

Edwards, Dawn

From: Curry, Damien, CDA <damien.curry@acgov.org>
Sent: Monday, January 13, 2020 8:18 AM
To: Edwards, Dawn; Tice, Leslie
Subject: FW: Caltrans Comment: Livermore Jess Ranch Compost Facility SCH 2018052056
Attachments: Livermore_Jess_Ranch_Compost_Facility_SCH2018052056.pdf

Categories: Important

From: Chan, Andrew@DOT <Andrew.Chan@dot.ca.gov>
Sent: Friday, January 10, 2020 4:23 PM
To: Curry, Damien, CDA <damien.curry@acgov.org>
Cc: State.Clearinghouse@opr.ca.gov
Subject: Caltrans Comment: Livermore Jess Ranch Compost Facility SCH 2018052056

Good Afternoon Damien,

Please see the .pdf copy of the Caltrans comment letter regarding the Livermore Jess Ranch Compost Facility Project. The original letter has been mailed to you at 224 W. Winton Avenue, Room 111 Hayward, CA 94544. Thank you for including Caltrans in the review process. Should you have any questions regarding this letter or require any additional information, please feel free to contact me at (510) 622-5433 or andrew.chan@dot.ca.gov.

Sincerely,

Andrew Chan
Associate Transportation Planner
Local Development - Intergovernmental Review
Caltrans District 4
Office: 510-622-5433

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a California Way of Life.*

January 10, 2020

SCH #2018052056
GTS # 04-ALA-2018-00482
GTS ID: 10802
ALA/580/ PM 1.83

Damien Curry, Planner III
Alameda County Planning Department
224 W. Winton Avenue, Room 111
Hayward, CA 94544

Livermore Jess Ranch Compost Facility – Draft Environmental Impact Report (DEIR)

Dear Damien Curry:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Jess Ranch Compost Facility Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the November 2019 DEIR.

Project Understanding

The proposed project facility would process organic material utilizing a covered windrow system that would be a combination of aerated static pile (ASP) with either positive or negative aeration, and covered windrow composting technology. For the unimproved property, construction of the project would necessitate grading, excavation and soil removal, deposition and compaction of fill material, reuse of excavated soil as fill, transporting and installing materials and equipment, disposal of soil and construction waste, and construction of retention ponds and project access roads. The active composting area would occupy approximately 15 acres, within which curing and screening zones would occupy approximately 8 acres and other operating areas (including access roads) would occupy approximately 7 acres. Active composting windrow piles would vary in height, up to a maximum of 12 feet. A drainage system incorporated into the windrow area would deliver storm runoff from the compost site to a stormwater detention pond. Construction would be

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability”

completed in two phases: construction of the initial facility with a capacity of 500 tons per day (TPD) (Phase I) followed with expansion of the facility up to 1,000 TPD (Phase II). Regional access is provided via Interstate (I) 580 and Grant Line Road Interchange approximately 0.5-mile away.

Aesthetics

The visual resources of the I-580 corridor between Livermore and Tracy is defined by the rolling hills with naturalized grasslands, farms and pastures. The recommendations given in the DEIR for aesthetic mitigation, section 3.3, outline proper measures to take to preserve the visual character of the site, including topographic treatment, mitigating the appearance of the structures as well as reducing the effects of lighting.

1 Caltrans recommends the project consider the following to reduce visual impacts:

- Planting site-appropriate trees along the new road to act as a visual screen of the new facility;
- placing unsightly material and equipment in staging areas where they aren't as visible and/or covering the items where possible;
- utilizing directional lighting and/or shielding for night work would help reduce light trespass affecting motorists where work is occurring near I-580 or local roads; and
- during and after construction, areas cleared for contractor access, trenching and construction operations should be treated with appropriate erosion control measures. An example of such measures include fiber rolls, hydroseeding and hydromulching.

2 Lead Agency

As the Lead Agency, Alameda County is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Damien Curry, Planner III
January 10, 2020
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Andrew Chan at 510-622-5433 or andrew.chan@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse