

**COUNTY OF SAN LUIS OBISPO BOARD OF SUPERVISORS  
AGENDA ITEM TRANSMITTAL**

(1) DEPARTMENT Planning and Building	(2) MEETING DATE 10/18/2016	(3) CONTACT/PHONE Brandi Cummings, Planner/(805)781-1006	
(4) SUBJECT Hearing to consider an appeal by NORMAN BEKO of the Planning Commission's approval of a request by HITACHI ZOSEN INOVA USA, LLC for a Conditional Use Permit (DRC2015-00122) to allow for: the construction and operation of an anaerobic digestion plant to process green and food waste from the Waste Connections service area; a setback modification; remodel of an existing warehouse; and construction of a 36,000 sf addition located at 4388 Old Santa Fe Road, east of Hoover Avenue and Old Santa Fe Road, south of the city of San Luis Obispo; also under consideration is a Mitigated Negative Declaration. District 3.			
(5) RECOMMENDED ACTION It is recommended that the Board adopt the resolution denying the appeal by Norman J. Beko and affirming the decision of the Planning Commission subject to the modified findings and conditions set forth in the attachments to this staff report.			
(6) FUNDING SOURCE(S) N/A	(7) CURRENT YEAR FINANCIAL IMPACT \$0.00	(8) ANNUAL FINANCIAL IMPACT \$0.00	(9) BUDGETED? No
(10) AGENDA PLACEMENT <input type="checkbox"/> Consent <input type="checkbox"/> Presentation <input checked="" type="checkbox"/> Hearing (Time Est. <u>120 min</u> ) <input type="checkbox"/> Board Business (Time Est. <u>    </u> )			
(11) EXECUTED DOCUMENTS <input type="checkbox"/> Resolutions <input type="checkbox"/> Contracts <input type="checkbox"/> Ordinances <input checked="" type="checkbox"/> N/A			
(12) OUTLINE AGREEMENT REQUISITION NUMBER (OAR) N/A		(13) BUDGET ADJUSTMENT REQUIRED? BAR ID Number: <input type="checkbox"/> 4/5 Vote Required <input type="checkbox"/> N/A	
(14) LOCATION MAP Attached	(15) BUSINESS IMPACT STATEMENT? No	(16) AGENDA ITEM HISTORY <input type="checkbox"/> N/A   Date: _____	
(17) ADMINISTRATIVE OFFICE REVIEW			
(18) SUPERVISOR DISTRICT(S) District 3			

## County of San Luis Obispo



TO: Board of Supervisors

FROM: Planning and Building / Brandi Cummings, Planner

VIA: Bill Robeson, Deputy Director / Permitting

DATE: 10/18/2016

SUBJECT: Hearing to consider an appeal by NORMAN BEKO of the Planning Commission's approval of a request by HITACHI ZOSEN INOVA USA, LLC for a Conditional Use Permit (DRC2015-00122) to allow for: the construction and operation of an anaerobic digestion plant to process green and food waste from the Waste Connections service area; a setback modification; remodel of an existing warehouse; and construction of a 36,000 sf addition located at 4388 Old Santa Fe Road, east of Hoover Avenue and Old Santa Fe Road, south of the city of San Luis Obispo; also under consideration is a Mitigated Negative Declaration. District 3.

### **RECOMMENDATION**

It is recommended that the Board adopt the resolution denying the appeal by Norman J. Beko and affirming the decision of the Planning Commission subject to the modified findings and conditions set forth in the attachments to this staff report.

### **DISCUSSION**

#### **Background**

The Planning Commission considered the proposed project during a public hearing on August 25, 2016. The Commission took 2 ½ hours of testimony at this hearing. The Commission fully discussed the project issues including traffic, odors, and airport safety. The Commission ultimately voted to unanimously approve the project with the addition of a condition that requires all proposed signs to conform to the sign standards set forth in Title 22. On September 1, 2016, Norman J. Beko filed an appeal of the Planning Commission's approval of the Conditional Use Permit (CUP).

#### **Project Description**

Hitachi Zosen Inova USA, LLC proposes the establishment of an anaerobic digestion plant (ADP) that will process green and food waste from the Waste Connection service area. The anaerobic digestion process would occur in an enclosed facility. Waste Connections will continue to operate waste hauling, including storage of waste containers, haul trucks, and related maintenance (See Attachment 7 - Planning Commission staff report for the full, detailed project description).

Construction: The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, paving of an existing 80-space dirt parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,062 kW combined heat and power (CHP) unit with flare, site grading, and stormwater improvements.

Plant Operations: The ADP will be manned five days a week in a single-shift. All maintenance and service tasks will be carried out during this time. Inspections will be made on weekends and during emergency and stand-by times. The actual digestion process takes place automatically around-the-clock without maintenance. Biogas production and utilization will also take place around-the-clock.

*The Kompogas Digester.* The continuously fed, horizontal PF1800 plug-flow digester has a capacity of 1,800 m<sup>3</sup> (64,000

cubic feet±) at a filling level of approximately 85%. The digester is a steel structure with inner dimensions of approximately 38.3 m (126 feet) / 44m (144 feet) x 8.5m (28 feet) (length x diameter). A heating system, consisting of a central heat distribution system installed underneath the digester and a series of heating lances inserted through the digester, ensures that the process temperature is reached rapidly and is constantly maintained. Hot water supplied by the combined heat and power unit (CHP) is used as the heating media. In order to minimize heat losses, the steel tank is enclosed by thermal insulation.

Other processes will include:

- Dewatering
- Presswater and Loading
- Post Treatment of Solid Digestate
- Biogas Utilization
- Exhaust Air

## Appeal Issues

### Issue #1: An EIR was not prepared for Air Quality or Traffic.

**Staff Response:** CEQA Guidelines section 15070 allows a Negative Declaration (ND) to be prepared when there is no substantial evidence in record that the project may have a significant effect on the environment, or when potentially significant effects are identified but revisions in the project (mitigation) would avoid or mitigate the effects to a point where no significant effect on the environment would occur.

An Environmental Impact Report (EIR) is required to be prepared when there is substantial evidence in the record that supports a fair argument that significant effects may occur. The existence of controversy over the effects of a project does not require preparation of an EIR if there is no substantial evidence in the record that the project may have a significant environmental effect. Substantial evidence includes facts, a reasonable assumption predicated upon facts, or expert opinion supported by facts.

An EIR was not prepared for this project; instead a Negative Declaration was prepared with mitigation agreed to by the applicant. There is no substantial evidence in the record that significant impacts would occur after the proposed mitigation. The following is a summary of the air quality and traffic impacts of the project, and the mitigation that will mitigate the effects to a point where no significant effects would occur. (See Attachment 6 – Mitigated Negative Declaration for the full discussion on potential impacts and proposed mitigation.)

Air Quality. The applicant submitted an *Air Quality Technical Memorandum* (RCH Group, April 20, 2016) as well as an *Air Quality Technical Report* (RCH Group, March 29, 2016) to evaluate the potential impacts of the project, both during construction and during operation. The San Luis Obispo County Air Pollution Control District (SLO County APCD) reviewed the project referral and air quality documents and “agrees the construction phase impacts will likely be less than the SLO County APCD’s significance threshold valued identified in Table 2-1 of the CEQA Air Quality Handbook...[s]taff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report.” (Guise, APCD Comments Regarding the Kompogas Anaerobic Digestion Plan Initial Study/Mitigated Negative Declaration, May 11, 2016). Additionally, the proposed project includes fugitive dust mitigation measures (COA 23, AQ-3) that ensure that dust emissions are adequately controlled.

Daily Reactive Organic Gasses (ROG) and Nitrogen Oxides (NO<sub>x</sub>) emissions from the whole of the project would exceed the SLO County APCD’s threshold of 25 lbs/day by 3.5 lbs/day and is considered a significant impact requiring mitigation. SLO County APCD has developed a list of mitigation strategies for industrial projects that exceed the threshold. The proposed project shall select and implement at least 8 mitigation measures from the SLO County APCD list of mitigation measures. The mitigation reduces this impact to less than significant.

Odors were the other air quality issue addressed in the ND. “The proposed project would not include any composting operations or storage of liquid digestate in open ponds/lagoons, which have the greatest potential to cause odor issues. The [anaerobic digestion] process would occur in an enclosed facility. Collection trucks would back into the facility through roll-up doors and drop organic waste in the receiving area.” Automatic roll doors will allow trucks to enter the facility and close immediately after entry, minimizing odor leakage. The facility will be kept at negative pressure, so outside air will be pulled in when the doors open, preventing inside air and odors from escaping. “Organics would be pretreated and then sent to an intermediate storage bunker, where a crane feeds organics into the digester. The [digestion] process occurs in a fully enclosed reactor and the exhaust air from the enclosed facility would be cleaned using a biofilter.” (RCH Group,

March 29, 2016). Mitigation measure AQ-1 (COA 13) requires the applicant to develop an odor control plan to identify potential odor sources and establish control strategies to reduce potential odors.

Transportation/Circulation. The applicant submitted a *Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)* to evaluate the potential impacts of the project.

The proposed project will add two additional haul trucks for commercial food waste pickup, which will add eight truck trips daily. Because green waste will be disposed of at the ADP facility, the 30 off-site unloading trips of the existing fleet will be eliminated. Proposed daily vehicle trips for green-waste pick up are 38.

The proposed ADP project will not alter existing residential green-waste routes, but will modify the trip destinations and vehicle miles traveled (VMT). The total number of daily truck trips to the WC facility will increase by twenty (20) trips as off-site unloading is redistributed to the facility location. However, overall total truck trips will be reduced by ten (10) trips daily, as unloading will be completed at the same location as the termination point of the daily routes. The total VMT will increase due to the new commercial food waste trucks. (*Oasis Associates, May 13, 2016*).

In order to mitigate traffic impacts, fees are required for the City of San Luis Obispo's Citywide Transportation Impact Fee, Airport Area Specific Plan, and LOVR Interchange Mitigation Fee, which address cumulative impacts to City roads in the area. The transportation and circulation mitigation (COA 19, TR-1) requires the applicant to provide evidence of payment prior to construction permit issuance.

There are no facts, reasonable assumptions predicated upon facts, or expert opinions supported by facts in the record that supports a fair argument that significant air quality or traffic impacts may occur as a result of this project. Therefore, a mitigated ND is adequate for this project and preparation of an EIR is not required.

#### **Issue #2: Submission by Hitachi of Incorrect Data.**

**Staff Response:** The information used to support the ND, the recommendation by the Planning Department, and the decision of the Planning Commission is based on studies and reports prepared by experts and professionals in their field. The appellant did not identify any specific data that he believes to be incorrect. The following is a list of the documents used to evaluate the impacts of the project on the environment.

- *Acoustical Analysis*, David Dubbink Associates, February 17, 2016
- *Air Quality Technical Report*, RCH Group, March 29, 2016
- *Air Quality Technical Memorandum (CHP Unit Engine Emission)*, RCH Group, April 20, 2016
- *Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Applicant Submitted IS/MND*, RCH Group, May 24, 2016
- *Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Technical Memorandum*, RCH Group, June 20, 2016
- *Geotechnical Engineering Report*, Earth Systems Pacific, March 21, 2016
- *Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016
- *Revised Fire Protection Hazard Evaluation*, Collings & Associates, July 30, 2016
- *Stormwater Control Plan*, Tetra Tech, March 2016
- *Vehicle Trip Generation*, Oasis Associates, February 26, 2016
- *Vehicle Trip Generation (Revised)*, Oasis Associates, May 13, 2016

In addition to these special studies, the Department cited numerous County policies and ordinances in the analysis of the project. These documents include, but are not limited to the following:

- Framework for Planning (Inland)
- General Plan (Inland, includes all maps/elements; more pertinent elements:
  - Agriculture Element
  - Conservation & Open Space Element
  - Housing Element
  - Noise Element
  - Safety Element
- Land Use Ordinance (Inland)

- Public Facilities Fee Ordinance
- Affordable Housing Fund
- San Luis Obispo Airport Land Use Plan
- San Luis Obispo Area Plan (San Luis Obispo north sub area)
- Annual Resource Summary Report
- Clean Air Plan/APCD Handbook
- Regional Transportation Plan
- Uniform Fire Code
- Water Quality Control Plan (Central Coast Basin – Region 3)

In addition, the Planning Commission considered the information in the staff report that totaled over 227 pages of information, heard 25 minutes of public testimony and closely questioned staff and the applicant team regarding details of the proposed project.

### **Other Appeal Issues**

The appellant submitted additional issue items in a letter date September 20, 2016 (Attachment 03).

**Issue #3: The Hitachi Zosen Inova project is in need of a focused EIR under CEQA requirements. This project does not qualify for a negative declaration because of its size, location and access points. Under no circumstances should a project of this magnitude be considered without an EIR.**

**Staff response:** See Staff Response to Issue #1.

**Issue #4: Policies regarding notification of area residents and businesses are inadequate with regards to who needs notification and at what distance from the project. This was a problem with this project.**

**Staff Response:** Because this project is classified as an “Ag Processing” use, notification is required for properties within 1,000 feet of the project site. Staff noticed properties within 1,000 feet of the project site and included the entirety of the Evans Tract/Residential Suburban (RS) neighborhood, which was not within the original 1,000 foot buffer, but was included based on public interest and comments from the Airport Land Use Commission meeting.

**Issue #5: The report titled Initial Study Summary – Environmental Checklist (170 pages) raised concerns resulting in this appeal in the following areas: Air Quality, Noise, Public Services/Utilities, Transportation/Circulation, Water & Hydrology, Set-back requirements.**

**Staff Response:** Please see Staff Response for Issues #6 through #24.

**Issue #6: Air Quality. Will the project violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution District. Page 15 states Total Daily Emissions is 28.5 and the significant threshold is 25. Significant – YES! This is calculated only for the start-up operation which is destined to grow due to the state law that requires food waste to be collected by more businesses and is increasing January, 2017.**

**Staff Response:** Table AQ-8 of the Negative Declaration does identify Total Daily Emissions of ROG and NO<sub>x</sub> as 28.5 pounds. This is calculated as Daily Operational Emissions; Construction (start-up) emissions are identified in Tables AQ-1 through AQ-3 of the Negative Declaration. Through the Total Daily Emissions are identified as exceeding the threshold of 25 pounds, the project has required mitigation which will reduce the impact to less than significant (COA-33, AQ-10).

The Kompogas Digester has a capacity of 1,800 m<sup>3</sup> (64,000 ft<sup>3</sup>) at a filling level of approximately 85%. The applicant estimates the proposed equipment is adequate to handle an increasing volume of green waste over the next 20 years. If the amount of organic material received exceeds the plant capacity, a second digester would be added and would require a new land use permit and review.

**Issue #7: Air Quality. Will the project expose any sensitive receptor to substantial air pollutant concentrations – EIR needs to confirm this as residents that live close by are considered “sensitive receptors”.**

**Staff Response:** The Air Quality reports submitted for this project did not identify any air pollution concentrations that would be considered significant after mitigation is applied.

**Issue #8: Air Quality.** Will the project create or subject individuals to objectionable odors. Please refer to pg 18 of 170 which states this anaerobic digestion facility is not listed among the potential nuisance sources, but is still a concern of all nearby occupants as to odors. Average wind is 6.8mph (p 18) at the SLO County Airport. This area is a wind tunnel which will carry odors and noise to local residents. Please read the top of pg 18 for further clarification of the issue of odors.

**Staff Response:** The Negative Declaration does not identify any significant odor related impacts. The proposed project would not include any composting operations or storage of liquid digestate in open ponds/lagoons, which have the greatest potential to cause odor issues. The AD process occurs in a fully enclosed reactor and the exhaust air from the enclosed facility would be cleaned using a biofilter.

**Issue #9: Air Quality.** Pg 5 states, “the biofilter consists of a large open concrete tank with a permeable floor to allow for air flow, and is filled completely with pieces of tree roots.” We were told it is a completely closed system and this appears to be open to the air!

**Staff Response:** As previously discussed, the digestion process, which takes place in the digester, occurs in a fully enclosed reactor. The exhaust air from the enclosed facility is then cleaned using a biofilter. The biofilter is for air flow release post-maturation and is not enclosed. The Negative Declaration does not identify any significant odor related impacts.

**Issue #10: Noise.** Charts on noise levels are very confusing. Measurements include dB (decibels), Ldn, Lmax and Leq. Pg 27, Table N-3 states noise levels are the same for jet departures and 24 hr operations. Living next to the airport the nighttime is very quiet except for occasional landings of jets. Are they comparing apples with oranges??

**Staff Response:** Lmax is the maximum sound level during a period of time. Leq is the equivalent continuous noise level and is a measurement of sound over a period of time. Day Night Average Sound Level (Ldn) is a measurement taken over 24 hours. The Ldn is different from Leq because it gives a 10 dB penalty to operations taking place at night between 10pm and 7am. This measurement is used by federal agencies including the FAA.

Table N-3 of the Negative Declaration states the noise level of a regional jet departure is at 75-85 Lmax, and the 24 Hour Air Operations of the airport is at 75 Ldn. The noise level 100 feet away from the Anaerobic Digestion Plant is estimated at 41 Leq. The County requirements for noise are 50 Leq during daytime hours (7 am to 10 pm) and 45 Leq for nighttime hours (10 pm to 7 am). The plant operations are expected at 41 Leq and therefore the project complies with both these standards.

**Issue #11: Noise.** Pg 26 states “the industrial land uses are not considered noise-sensitive but offices are.” Co-appellants Norman Beko (Earth Systems Pacific) and Mike Kyle (CTI) own buildings adjacent to this project which have offices. There are many office buildings close-by this project.

**Staff Response:** There are three office buildings within close proximity to the project site, the nearest being approximately 175 feet from the proposed structure. The *Acoustical Analysis* prepared for this project identified the ADP operations as 41 Leq at a distance of 100 feet from the plant. The County requirements for noise are 50 Leq during daytime hours (7 am to 10 pm) and 45 Leq for nighttime hours (10 pm to 7 am). This project complies with both these standards.

**Issue #12: Noise.** Trucks have to back into the building to dump their loads and this means “beep, beep, beep!!! This sound can be heard quite a distance from the site and is extremely annoying!

**Staff Response:** Existing state law requires refuse or garbage trucks to be equipped with an automatic backup alarm which is audible at a distance of 100 feet. These types of safety signals and warning devices are exempt from the County noise standards (section 22.10.120.A.3).

The plant operations will be in a single-shift and the haul trucks will unload at the ADP once midday (between 9:30 and 10:30 a.m.) and again at the end of the day (between 2:00 and 3:00 p.m.). The haul trucks will take an estimated 10-12 seconds to back into the receiving hall. With the two additional commercial haul trucks, the total number of green waste trucks will be 11. 11 trucks taking 12 seconds each, twice a day, to back into the receiving haul would equate to 264 seconds/day of backup alarm, or 4.4 minutes/day.

The noise measurements for plant operations were reported based off a similar plant in Ottenbach, Germany. The measurements were made with all equipment and processes in operation, which includes the receiving of haul trucks. Noise levels measured would not exceed the County's standards.

**Issue #13: Noise. Garbage trucks start at 5am in the morning and travel most of the day back and forth on Buckley Rd. This project will bring more trucks to this facility.**

**Staff Response:** This project will not affect the existing garbage truck pick-up routes or the times that those trucks depart from the facility. The proposed project is estimated to add two additional haul trucks for commercial food waste pickup. The two new haul trucks will add eight truck trips daily (four trips per truck). A trip is counted for each time a truck leaves or returns to the facility (a truck could leave the facility twice but would log four trips). Because green waste will be disposed of at the ADP facility on the Waste Connections site, the 30 off-site unloading trips of the existing fleet will be eliminated. Proposed daily vehicle trips for green-waste pick up are 38. The total number of daily truck trips to the WC facility will increase by twenty (20) trips as off-site unloading is redistributed to the facility location. However, overall total truck trips will be reduced by ten (10) trips daily, as unloading will be completed at the same location as the termination point of the daily routes.

**Issue #14: Public Services/Utilities. The plan is to use Cal Fire and County Sheriff but this property is planned to be annexed by the city of SLO. How will police and fire protection be covered and will it be adequate? There appears to be a lack of adequacy of fire and emergency response time for this location.**

**Staff Response:** Emergency response time for this location is 0-5 minutes, which is considered good. Though the project may eventually be annexed by the City, it is currently within the County and therefore County Fire/Cal Fire is the appropriate fire agency. In the event the City should annex this property, SLO City Fire would be the appropriate fire agency; the City has two fire stations within two miles of the project. In the event the City annexes this property, SLO City Police Department would be the appropriate agency, and they are located approximately 4 miles from the site.

**Issue #15: Public Services/Utilities. Pg 24 of 170 discusses the storage water tanks on the adjacent properties. Neither of these owners, ESP or CTI were contacted about the impact of this project on their properties.**

**Staff Response:** The Waste Connections property has an independent fire pump operating at 75 HP with 1,500 gallons per minute (gpm) output rated at 71 psi. A shared 200,000 gallon fire water tank is on an adjacent property immediately to the east. The tank is shared between three properties. The other two properties are owned/tenanted by Earth Systems Pacific (ESP) and CTI. ESP shares a separate fire pump with CTI. The Waste Connections property and ESP use well water to fill the fire tank. ESP's well is currently set to auto-fill the tank, but the subject property's well can also be set to auto fill. A supply line is connected from the tank to the 1,500 gpm private pump on Waste Connections' property. The fire pump is dedicated to the Waste Connections facility and does not provide service to the ESP or CTI facilities. There is no formal recorded agreement for the shared responsibility and use of the fire water tank and related systems between the three properties. Currently water, maintenance, and upkeep responsibilities have been shared between the properties on an informal basis. Earth Systems was informed of this project as they prepared the *Geotechnical Engineering Report* for the project.

**Issue #16: Transportation/Circulation. Statistics for this section were done by Oasis Associates who represents the applicant for this project. This is a conflict of interest and is another reason why an independent study through an EIR is requested.**

**Staff Response:** In response to this issue, Oasis Associates has had the Vehicle Report peer-reviewed by a third-party traffic engineer.

**Issue #17: Transportation/Circulation. Impact of traffic flow to and from the project location. The road systems are clearly inadequate to accommodate this project without needed road improvements. Buckley and Santa Fe road issues are overlooked when considering this project. Buckley Rd is rated "D" and should be "A" or "B" to accommodate this project.**

**Staff Response:** The County has established the acceptable Level of Service (LOS) on roads for this urban area as "D" or better. The existing road network in the area including the project's access street, Santa Fe Road, is operating at acceptable levels. According to the Level of Service Criteria for Roadway Segments, and recent Traffic Count Data from

the Department of Public Works, it appears Buckley Road is operating at LOS A.

This project was referred to the Department of Public Works, who reviewed the traffic data provided and oversees County road issues. The Department of Public Works did not identify any issues with the data provided and level of service on this road and stated it is operating at an "excellent level of service". Additionally, Public Works identified the collision history as below average compared to other roads in the County.

All the haul trucks are owned and operated by Waste Connections. As part of the Waste Connections Minor Use Permit (DRC2012-00030), the project provided a transportation management plan that outlined strategies for reducing vehicle trips. Any new Waste Connections haul trucks (including the two proposed with this project) are required to comply with the transportation management plan in effect.

The project is subject to the City of San Luis Obispo's Citywide Transportation Impact Fee, Airport Area Specific Plan, and LOVR Interchange Mitigation Fee, which addresses cumulative impacts to City roads in the area.

**Issue #18: Transportation/Circulation. Bridge on Santa Fe Rd is unsafe and needs to be improved and Santa Fe needs to connect to Tank Farm. Waste Connections stated they do not allow their garbage trucks over the Santa Fe bridge because it is too dangerous! Therefore all trucks going to and from this project travel on Buckley Rd. Impact fees are currently going to SLO City and there is no plan for road improvements on Buckley Rd.**

**Staff Response:** The bridge issue is not relevant to the project under appeal. All haul trucks are owned and operated by Waste Connections. As part of the Waste Connections Minor Use Permit (DRC2012-00030), the project provided a transportation management plan that requires haul trucks to use Old Santa Fe Road, Hoover Avenue, and Buckley Road to access State Highway 227 for north and south routing when in the course of normal business operations. Santa Fe Road (including the bridge) is not an authorized road under the approved Minor Use Permit.

The Waste Connections trucks do not utilize the Santa Fe Road bridge, and there is no nexus to this project to require bridge improvements. Road impact fees are paid to the City of SLO based on the Memorandum of Agreement approved by the Board on October 18, 2005. The Santa Fe Road bridge is within the City of San Luis Obispo jurisdiction.

**Issue #19: Transportation/Circulation. Circulation in the area needs to be assessed for this project, as well as future projects, such as the 720 homes proposed for Avila Ranch which is located about 1 mi away on Buckley Rd. Buckley needs to go straight through to So Higuera ASAP as the intersection at Vachell Lane and So Higuera is dangerous.**

**Staff Response:** The Avila Ranch Development Plan, being processed through SLO City, includes the extension of Buckley Road from Vachell Land to South Higuera. The traffic study and traffic analysis have not been finalized, but will likely be provided as part of the project's EIR. It is anticipated traffic mitigations will be required as part of the project.

As discussed above, the project is subject to the City of San Luis Obispo's Citywide Transportation Impact Fee, Airport Area Specific Plan, and LOVR Interchange Mitigation Fee, which address cumulative impacts to City roads in the area.

**Issue #20: Transportation/Circulation. Tank Farm should be widened to 4 lanes to reduce the stress on Buckley.**

**Staff Response:** This issue is not relevant to the project under appeal. The Department of Public Works requires the applicant to upgrade the frontage of the development parcel (curb, gutter, sidewalk), but they do not condition a project for offsite road improvements. Again, the project is subject to the City of San Luis Obispo's impact fees which address cumulative impacts to City roads in the area.

**Issue #21: Transportation/Circulation. Speed limit on Buckley needs to be re-assessed as it is currently 55mph. Cars, motorcycles and trucks go as fast as 70mph. It should be 45 to 50mph which is what Tank Farm currently is.**

**Staff Response:** This issue is not relevant to the project under appeal.

**Issue #22: Transportation/Circulation. Riding a bicycle on Buckley Rd is dangerous with the increased frequency of garbage trucks and the new law requiring 3 feet clearance. Bike lanes need to be improved for safety.**

**Staff Response:** This issue is not relevant to the appeal. The Department of Public Works requires the applicant to **upgrade** the frontage of the development parcel (curb, gutter, sidewalk), but they do not condition a project for offsite road improvements.

**Issue #23: Water & Hydrology. Report states they need water only for the start-up operation and then it is self-sustaining. We were told that they would wash the trucks every day to keep the odors of food waste to a minimum. How much water will this take and will it impact the ground water source for other properties?**

**Staff Response:** Waste Connections owns all the haul trucks (garbage, recycle, green waste) and currently is in charge of the maintenance and cleaning of the trucks. Waste Connections has an existing recirculation wash water treatment system (PMT2012-01096) installed to wash the haul trucks. The system is capable of processing up to 1,950 gallons per day of waste water. The proposed project will add a maximum of two additional haul trucks, and will not cause a significant increase in water use for truck washing.

**Issue #24: Set-back Requirements. Adjacent property owners are very concerned that the set-backs are being modified from 200 ft to 37 ft.**

**Staff Response:** The applicant requests an adjustment to setbacks as required by the Special Use Standards – Commercial Composting. The applicant requests a modification to the 200 foot setback requirement for structures on the left side and rear property lines. The proposed structure would be 37 feet from the left side property line, and 173 feet from the rear property line instead of 200 feet. These modifications would not reduce the setback beyond the minimum standards of Title 22; setbacks from structures to property lines in the Industrial Land Use Category are 25 feet in the front, with no setbacks required on the side or rear property lines.

The Planning Commission found that the setback modification was acceptable. Based on the existing structure that is proposed to be utilized for the project, it would be ineffective to require a 200 foot setback from the left and rear property lines. Additionally, a man-made drainage channel runs through the middle of the property (east-west) and would further hinder the placement of a structure away from the left property line. The property does not abut residential land uses, and is surrounded by manufacturing and other industrial uses.

**Issue #25: Another concern which we hope the FAA will address is that this project is at the end of runway 11-29 at the airport and it is not clear how on site lighting and related activities may impact ILS activities or night approach flights.**

**Staff Response:** This project was referred the Airport Land Use Commission (ALUC). The ALUC determined the project consistent with the San Luis Obispo County Regional Airport Land Use Plan and recommended conditions to limit density, require aviation easements, and prohibit project characteristics that would interfere with maneuvering of aircraft. The project was also referred to the County Airport Manager who commented that the project should undergo FFA review, provide evidence that there will be no impact to the Instrument Landing System as ultimately planned, and to not have lighting that would interfere with aircraft operations. All projects within the AR designation are required to obtain an aviation easement to secure avigable airspace. The recommended conditions from the ALUC and Airport Manger are included as part of the Developer's Statement to the Negative Declaration and the Conditions of Approval (COA 15-28, 34, 39-47; HZ-1 – HZ-14).

#### **OTHER AGENCY INVOLVEMENT/IMPACT**

The project was referred to County Public Works, County Environmental Health, Cal Fire, City of San Luis Obispo, Airport Land Use Commission, and SLO County Air Pollution Control District. The Referral Responses are included as part of Attachment 07.

In addition, County Counsel has reviewed and approved the attached Resolution with findings and conditions.

**FINANCIAL CONSIDERATIONS**

This appeal was accompanied by an \$850.00 appeal fee. This appeal was processed using department allocated general fund support as well as the fee.

**RESULTS**

Affirming the Planning Commission's decision and denying the appeal will mean Conditional Use Permit DRC2015-00122 is approved.

Upholding the appeal would mean the Planning Commission's approval of Conditional Use Permit DRC2015-00122 would be overturned and result in the project being denied.

This hearing is consistent with communitywide results of encouraging a safe, healthy, and livable community.

**ATTACHMENTS**

1. Resolution Denying Appeal with Modified Findings and Conditions of Approval
2. Appeal Request Letter
3. Additional Appeal Issues
4. Mitigated Negative Declaration dated July 21, 2016
5. Planning Commission Resolution
6. Minutes from the Planning Commission Meeting of August 25, 2016
7. Staff Report from the Planning Commission hearing of August 25, 2016 and supporting documentation
8. Correspondence from Planning Commission hearing of August 25, 2016
9. Location Map

**IN THE BOARD OF SUPERVISORS**  
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA

\_\_\_\_\_ day \_\_\_\_\_, 20\_\_

**PRESENT: Supervisors**

**ABSENT:**

RESOLUTION NO. \_\_\_\_\_

RESOLUTION DENYING THE APPEAL OF NORMAN J. BEKO, AFFIRMING THE DECISION OF THE PLANNING COMMISSION, AND CONDITIONALLY APPROVING THE APPLICATION OF HITACHI ZOSEN INOVA USA, LLC FOR CONDITIONAL USE PERMIT DRC2015-00112.

The following resolution is now offered and read:

WHEREAS, on August 25, 2016, the Planning Commission of the County of San Luis Obispo (hereinafter referred to as the Planning Commission) duly considered the application of Hitachi Zosen Inova USA, LLC for Conditional Use Permit DRC2015-00122 and conditionally approved the application on August 25, 2016; and

WHEREAS, Norman J. Beko has appealed the Planning Commission's decision to the Board of Supervisors of the County of San Luis Obispo (hereinafter referred to as the Board of Supervisors) pursuant to the applicable provisions of Title 22 of the San Luis Obispo County Code; and

WHEREAS, a public hearing was duly noticed and conducted by the Board of Supervisors on October 18, 2016, and a determination and decision was made on October 18, 2016; and

WHEREAS, at said hearing, the Board of Supervisors heard and received all oral and written protests, objections, and evidence, which were made, presented, or filed,

and all persons present were given the opportunity to hear and be heard in respect to any matter relating to said appeal; and

WHEREAS, the Board of Supervisors has duly considered the appeal and finds that the appeal should be denied and the decision of the Planning Commission affirmed and that the application should be approved subject to the findings and conditions set forth below.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. That the recitals set forth hereinabove are true, correct and valid.
2. That the Mitigated Negative Declaration prepared for this project represents the independent judgment and analysis of the County as Lead Agency and that it is hereby approved as complete and adequate and as having been prepared in accordance with the provisions of the California Environmental Quality Act.
3. That the Board of Supervisors makes all of the findings of fact and determinations set forth in Exhibit A attached hereto and incorporated by reference herein as though set forth in full.
4. That the appeal filed by Norman J. Beko is hereby denied, that the decision of the Planning Commission is affirmed, and that the application of Hitachi Zosen Inova USA, LLC for Conditional Use Permit DRC2015-00122 is hereby approved subject to the modified conditions of approval set forth in Exhibit B attached hereto and incorporated by reference herein as though set forth in full.

Upon motion of Supervisor \_\_\_\_\_, seconded by Supervisor  
\_\_\_\_\_, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

the foregoing resolution is hereby adopted.

\_\_\_\_\_  
Chairperson of the Board of Supervisors

ATTEST:

\_\_\_\_\_  
Clerk of the Board of Supervisors

[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

RITA L. NEAL  
County Counsel

By:   
Deputy County Counsel

Dated: October 4, 2016

STATE OF CALIFORNIA,            )  
  ) ss.  
County of San Luis Obispo,        )

I, \_\_\_\_\_, County Clerk and ex-officio  
Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of  
California, do hereby certify the foregoing to be a full, true and correct copy of an order  
made by the Board of Supervisors, as the same appears spread upon their minute  
book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this  
day of \_\_\_\_\_, 20\_\_.

County Clerk and Ex-Officio Clerk of the Board  
of Supervisors

(SEAL)

By \_\_\_\_\_  
Deputy Clerk.

**EXHIBIT A - REVISED FINDINGS  
HITACHI ZOSEN INOVA USA, LLC – DRC2015-00122**

Environmental Determination

- A. The Environmental Coordinator, after completion of the initial study, finds that there is no substantial evidence that the project may have a significant effect on the environment, and the preparation of an Environmental Impact Report is not necessary. Therefore, a Negative Declaration (pursuant to Public Resources Code Section 21000 et seq., and CA Code of Regulations Section 15000 et seq.) has been issued on July 21, 2016 for this project. Mitigation measures are proposed to address Air Quality, Geology and Soils, Hazards/Hazardous Materials, Transportation/Circulation, and Water/Hydrology and are included as conditions of approval.

Conditional Use Permit

- B. The proposed project or use is consistent with the San Luis Obispo County General Plan because Commercial Composting (Ag Processing) is an allowed use and as conditioned is consistent with all of the General Plan policies.
- C. As conditioned, the proposed project or use satisfies all applicable provisions of Title 22 of the County Code.
- D. The establishment and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use because the anaerobic digester plant does not generate activity that presents a potential threat to the surrounding property and buildings. This project is subject to Ordinance and Building Code requirements designed to address health, safety and welfare concerns.
- E. The proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development because the anaerobic digester is similar to, and will not conflict with, the surrounding lands and uses.
- F. The proposed project or use will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved with the project because the project is located on Santa Fe Road, a local road constructed to a level able to handle any additional traffic associated with the project.

