19
Other Vehicles	25	25	25	25
Total Vehicles	41	41	44	44
Total Vehicle Trips	82	82	88	88

Source: Dumbarton Quarry Associates

## SITE RECLAMATION AND FINAL USE

The proposed permit extension includes a revised reclamation plan for the quarry, incorporating a final grading plan, a drainage system, and a detention basin in the western portion of the site. After completion of mining operations, all structures, equipment, and storage facilities would be removed, and the site would be reclaimed and

revegetated in accordance with the reclamation and revegetation plans. The reclamation plan is shown on Figure 3-10.

After usable minerals have been extracted from each successive area of the mine during the various phases of mining, the mined areas would be backfilled to the final grades specified in the reclamation plan, using byproducts of aggregate production, recycled material, and/or remaining fill material on the site. The final grade would consist of a series of engineered benches at 40-foot vertical intervals in the steeper eastern portion of the site, and 10-foot vertical intervals in the more shallowly-sloped western portion of the site. The benches would be sloped to drain to a series of down-drains and drainage swales leading to a detention basin in the southwest portion of the site (constructed in Phase IV), with an outfall to the Route 238 storm drain system. Until the post-closure detention/storm drain system is installed, the existing stormwater drainage system, including the existing detention basin located in the western portion of the site with an 18-inch outfall to the Mission/Tennyson storm drain, would be maintained.

The revegetation plan is designed to be compatible with existing soil conditions, and thus varies for three different designated zones. In the eastern portion of the site (Zone 1), which has weathered shale/serpentine, the revegetation plan specifies primarily native grasses and herbs, with clusters of trees and shrubs around surfaced springs. In Zone 2, occupying the central portion of the site and characterized by rock and an abundance of surfaced springs, the revegetation plan also specifies a mix of grasses and herbs, with trees and shrubs clustered around exposed springs. Zone 3, in the western portion of the site, has weathered shale and varying slopes. In this zone, the revegetation plan calls for five test plots to be established early in the extraction process to determine which of a suggested list of grasses, shrubs, and herbs would be most suitable. As the plots are monitored, different mixtures of the suggested species, or additional species, may be recommended to achieve the desired results (75 percent areal cover by vegetation).

The revegetation plan includes control measures for noxious weeds, such as yellow star thistle, which can threaten the success of proposed revegetation, spread to nearby areas, and constitute a fire hazard. Weed control/eradication would consist of a combination of spraying herbicide and hand pulling, along with controlled burns if deemed safe. Implementation of the revegetation plan would occur in phases, with revegetation occurring as soon as possible, according to seasonal constraints, following completion of mining in a particular area of the site. The revegetation plan also includes a five-year monitoring program, to commence immediately following implementation of planting for each zone.

Implementation of the reclamation and planting plans by the project applicant would be required by the conditions of permit approval, and would include financial assurances, including cash deposits covering the County's administrative costs and an escrow account that would cover the cost of implementing final reclamation. The existing permit conditions also require an additional deposit in the escrow account of \$100,000 over the anticipated reclamation and revegetation costs to cover unanticipated reclamation and/or slope repair costs. It is anticipated that a similar condition of approval would be attached to the extended permit, if approved. The mine operator will also continue to be required to pay per-ton surcharges to the County Planning Department and Public Works Agency to help cover their costs in administering the County's surface mining and reclamation program.

As discussed in Section 3.2, the site is located in unincorporated Alameda County, but annexation of the quarry site to the City of Hayward is in process. There is no County land use designation for the site, but it is zoned for Agriculture. The site has been pre-zoned AB10A (Agriculture, with potential for limited residential development) by the City. Although the site's final use has not been determined, it is anticipated to be open space if the site remains within the County, or residential, open space, and/or recreational if it is annexed to the City of Hayward. Any post-reclamation development proposals will be subject to additional environmental review. In either case, a detention basin for on-site stormwater would be included in the post-reclamation uses.

### 3.6 PROJECT OBJECTIVES

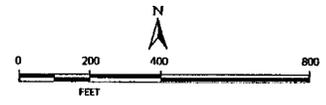
In pursuing the proposed permit extension project, the Applicant has the following objectives:

- Continue to provide a source for quarry materials and asphalt concrete, to meet the demand of public and private construction projects in the I-880 corridor.
- Continue to serve public agencies in the I-880 corridor, especially with respect to maintenance activities.
- Provide a facility to receive and recycle concrete and asphalt.

