CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

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

PUBLIC NOTICE
INTENT TO ADOPT A NEGATIVE DECLARATION
CITY OF SAN JOSÉ, CALIFORNIA

File No. and Project Name/Description:
PP10-055. New exclusive agreements with GreenTeam of San José (GreenTeam), GreenWaste Recovery, Inc. (GreenWaste), California Waste Solutions (CWS), and Garden City Sanitation (GCS) for solid waste collection and processing services for the City's facility solid waste program, the Public Litter Can program, and the City's residential Recycle Plus program. The City of San José is proposing new solid waste agreements with the existing contractors through 2021. The proposed project would continue existing garage collection services within the City of San José with two major changes: 1) GreenTeam would replace their dual use trucks with single-use trucks and 2) all existing trucks will be converted to either bio-diesel (from diesel) or compressed natural gas (from bio-diesel or diesel). Minor changes include GCS and GreenTeam diverting single-family solid waste and other material to the GreenWaste MRF for processing (refer to Initial Study available at: http://www.sanjoseca.gov/planning/eir/MND.asp for detailed project description).

California State Law requires the City of San José to conduct environmental review for all pending projects. Environmental review examines the nature and extent of any potentially significant adverse effects on the environment that could occur if a project is approved and implemented. Based on an initial study, the Director of Planning, Building & Code Enforcement has concluded that the project described above will not have a significant effect on the environment. The project involves operations occurring on sites that could be identified on various hazardous waste sites lists (e.g. disposal of garbage at landfills) enumerated under Section 65962.5 of the Government Code, however, no changes to the site or existing operations occurring on those sites are proposed as part of the project.

The purpose of this notice is to inform the public of the Director's intent to adopt a Negative Declaration for the proposed project on **June 18, 2010**, and to provide an opportunity for public comments on the draft Negative Declaration. The public review period for this draft Negative Declaration begins on **May 28, 2010,** and ends on **June 17, 2010.** Adoption of a Negative Declaration does not constitute approval of the proposed project. The decision to approve or deny the project described above will be made separately as required by City Ordinance. The project will be heard by the City Council on June 22, 2010 at 10:00 a.m. at City Hall.

The draft Negative Declaration, Initial Study, and reference documents are available for review under the above file number from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San Jose Department of Planning, Building & Code Enforcement, City Hall, 200 East Santa Clara Street, San José CA 95113-1905. The documents are also available at the Dr. Martin Luther King, Jr. Main Library, 150 E. San Fernando St, San José, CA 95112, and online at http://www.sanjoseca.gov/planning/eir/MND.asp

For additional information, please call Allen Tai, AICP at (408) 975-2544.

Joseph Horwedel, Director
Planning, Building and Code Enforcement

Circulated on: 5/26/2010

John Davidson
Deputy

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

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

DRAFT
NEGATIVE DECLARATION

The Director of Planning, Building and Code Enforcement has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of project completion. "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

NAME OF PROJECT: 2010 Solid Waste Service Agreements

PROJECT FILE NUMBER: PP10-055

PROJECT DESCRIPTION: New exclusive agreements with GreenTeam of San José (GreenTeam), GreenWaste Recovery, Inc. (GreenWaste), California Waste Solutions (CWS), and Garden City Sanitation (GCS) for solid waste collection and processing services for the City's facility solid waste program, the Public Litter Can program, and the City's residential Recycle Plus program. The City of San José is proposing new solid waste agreements with the existing contractors through 2021. The proposed project would continue existing garage collection services within the City of San José with two major changes: 1) GreenTeam would replace their dual use trucks with single-use trucks and 2) all existing trucks will be converted to either bio-diesel (from diesel) or compressed natural gas (from bio-diesel or diesel). Minor changes include GCS and GreenTeam diverting single-family solid waste and other material to the GreenWaste MRF for processing (see Initial Study for detailed project description http://www.sanjoseca.gov/planning/eir/MND.asp).

PROJECT LOCATION & ASSESSORS PARCEL NO.: Citywide

COUNCIL DISTRICT: Citywide

APPLICANT CONTACT INFORMATION: City of San Jose, Environmental Services Department, Attn: Allen Tai, 200 E. Santa Clara Street, San Jose, CA (408) 975-2544

FINDING
The Director of Planning, Building & Code Enforcement finds the project described above will not have a significant effect on the environment.

I. **AESTHETICS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

II. **AGRICULTURE RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

III. **AIR QUALITY** – Analysis of the air quality impacts for the proposed project focused on truck conversion or replacement with either bio-diesel (from diesel) or compressed natural gas (from bio-diesel or diesel) and truck emissions associated with operations under the proposed project. Diesel

truck emission rates were computed for heavy-duty trucks with the earliest model being 2007. The bio-diesel fleet emission factors are based on the diesel fleet emission factors and adjusted for the percentage change in emissions that use of a blend of 20 percent bio-diesel. CNG emissions were based on EMFAC2007, but using the newer stringent 2011 CARB standard that new waste collection trucks will have to meet. Emissions were computed for 2010, assuming all trucks meet the required 2007 emission standard for NOx and particulate matter. All calculations are based on a worst-case assumption. The results of the analysis are shown in the following table:

TABLE 1
Air Pollutant Emissions

Scenario	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Respirable Particulates (PM_{10})	Carbon Dioxide (CO_2)
Existing Contract Conditions	3.2 lbs/day	59.7 lbs/day	1.2 lbs/day	3,157 metric tons/year
Future Conditions 2015	2.2 lbs/day	17.0 lbs/day	1.1 lbs/day	2,610 metric tons/year
Difference in 2015	-1.0 lbs/day	-21.6 lbs/day	-0.2 lbs/day	-547 metric tons/year
Percentage Difference	-35 percent	-56 percent	-15 percent	-17 percent
Existing and (Proposed) BAAQMD Daily Thresholds	*80 (54) lbs/day*	*80 (54) lbs/day*	*80 (54) lbs/day*	*1,100 metric tons CO_2e/year*

The increased emissions calculated for the project scenario were: ROG - 2.2 lbs/day, NOx - 17.0 lbs/day, PM10 - 1.1 lbs/day, CO_2e - 2,610 metric tons/year. As shown in Table 1, the percentage of total daily pollutant emissions under the proposed project will decrease for all criteria pollutants and will be well below the more stringent pending air quality thresholds. The implementation of the proposed project, specifically the fuel conversion, will have a beneficial local and regional impact on air quality, therefore no mitigation is required.

IV. **BIOLOGICAL RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

V. **CULTURAL RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

VI. **GEOLOGY AND SOILS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

VII. **HAZARDS AND HAZARDOUS MATERIALS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

VIII. **HYDROLOGY AND WATER QUALITY** – The project will not have a significant impact on this resource, therefore no mitigation is required.

IX. **LAND USE AND PLANNING** – The proposed project will continue to provide solid waste, green waste, and recycling collection services throughout San José. Garbage, recycling, and green waste

collected will continue to be hauled to the existing permitted processing and disposal facilities that operate under the current contract. No processing or disposal facilities nor any corporation yards are proposed to be moved or modified as part of the project. In addition, no new services or changes in haulers or districts will occur under the proposed project. The project will not have a significant impact on this resource, therefore no mitigation is required.

X. **MINERAL RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

XI. **NOISE** – Implementation of the proposed project would not perceptibly increase traffic noise levels along any roadway in San José. Typically, if a project would cause ambient noise levels to increase by more than 3 dBA at noise-sensitive receptors, the impact is considered significant. For a perceptible increase (3 dBA) in ambient noise adjacent to a roadway to occur, traffic trips need to double. Currently, any given residential street is served by two to three collection trucks one day per week. Arterial streets that connect more than one route in these areas may experience a net increase of two trucks per week. One or two additional waste/recycling trucks in any residential neighborhood once a week, compared to existing conditions, will not increase ambient noise levels for sensitive receptors and will have a less than significant noise impact. The project would not perceptibly increase traffic noise levels along any roadway, therefore no mitigation is required.

XII. **POPULATION AND HOUSING** – The project will not have a significant impact on this resource, therefore no mitigation is required.

XIII. **PUBLIC SERVICES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

XIV. **RECREATION** – The project will not have a significant impact on this resource, therefore no mitigation is required.

XV. **TRANSPORTATION / TRAFFIC** – The proposed change from dual-purpose trucks to single-use trucks by GreenTeam will result in an increase in the total number of trucks in their fleet. The 19 dual-purpose trucks in the GreenTeam fleet would be replaced with 24 single-use trucks. The larger capacity of the new single-use trucks allows truck routes to be longer, so it is assumed by the hauler that each truck would only need to make one trip between the centroid and the MRF daily. This would equate to approximately 383 vehicle miles per day for the new single-use trucks, a net reduction of 103 vehicle miles per day. In terms of number of trips, the replacement of dual-purpose trucks with single-use trucks will result in an increase of one truck trip per week (a total of two trucks) in all single-family neighborhoods in District B (west San Jose), but this will not increase congestion or exceed the capacity of any street. This change to existing operations will not constitute a significant increase in traffic and will have a less than significant impact, therefore no mitigation is required.

The other haulers do not propose to change the types of trucks used, so their total number of trucks and their total vehicle miles traveled will be consistent with or slightly less than current operations. Implementation of the proposed project will have a less than significant impact on traffic congestion and roadway capacity, therefore, no mitigation is required.

XVI. **UTILITIES AND SERVICE SYSTEMS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE – The project will not substantially reduce the habitat of a fish or wildlife species, be cumulatively considerable, or have a substantial adverse effect on human beings, therefore no mitigation is required.

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on **June 17, 2010 (Ending Date),** any person may:

1. Review the Draft Negative Declaration (ND) as an informational document only; or

2. Submit written comments regarding the information and analysis in the Draft ND. Before the ND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft ND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final ND.

Joseph Horwedel, Director
Planning, Building and Code Enforcement

Circulated on: May 26, 2010

Deputy

Adopted on: _____

Deputy

Revised 10.20.08 sbw