Article 4 Exception

- G. Modification of Land Use Ordinance Section 22.30.070.D.3.c. to allow setbacks less than 200 feet from the left and rear property lines is justified because specific conditions of the site make the standard unnecessary. The location of an existing drainage channel (east-west) through the middle of the site and the current location of the existing building proposed to be utilized for this project make it impractical to locate the plant 200 feet from all property lines. Additionally, the rear property line abuts a vacant/undeveloped County-owned parcel that is utilized as a drainage detention basin for the airport, and the left property line neighbors two Industrial properties, making it unnecessary to be located 200 feet from the property line.

**EXHIBIT B – REVISED CONDITIONS OF APPROVAL  
HITACHI ZOSEN INOVA USA, LLC – DRC2015-00122**

**Approved Development**

1. This approval authorizes
  - a. construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area. The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,062 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities. The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres.
  - b. modification to the 200 foot setback requirement for structures to left side and rear property lines to allow a 37 foot left side setback, and a 173 foot rear setback.
  - c. maximum height is 45 feet from average natural grade.

**Conditions required to be completed at the time of application for construction permits**

***Site Development***

2. **At the time of application for construction permits** plans submitted shall show all development consistent with the approved site plan, floor plan, and architectural elevations.
3. **At the time of application for construction permits**, the applicant shall provide details on any proposed signs. The number and area of signs allowed shall comply with Section 22.20.060 of the Land Use Ordinance. Freestanding signs shall be monument signs under six feet in height.

***Fire Safety***

4. **At the time of application for construction permits**, all plans submitted to the Department of Planning and Building shall meet the fire and life safety requirements of the California Fire Code. Requirements shall include, but not be limited to those outlined in the Fire Safety Plan, prepared by the Cal Fire/County Fire Department for this proposed project.

***Services***

5. **At the time of application for construction permits**, the applicant shall submit evidence that there is adequate water to serve the proposal, on the site.
6. **At the time of application for construction permits**, the applicant shall submit evidence that a septic system, adequate to serve the proposal, can be installed on the site.

### **Access**

7. **At the time of application for construction permits**, the applicant shall provide evidence to the Department of Planning and Building that onsite circulation and pavement structural sections have been designed and shall be constructed in conformance with Cal Fire standards and specifications back to the nearest public maintained roadway.
8. **At the time of application for construction permits**, and in accordance with Streets and Highway Code Section 1480.5 & 1481 the applicant shall submit an application to the Department of Public Works for an Encroachment Permit to reconstruct, if necessary, all deteriorated or non-compliant parent parcel frontage improvements.

### **Drainage**

9. **At the time of application for construction permits**, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) of the Land Use Ordinance. Provide calculations to determine if all drainage must be retained or detained on-site (the design of the basin shall be approved by the Department of Public Works).

### **Storm Water Control Plan**

10. **At the time of application for construction permits**, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.
11. **At the time of application for construction permits**, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.

### **Conditions to be completed prior to issuance of a construction permit**

#### **Fees**

12. **Prior to issuance of a construction permit**, the applicant shall pay all applicable school and public facilities fees.

#### **Air Quality**

13. **AQ-1: Odor Control. Prior to issuance of construction permits**, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:
  - Identification and description of the most likely sources of odor;
  - A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:

- Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.
14. **AQ-2: Portable Equipment. Prior to issuance of construction permit**, the applicant shall obtain all required permits from the APCD 05 for portable construction equipment (i.e. generators).

#### ***Hazards and Hazardous Materials***

15. **HZ-1: Fire Safety. Prior to issuance of a construction permit**, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection Hazard Evaluation* prepared by Collings & Associates, July 30, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented **prior to final occupancy**, and/or on-going for the life of the project.
16. **HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 **at least 30 days before proposed construction or application for building permit**. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.
17. **HZ-3: Prior to the issuance of construction permits**; the applicant shall provide a recorded avigation easement for each property developed within the area included in the proposed local action.
18. **HZ-4: Exterior Light Plan. Prior to issuance of construction permits**, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned “down and into” the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

#### ***Transportation and Circulation***

19. **TR-1: Traffic Impacts**. In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be provided to the County, **prior to construction permit issuance**. These fees shall include:
- a. Citywide Transportation Impact Fee

- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

***Storm Water Control Plan***

20. **Prior to issuance of construction permits**, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.

**Conditions to be completed during project construction**

***Site Development***

21. The project shall provide for utilities being placed underground.

***Building Height***

22. The maximum height of the project is 45 feet from average natural grade.
- a. **Prior to any site disturbance**, a licensed surveyor or civil engineer shall stake the lot corners, building corners, and establish average natural grade and set a reference point (benchmark).
  - b. **Prior to approval of the foundation inspection**, the benchmark shall be inspected by a licensed surveyor prior to pouring footings or retaining walls, as an added precaution.
  - c. **Prior to approval of the roof nailing inspection**, the applicant shall provide the building inspector with documentation that gives the height reference, the allowable height and the actual height of the structure. This certification shall be prepared by a licensed surveyor or civil engineer.

***Air Quality***

23. **AQ-3: Fugitive Dust Mitigation Measures.**
- a. Reduce the amount of the disturbed area where possible;
  - b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
  - c. All dirt stock-pile areas should be sprayed daily as needed;
  - d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
  - e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
  - f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
  - g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
  - i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
  - j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
  - k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
  - l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
  - m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
  - n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.
24. **AQ-4: Combustion Emission Mitigation Measures.**
- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
  - b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
  - c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
  - d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
  - e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
  - f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
  - g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
  - h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
  - i. Electrify equipment when feasible;
  - j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
  - k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.
25. **AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered during construction activities, the APCD shall be notified as soon as

possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
  - Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
  - Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
  - The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD’s construction phase thresholds;
  - During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and
  - Clean soil shall be segregated from contaminated soil.
26. **AQ-6: Lead During Demolition.** The applicant shall contact APCD **ten days prior to the start** of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.
27. **AQ-7: Naturally Occurring Asbestos. Prior to any construction activities at the site,** the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.
28. **AQ-8: Demolition Asbestos. Prior to any construction activities at the site,** the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:
- a. written notification, within at least 10 business days of activities commencing to the APCD
  - b. asbestos survey conducted by a certified Asbestos Consultant and
  - c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at(805) 781-591 2 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the" Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).
29. **AQ-9: Idling Restrictions.**
- a. Driver’s shall not idle the vehicle’s primary diesel engine for greater than 5 minutes at any location;
  - b. Driver’s shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
  - c. Signs shall be posted in the designated queuing areas and job sites to remind drivers

- of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
  - e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

### ***Geology and Soils***

30. **GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

### **Conditions to be completed prior to occupancy or final building inspection/establishment of the use**

31. **Prior to occupancy or final inspection**, which ever occurs first, the applicant shall obtain final inspection and approval from CDF of all required fire/life safety measures.
32. **Prior to occupancy of any structure associated with this approval**, the applicant shall contact the Department of Planning and Building to have the site inspected for compliance with the conditions of this approval.