### 3.7 REQUIRED APPROVALS

Development of this project would require the following approvals and/or permits:

- **EIR Certification.** The Final EIR (FEIR) must be certified by Alameda County as accurate and complete, and representing its independent judgment. The FEIR must include the Draft EIR, comments on the Draft EIR, and responses to those comments. The EIR certification does not guarantee project approval.



**Figure 3-10**  
 Revised  
 Reclamation Plan Source: Carlson, Barbee & Gibson, Inc.

Rather, it states that environmental review necessary for Alameda County and responsible agency decision makers is complete.

- **Findings of Fact and Overriding Consideration**, if necessary, must be approved by the County. These findings must discuss how each significant environmental impact and alternative would be addressed. These findings must be approved prior to or as part of the first discretionary action on the proposed project, which would be approval of the Surface Mining Permits and Mining and Reclamation Plans. When an impact cannot be mitigated to a less-than-significant level, the project may not be approved unless a statement is made that there are overriding considerations that justify the impact, along with a list of those considerations.
- **Mitigation Monitoring Plan** must be adopted prior to project approval. The plan must state who will be responsible for which mitigation measures, within what time period, and how compliance will be monitored.
- **Surface Mining Permit and Reclamation Plan** must be approved by the Alameda County Planning Director for the permit extension.
- **Permit to Operate Aggregate Crushing Facilities**, granted by Bay Area Air Quality Management District.
- **Permit to Operate Asphalt Concrete Plant**, granted by Bay Area Air Quality Management District.
- **Construction Storm Water Permit** (including Storm Water Pollution Prevention Plan), granted by San Francisco Bay Regional Water Quality Control Board
- **Encroachment Permit** for access road (only if quarry access road is relocated), issued by the State of California and the City of Hayward.

### 3.8 RESPONSIBLE AGENCIES

A responsible agency is a public agency, other than the lead agency (Alameda County for this project), that has discretionary approval of the project. Prior to acting on or approving a project, a responsible agency must consider the lead agency's EIR. The Notice of Preparation and the Draft and Final EIRs are reviewed by all responsible agencies. The La Vista Quarry permit extension project will be subject to review and approval by the following responsible agencies:

#### LOCAL AGENCIES, SPECIAL DISTRICTS AND COMMISSIONS

Alameda County

(If quarry access road is relocated) City of Hayward

## STATE AND REGIONAL AGENCIES

Bay Area Air Quality Management District

San Francisco Bay Regional Water Quality Control Board

In addition, it is anticipated that the EIR will be reviewed by other State agencies, such as the California Department of Fish and Game and Caltrans.

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## 2. SUMMARY

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### 2.1 PROJECT PROPOSAL

This Draft Environmental Impact Report examines the potential environmental effects of the proposed 20-year extension of the current Surface Mining Permit for La Vista Quarry in unincorporated Alameda County. Operated by Dumbarton Quarry Associates, (DQA), the quarry is located in the western portion of the County, immediately adjacent to the City of Hayward. DQA's existing Surface Mining Permit 37 (SMP-37) was approved by the County in July 2000 and is valid for continued mining operations through December 31, 2008; final reclamation of the site is to be completed by December 31, 2009. DQA is proposing to extend the existing permit to December 31, 2028, with final reclamation to be completed by December 31, 2029. The proposed mining permit for La Vista Quarry would be designated SMP-41. Along with SMP-41, DQA is also requesting approval of a modified Reclamation Plan for the quarry.

Activities under the proposed permit extension would be similar to the existing operation: mining, production, and sale of aggregate; recycling of construction materials including concrete and asphalt; and operation of an asphalt concrete (AC) plant. Based on recent geological investigations, deposits under the existing quarry floor would support mining for the next 20 to 25 years.

The project proposal includes the modernization of the existing AC plant to improve production efficiency and meet Best Available Control Technology (BACT) requirements for air emissions. New plant components—including a mixing drum, bins, burner, and baghouse for air emissions control—would be phased in over several years. Modifications necessary to permit the production of rubberized asphalt would also be made.

It is anticipated that the quarry site and surrounding area will be annexed into the City of Hayward, and initial steps in this process have already been taken by the City. When and if the annexation is completed, administration of the mining permit would shift from Alameda County to the City. Although the site's final use has not been determined, based on the City's rezoning of the site, it is likely to be low-density residential, open space, and/or recreational use. However, if the annexation is not approved and it remains within the County, it is assumed that following reclamation the site would be left as undeveloped open space.

## 2.4 ALTERNATIVES TO THE PROPOSED PROJECT

CEQA requires an EIR to describe a range of reasonable alternatives to the proposed project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project. Evaluation of a "No-Project" alternative must also be included in the analysis. The following alternatives were evaluated in this EIR:

- Alternative 1 – No-Project Alternative
- Alternative 2 – Daytime-Only Operations
- Alternative 3 – Modified Phase III Circulation

Each of these alternatives is described and evaluated in Chapter 11, Alternatives. Following is a brief summary of those evaluations:

**Alternative 1 — No-Project Alternative.** The No-Project Alternative evaluates likely future (post-2009) conditions if the proposed project is not approved, which represent the baseline conditions for this project because existing operations of the quarry are approved and permitted through the end of 2008 (with reclamation to be completed in the following year). The alternative assumes that development and growth will continue to occur in the project region, and this growth, as well as maintenance of existing roadway infrastructure, will continue to drive the demand for aggregate products and asphalt concrete. Without the proposed project, this demand would need to be met other, more distant suppliers in the region. This would result in an increase in mileage traveled by haul trucks driving into the area from these more distant locations. This alternative would have greater traffic and air quality impacts than the proposed project, and reduced noise, visual quality, and planning impacts.

**Alternative 2 — Daytime-Only Operations.** Under this alternative, all project operations, including the AC plant, would be prohibited prior to 7 a.m. or after 10 p.m. In all other regards, this alternative would be identical to the proposed project. Alternative 2 would avoid a significant and unavoidable nighttime noise impact identified for the proposed project. Because more distant asphalt suppliers would be used for local nighttime road paving projects, the alternative would have greater air emissions associated with additional vehicle miles traveled. In all other regards, the impacts of this alternative would be the same as those identified for the proposed project.

**Alternative 3 — Modified Phase III Circulation.** This alternative would move the on-site circulation pattern for aggregate trucks during Phase III of the project approximately 270 feet to the north, off of the visually exposed slope in the southwest corner of the quarry property. The alternative was developed to avoid the significant visual impact of trucks

crossing the hillside that would result from implementation of the proposed project. It would also avoid or lessen potential conflicts with a planned future extension of Tennyson Road. Through this design modification, the alternative would have reduce traffic, noise, and visual impacts as compared to the proposed project.

**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<b>LAND USE AND PLANNING</b>			
<u>Impact 4-1</u> The existing and the modernized asphalt plants and their associated silos would exceed City of Hayward height restrictions established in the Hayward Zoning Ordinance.	LTS	<u>Mitigation Measure 4-1</u> None required.	LTS
<b>TRAFFIC</b>			
<u>Impact 5-1</u> The proposed project would contribute traffic to the intersections of Mission Boulevard at Jefferson Street/Calhoun Street and Mission Boulevard at Tennyson Road, which would both operate at unacceptable levels of service under future cumulative year 2025 Scenario 2A conditions (i.e., without the project).	LTS	<u>Mitigation Measure 5-1</u> None required.	LTS
<u>Impact 5-2</u> The proposed project would contribute traffic to the intersection of Mission Boulevard at Tennyson Road, which would operate at unacceptable levels of service under future cumulative year 2025 Scenario 2B conditions (i.e., without the project).	LTS	<u>Mitigation Measure 5-2</u> None required.	LTS
<u>Impact 5-3</u> The proposed project would contribute traffic to the intersection of Mission Boulevard at Jefferson Street/Calhoun Street, which would operate at unacceptable levels of service under future cumulative year 2025 Scenario 4A conditions (i.e., without the project).	LTS	<u>Mitigation Measure 5-3</u> None required.	LTS

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable, B = Beneficial

**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p><u>Impact 5-4</u> The proposed changes to on-site circulation and access for Phase III of the project may conflict with the planned eastward extension of Tennyson Road and increase the potential for on-site conflicts between haul trucks.</p>	S	<p><u>Mitigation Measure 5-4</u> The project sponsor shall coordinate design of the Phase III on-site circulation and site access with the City of Hayward to ensure that it would not conflict with the future Tennyson Road. If the eastward extension of Tennyson Road is implemented, the quarry access road approaching the future intersection with the Tennyson Road extension shall be designed to provide adequate stopping distance for fully loaded quarry trucks, as well as appropriate intersection geometry, signal coordination, provisions for pedestrian safety, and all other roadway and intersection design features required by the City. The future intersection shall be designed by a licensed Civil Engineer to accommodate the turning radii of quarry trucks. The operations of this intersection shall be controlled to allow sufficient gaps in traffic for the quarry trucks to access the Tennyson Extension. The final design of the intersection of the relocated quarry access road with the future Tennyson Extension shall meet current roadway and intersection design standards and shall be approved by the City of Hayward Public Works Department.</p>	LTS
<b>AIR QUALITY</b>			
<p><u>Impact 6-1</u> Project emissions of PM<sub>10</sub> and ROG would increase emissions but would not exceed the BAAQMD significance thresholds for these pollutants.</p>	LTS	<p><u>Mitigation Measure 6-1</u> None required.</p>	LTS
<p><u>Impact 6-2</u> Operation of the project would increase local emissions of CO and NO<sub>x</sub>; the emissions of NO<sub>x</sub> would exceed the</p>	S	<p><u>Mitigation Measure 6-2</u> The project applicant shall apply Best Available Control Technology (BACT) to the asphalt and</p>	SU