### ***Air Quality***

33. **AQ-10: Permit to Operate. Prior to final inspection or occupancy**, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

The Applicant shall work with the SLO County APCD to mitigate daily ROG + NOx (ozone precursor) emissions off-site to a level below the ROG + NOx significance threshold prior to building occupancy. The Applicant shall implement at least eight mitigation measures from the list within APCD's CEQA Air Quality Handbook. If the Applicant cannot select and implement the required number of mitigation measures from APCD's list, the Applicant shall reduce air quality impacts to less than significant through off-site mitigation based upon the amount of emission reductions (i.e., 3.5 pounds per day) needed to bring the project's impacts below the significance threshold.

### ***Hazards and Hazardous Material***

34. **HZ-5: Environmental Health. Prior to occupancy or final inspection**, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

### ***Water and Hydrology***

35. **WR-2: Water System. Prior to occupancy or final inspection**, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

**Notice of Use**

36. A notice listing the authorized land uses for a site shall be recorded in the Office of the County Recorder **prior to occupancy or final inspection.**

**On-going conditions of approval (valid for the life of the project)**

37. This land use permit is valid for a period of 24 months from its effective date unless time extensions are granted pursuant to Land Use Ordinance Section 22.64.070 or the land use permit is considered vested. This land use permit is considered to be vested once a construction permit has been issued and substantial site work has been completed. Substantial site work is defined by Land Use Ordinance Section 22.64.080 as site work progressed beyond grading and completion of structural foundations; and construction is occurring above grade.
38. All conditions of this approval run with the land and shall be **strictly** adhered to, within the time frames specified, and in an on-going manner for the life of the project. Failure to comply with these conditions of approval may result in an immediate enforcement action by the Department of Planning and Building. If it is determined that violation(s) of these conditions of approval have occurred, or are occurring, this approval may be revoked pursuant to Section 22.74.160 of the Land Use Ordinance.

**Hazards and Hazardous Material**

39. **HZ-6:** The non-residential density for this property shall be limited to 353 persons.
40. **HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).
41. **HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.
42. **HZ-9: For the life of the project,** no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
43. **HZ-10: For the life of the project,** any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
- Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - Lighting which is difficult to distinguish from airport lighting;
  - Glare in the eyes of pilots using the airport;
  - Uses which attract birds and create bird strike hazardous;
  - Uses which produce visually significant quantities of smoke; and
  - Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)
44. **HZ-11:** All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or

otherwise occupy any property or properties within the airport.

45. **HZ-12: For the life of the project**, any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall require, at a minimum, referral to and recommendation from the Airport Land Use Committee.
46. **HZ-13: For the life of the project**, any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.
47. **HZ-14: For the life of the project**, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.

#### ***Water and Hydrology***

48. **WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

#### ***Defense and Indemnity***

49. **Within ten (10) days of final approval of this use permit**, the applicant shall, as a condition of approval, enter into and record an agreement, in a form approved by County Counsel and executed by the Director of the Department of Planning and Building, providing for the defense and indemnity of the County of San Luis Obispo, its present or former officers, agents, or employees, at the applicant's sole expense, against any action brought by a third party challenging either the decision to approve this use permit or the manner in which the County is interpreting or enforcing the conditions of this use permit, or any other action by a third party relating to or arising out of the approval or implementation of this use permit. The agreement shall provide that the applicant shall indemnify the County and reimburse it for any costs and/or attorney's fees which the County incurs as a result of such action, and that the County's participation or non-participation in any such litigation shall not relieve the applicant of his or her obligations under this condition or the agreement. The applicant's obligations to defend and indemnify the County are ongoing conditions of this permit.



SAN LUIS OBISPO COUNTY

## DEPARTMENT OF PLANNING AND BUILDING

Promoting the wise use of land - Helping to build great communities

September 2, 2016

Norman Beko  
329 Indio Drive  
Pismo Beach, CA 93449

Carol Florence  
c/o Oasis Associates  
3247 Miguelito Court  
San Luis Obispo, CA 93401

Hitachi Zosen Inova USA, LLC  
3740 Davinci Court, Ste. 250  
Norcross, GA 30092

**SUBJECT: APPEAL OF HITACHI ZOSEN INOVA USA, LLC.  
COUNTY FILE NUMBER: DRC2015-00122  
HEARING DATE: AUGUST 25, 2016\_PLANNING COMMISSION**

We have received your request on the above referenced matter. In accordance with County Real Property Division Ordinance Section 21.04.020, Land Use Ordinance Section 22.70.050, and the County Coastal Zone Land Use Ordinance 23.01.043, the matter will be scheduled for public hearing before the Board of Supervisors. A copy of the appeal is attached.

The public hearing will be held in the Board of Supervisors' Chambers, County Government Center, San Luis Obispo. As soon as we get a firm hearing date and the public notice goes out you will receive a copy of the notice.

Please feel free to telephone me at 781-5718 if you have any questions.

Sincerely,

*Nicole Retana*

Nicole Retana, Secretary  
County Planning Department

CC: Brandi Cummings, Planner  
Ben Dore, County Counsel



# INLAND APPEAL FORM

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

Promoting the Wise Use of Land • Helping to Build Great Communities

Please Note: An appeal should be filed by an aggrieved person or the applicant at each stage in the process if they are still unsatisfied by the last action.

PROJECT INFORMATION Name: HITACHI ROSEN File Number: DIR 2015-00177

Type of permit being appealed: \*HITACHI ZOSEN INOVA USA, LLC.

- Plot Plan
- Site Plan
- Minor Use Permit
- Development Plan/Conditional Use Permit
- Variance
- Land Division
- Lot Line Adjustment
- Other: \_\_\_\_\_

The decision was made by:

- Planning Director (Staff)
- Building Official
- Planning Department Hearing Officer
- Subdivision Review Board
- Planning Commission
- Other \_\_\_\_\_

Date the application was acted on: 25 AUGUST 2014

The decision is appealed to:

- Board of Construction Appeals
- Board of Handicapped Access
- Planning Commission
- Board of Supervisors

### BASIS FOR APPEAL

State the basis of the appeal. Clearly state the reasons for the appeal. In the case of a Construction Code Appeal, note specific code name and sections disputed). (Attach additional sheets if necessary)

NO EIR FOR AIR QUALITY & TRAFFIC SUBMISSION BY HITACHE  
OF INCORRECT DATA

List any conditions that are being appealed and give reasons why you think it should be modified or removed.

Condition Number \_\_\_\_\_ Reason for appeal (attach additional sheets if necessary)

### APPELLANT INFORMATION

Print name: NORMAN J BEKO

Address: 329 INNOV DR PISMO BEACH

Phone Number (daytime): 805-549-9463

We have completed this form accurately and declare all statements made here are true.