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable, B = Beneficial

**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
BAAQMD significance threshold.		aggregate processing plants. The applicant shall encourage truck operators hauling asphalt concrete and aggregate materials from the site to use trucks that meet the State's 2008 emissions standards.	
<u>Impact 6-3</u> Project emissions would expose sensitive receptors to emissions of Toxic Air Contaminants.	LTS	<u>Mitigation Measure 6-3</u> None required.	LTS
<u>Impact 6-4</u> Project emissions would generate dust leading to potential health risks and nuisances.	LTS	<u>Mitigation Measure 6-4</u> During all site preparation, mining, processing, and reclamation activities, as applicable, the project sponsor shall perform or implement the following dust control measures: <ul style="list-style-type: none"> <li>• watering of all unpaved roads with sufficient frequency to suppress dust (more frequent on windy days);</li> <li>• use of water sprays on the conveyors, screens, and rock crushers in the aggregate plant;</li> <li>• use of fabric filters in the asphalt plant to minimize emissions from the rotary drum; and</li> <li>• suspension of mining, aggregate processing, and recycling activities during periods of high winds (wind above 20 mph).</li> <li>• All operations and activities will be subject to a performance standard that no visible dust plumes shall extend beyond project boundaries.</li> </ul>	LTS
<u>Impact 6-5</u> Project emissions of NO <sub>x</sub> would contribute to regional ambient NO <sub>x</sub> levels, resulting in a significant cumulative impact.	S	<u>Mitigation Measure 6-5</u> Same as Mitigation Measure 6-2.	SU

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable, B = Beneficial

**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<b>NOISE</b>			
<u>Impact 7-1</u> Construction of the Phase I-A settling pond would increase noise levels at nearby residential properties.	S	<u>Mitigation Measure 7-1</u> The project shall comply with City of Hayward Noise Ordinance guidelines for construction. The project shall not produce, suffer or allow to be produced a construction noise level more than 6 dB above the local ambient level at any point outside the property plane before the hour of 7:00 a.m. and after the hour of 7:00 p.m. daily except on Sundays and holidays. On Sundays and holidays the restrictions shall apply before 10:00 a.m. and after 6:00 p.m.	LTS
<u>Impact 7-2</u> Project mining operations would increase noise levels at residential areas in the project vicinity.	S	<u>Mitigation Measure 7-2</u> a) The project sponsor shall reconfigure the Phase I-B mining plan to provide a buffer zone of at least 750 feet from the edge of excavation to the nearest residential area to the south and build major earthen berms in the increased buffer area to produce a 15-dBA reduction. Or, the project sponsor shall implement other combinations of increased buffer areas and berm to reduce the noise level at the residences to the southeast to 50 dBA Leq. b) Earthen berms or other noise attenuating measures (with a 13-dBA reduction) should be constructed to shield off-site residential receptors to the southeast from the noise generated by the relocated aggregate processing plant. Special emphasis should be placed upon the shielding at the rock crusher and also at the load-out areas at the end of any conveyors. c) Mining operations shall be limited to daytime hours (after 7 a.m. for the purposes of noise	LTS

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable, B = Beneficial

**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<u>Impact 7-3</u> Expanded hours of operation at the asphalt concrete plant would increase noise levels at residential areas in the project vicinity.	S	generating activities).  <u>Mitigation Measure 7-3</u> a) Noise shielding of the asphalt concrete plant shall be developed to buffer the daytime noise from the plant to 50 dBA L <sub>eq</sub> or lower at the sensitive receptors near the northwest and southeast corners of the quarry. b) Nighttime AC plant operations shall only be allowed if off-site testing demonstrates that plant noise would be reduced (by noise attenuating barriers or quieter equipment) to 45 dBA or lower at the off-site receptors.	SU
<u>Impact 7-4</u> Project traffic would increase noise levels at sensitive receptors.	LTS	<u>Mitigation Measure 7-4</u> None required.	LTS
<b>GEOLOGY AND SOILS</b>			
<u>Impact 8-1</u> In the event of a major earthquake in the region, seismic ground shaking could potentially injure people and cause collapse or structural damage to existing or proposed structures.	S	<u>Mitigation Measure 8-1</u> All structures for the proposed project shall be designed in accordance with the Uniform Building Code, which requires structural design that incorporates ground accelerations expected from known active faults. Expected ground motions determined by a registered geotechnical engineer shall be incorporated into the final structural design of the project.	LTS
<u>Impact 8-2</u> In the event of a major earthquake on the Hayward fault, structures could be adversely affected by surface fault rupture.	LTS	<u>Mitigation Measure 8-2</u> None required.	LTS

S = Significant, LTS = Less Than Significant, SU = Significant Unavoidable, B = Beneficial

**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p><u>Impact 8-3</u> Destabilization of natural or constructed slopes could occur as a result of site preparation, mining, or reclamation activities.</p>	S	<p><u>Mitigation Measure 8-3</u> The project applicant shall implement all the recommendations included in the 2004 Berlogar Geotechnical Recommendations for proposed cut and fill slopes, including the recommendation for mapping by an engineering geologist during excavation activities. The project applicant shall also complete a design-level evaluations for the Phase I-A settling pond and final detention pond slopes. The project applicant shall also continue its biennial geotechnical reconnaissance program and shall implement any recommendations derived from this program. The Geotechnical Recommendations report for the proposed new quarry pit shall be revised to include a qualified opinion that the factor of safety for the reclaimed slopes is consistent with the requirements of Section 3704 of the State Mining and Geology Board Reclamation Recommendations.</p>	LTS
<p><u>Impact 8-4</u> Destabilization of natural or constructed slopes could occur as a result of seismic ground shaking during site preparation, mining, or reclamation activities.</p>	S	<p><u>Mitigation Measure 8-4</u> The site-specific, design-level geotechnical investigation shall be revised to include an analysis of the seismic stability of proposed cuts and fills based on the expected ground motions along the major faults that would govern ground motions at the project site. These motions shall then be incorporated into the design analyses for the site. The site-specific, design-level geotechnical investigation shall also include an evaluation of the static and seismic stability of the final detention pond slopes. The analysis of ground motions shall be in accordance with the "Guidelines for Evaluating and Mitigating Seismic Hazards in California" (CDMG, 1997 Special Publication 117). Recommendations shall be developed and implemented based on current</p>	LTS

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**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		engineering standards for similar projects of this type in the San Francisco Bay Area.	
<u>Impact 8-5</u> Site preparation, mining, and reclamation activities could contribute to accelerated soil erosion.	S	<u>Mitigation Measure 8-5</u> As described in Chapter 9, Hydrology and Water Quality (Mitigation Measure 9-1), a Stormwater Quality Protection Plan shall be prepared and submitted for review and approval by Alameda County. This plan shall be prepared in accordance with the standards provided in the Association of Bay Area Governments' <i>Manual of Erosion and Sedimentation Control Measures</i> (1995); its implementation will help stabilize graded areas and waterways, and reduce erosion and sedimentation. The plan shall designate Best Management Practices (BMPs) that shall be adhered to during construction activities. Erosion minimizing efforts such as hay bales, water bars, covers, sediment fences, sensitive area access restrictions (for example, flagging), vehicle mats in wet areas, and retention/settlement ponds shall be installed before extensive clearing and grading begins. Mulching, seeding, or other suitable stabilization measures will be used to protect exposed areas during construction activities. The erosion control measures identified in the Reclamation Plan shall be implemented for all final slopes.	LTS
<b>HYDROLOGY AND WATER QUALITY</b>			
<u>Impact 9-1</u> Site preparation, mining, and reclamation activities could contribute to accelerated soil erosion, downstream sedimentation, and reduced surface water quality.	S	<u>Mitigation Measure 9-1</u> A Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and Stormwater Quality Protection Plan shall be prepared and submitted along with grading permit applications for review and approval by the Alameda County Public Works	LTS

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**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>Department. The requisite plan shall be prepared in accordance with the standards provided in the <i>Manual of Erosion and Sedimentation Control Measures</i> (Association of Bay Area Governments, 1995). Implementation of the plan will help stabilize graded areas and waterways, and reduce erosion and sedimentation. The plan shall designate Best Management Practices (BMPs) that shall be adhered to during construction activities. Erosion-minimizing efforts such as hay bales, water bars, covers, sediment fences, sensitive area access restrictions (for example, flagging), vehicle mats in wet areas, and retention/settlement ponds shall be installed before extensive clearing and grading begins. Mulching, seeding, or other suitable stabilization measures shall be used to protect exposed areas during construction activities. The plan shall incorporate stipulations of the Alameda County Stormwater Quality Management Plan. In addition, final excavation and fill slopes shall be revegetated in accordance with the Reclamation Plan as soon as practicable, but no later than the completion of each phase of the project.</p>	
<p><u>Impact 9-2</u> Water quality degradation could result from an accidental release of environmentally deleterious materials.</p>	S	<p><u>Mitigation Measure 9-2</u> The project sponsor shall prepare Spill Prevention, Countermeasure, and Control (SPCC) plans for the project. The plans shall include engineered and operational methods for preventing, containing, and controlling potential releases of hazardous materials into the environment (for example, by constructing retention pond, moles, or berms), and provisions for a quick and safe cleanup in the event such a release occurs. The plan shall be submitted to the County for review and approval.</p>	LTS

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**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<u>Impact 9-3</u> Implementation of the project could deplete groundwater supplies or interfere with groundwater recharge.	LTS	<u>Mitigation Measure 9-3</u> None required.	LTS
<u>Impact 9-4</u> Implementation of the project would alter the existing drainage pattern on the site.	LTS	<u>Mitigation Measure 9-4</u> None required.	LTS
<u>Impact 9-5</u> Implementation of the proposed project would contribute runoff water to an existing stormwater drainage system that is currently at capacity. Any substantial increase in runoff could exceed the capacity of the system.	S	<u>Mitigation Measure 9-5</u> The project sponsor shall limit stormwater discharge to current levels and times. Any increases to these levels shall require the approval of the Alameda County Flood Control and Water Conservation District (ACFCWCD) prior to discharge.	LTS
<b>VISUAL QUALITY</b>			
<u>Impact 10-1</u> Excavation activities during Phase I-B of the project would be highly visible from many offsite vantage points and would temporarily degrade existing visual conditions on the site.	LTS	<u>Mitigation Measure 10-1</u> None required.	LTS
<u>Impact 10-2</u> Backfill and slope contouring activities during Phase II of the project would be partially visible from a limited number of offsite vantage points.	LTS	<u>Mitigation Measure 10-2</u> None required.	LTS
<u>Impact 10-3</u> Trucks traveling to and from the relocated aggregate processing plant during Phase III of the project would be partially visible from various offsite locations.	S	<u>Mitigation Measure 10-3</u> a) Prior to project approval, the applicant shall submit a grading plan and photo simulations for the relocated access road to the Alameda County Planning and Public Works Departments for review and approval. The grading plan shall	LTS

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**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>include construction of a berm of at least 6 feet in height along southern exposures of the roadway to provide visual and noise screening from offsite receptors to the south and west. The photo simulations shall show the project from several offsite vantage points where the project would be most visible, as determined by the County Planning Department. The photo simulations shall show truck traffic for the existing and proposed location of the aggregate processing plant, with and without the berm, and with and without the trees required by Mitigation Measure 10-3(b) (at the time of planting, at 10 years, and at 20 years). The visual simulations shall demonstrate to the satisfaction of the Alameda County Planning Department that upon maturity of the trees, the berm and trees required by this measure would provide 100-percent screening of trucks traveling on the relocated access road, as viewed from Mission Boulevard, a County-designated scenic corridor. Implementation of this measure would also reduce operational noise impacts discussed in Chapter 7.</p> <p>b) As part of Phase I-A project implementation (to allow them time to mature prior to Phase III), the project applicant shall plant trees just to the south of the planned alignment for the relocated access road and along the southern boundary of the site from the access road eastward, in each case for a distance of about 1,100 feet. The number, locations, and species of trees shall be approved by the Alameda County Planning Department, or, if Phase I-A would occur after annexation, by the City of Hayward Planning Division. Implementation of this measure would also reduce</p>	

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**Table 2-1  
Summary of Environmental Effects**

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		the visual impact of Phase I-B operations.	
<u>Impact 10-4</u> Short-term Phase IV reclamation activities at upper elevations of the site would be visible numerous offsite vantage points.	LTS	<u>Mitigation Measure 10-4</u> None required.	LTS

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