Signature

Date

1 SEPT 2016

2016 AUG 32 PM 2:23

SLO COUNTY  
PLANNING/BUILDING  
DEPT

### OFFICE USE ONLY

Date Received: 9/1/2016

By: NAO

Amount Paid: \$850.00

Receipt No. (if applicable): 0736

INLAND APPEAL FORM  
SAN LUIS OBISPO COUNTY PLANNING & BUILDING  
SLOPLANNING.ORG

PAGE 2 OF 2  
APRIL 23, 2015  
PLANNING@CO.SLO.CA.US



**San Luis Obispo County Department of Planning and Building**

County Government Center San Luis Obispo, California 93408 Telephone: (805) 781-5600

**Receipt #: 22201600000000000736**

**Date: 09/01/2016**

9/1/2016  
2:28:50PM

Line Items:

Case No	Last Name	Tran Code	Description	Revenue Account No	Amount Paid
		APPEAL	Appeal to Board of Supervisors Fee - PDA -4350106	1420000-1000000000-142SS23	850.00
Line Item Total:					<b>\$850.00</b>

Payments:

Method	Payer	Bank No	Account No	Confirm No	How Received	Amount Paid
Check	SLO PARTNERS		2108	DRC2015-00122	In Parson	850.00
Payment Total:						<b>\$850.00</b>
Balance						

MEMORANDUM

DATE: September 2, 2016  
TO: BEN DORE, DEPUY COUNTY COUNSEL  
FROM: NICOLE RETANA, PLANNING and BUILDING DEPARTMENT  
RE: **APPEAL OF HITACHI ZOSEN INOVA USA, LLC.  
COUNTY FILE NUMBER: DRC2015-00122  
PLANNING COMMISSION - AUGUST 25, 2016**

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Please find attached copies of associated correspondence which have been forwarded to the Project Manager and Supervisor.

September 20, 2016

To: Board of Supervisors SLO County

From: Norman Beko (owner ESP)  
Mike Kyle (owner CTI)  
Paul Rys (area resident)  
Kathy Borland (area resident)

Re: Appeal for the Hitachi Zosen Inova Project  
File No: DRC2015-00122

The Hitachi Zosen Inova project is in need of a focused EIR under CEQA requirements. This project does not qualify for a negative declaration because of its size, location and access points. Under no circumstances should a project of this magnitude be considered without an EIR.

Policies regarding notification of area residents and businesses are inadequate with regards to who needs notification and at what distance from the project. This was a problem with this project.

The report titled Initial Study Summary – Environmental Checklist (170 pages) raised concerns resulting in this appeal in the following areas:

- A. Air Quality
- B. Noise
- C. Public Services/Utilities
- D. Transportation/Circulation
- E. Water & Hydrology
- F. Set-back requirements

A. Air Quality (pg 9 of 170) The following were marked on the report as “Impact can & will be mitigated.” Will the project:

1. (a) Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution District. Page 15 states Total Daily Emissions is 28.5 and the significant threshold is 25. Significant – YES! This is calculated only for the start-up operation which is destined to grow due to the state law that requires food waste to be collected by more businesses and is increasing January, 2017.
2. (b) Expose any sensitive receptor to substantial air pollutant concentrations – EIR needs to confirm this as residents that live close by are considered “sensitive receptors”.
3. (c) Create or subject individuals to objectionable odors. Please refer to pg 18 of 170 which states this anaerobic digestion facility is not listed among the potential nuisance sources, but is still a concern of all nearby occupants as to odors. Average wind is 6.8mph (p 18) at the SLO County Airport. This area is a

wind tunnel which will carry odors and noise to local residents. Please read the top of pg 18 for further clarification of the issue of odors.

4. All other boxes for this category are marked "Insignificant Impact"
5. Pg 5 states, "the biofilter consists of a large open concrete tank with a permeable floor to allow for air flow, and is filled completely with pieces of tree roots." We were told it is a completely closed system and this appears to be open to the air!

B. Noise (pg 26 of 170) All boxes are marked "Insignificant Impact".

1. Charts on noise levels are very confusing. Measurements include dB (decibels), Ldn, Lmax and Leq. Pg 27, Table N-3 states noise levels are the same for jet departures and 24 hr operations. Living next to the airport the nighttime is very quiet except for occasional landings of jets. Are they comparing apples with oranges??
2. Pg 26 states "the industrial land uses are not considered noise-sensitive but offices are." Co-appellants Norman Beko (Earth Systems Pacific) and Mike Kyle (CTI) own buildings adjacent to this project which have offices. There are many office buildings close-by this project.
3. Trucks have to back into the building to dump their loads and this means "beep, beep, beep!!! This sound can be heard quite a distance from the site and is extremely annoying!
4. Garbage trucks start at 5am in the morning and travel most of the day back and forth on Buckley Rd. This project will bring more trucks to this facility.

C. Public Services/Utilities (pg 28 of 170)

1. The plan is to use Cal Fire and County Sheriff but this property is planned to be annexed by the city of SLO. How will police and fire protection be covered and will it be adequate? There appears to be a lack of adequacy of fire and emergency response time for this location.
2. Pg 24 of 170 discusses the storage water tanks on the adjacent properties. Neither of these owners, ESP or CTI were contacted about the impact of this project on their properties.

D. Transportation/Circulation (pg 29 of 170). All boxes are marked "Insignificant Impact." Statistics for this section were done by Oasis Associates who represents the applicant for this project. This is a conflict of interest and is another reason why an independent study through an EIR is requested.

1. Impact of traffic flow to and from the project location. The road systems are clearly inadequate to accommodate this project without needed road improvements. Buckley and Santa Fe road issues are overlooked when considering this project. Buckley Rd is rated "D" and should be "A" or "B" to accommodate this project.

2. Bridge on Santa Fe Rd is unsafe and needs to be improved and Santa Fe needs to connect to Tank Farm. Waste Connections stated they do not allow their garbage trucks over the Santa Fe bridge because it is too dangerous! Therefore all trucks going to and from this project travel on Buckley Rd. Impact fees are currently going to SLO City and there is no plan for road improvements on Buckley Rd.

3. Circulation in the area needs to be assessed for this project, as well as future projects, such as the 720 homes proposed for Avila Ranch which is located about 1 mi away on Buckley Rd. Buckley needs to go straight through to So Higuera ASAP as the intersection at Vachell Lane and So Higuera is dangerous. Tank Farm should be widened to 4 lanes to reduce the stress on Buckley.

4. Speed limit on Buckley needs to be re-assessed as it is currently 55mph. Cars, motorcycles and trucks go as fast as 70mph. It should be 45 to 50mph which is what Tank Farm currently is.

5. Riding a bicycle on Buckley Rd is dangerous with the increased frequency of garbage trucks and the new law requiring 3 feet clearance. Bike lanes need to be improved for safety.

E. Water & Hydrology (pg 35 of 170)

1. Report states they need water only for the start-up operation and then it is self-sustaining. We were told that they would wash the trucks every day to keep the odors of food waste to a minimum. How much water will this take and will it impact the ground water source for other properties?

F. Set-back Requirements (Staff Report pg 6)

1. Adjacent property owners are very concerned that the set-backs are being modified from 200 ft to 37 ft.

Another concern which we hope the FAA will address is that this project is at the end of runway 11-29 at the airport and it is not clear how on site lighting and related activities may impact ILS activities or night approach flights.

Thank you for considering our Appeal and we appreciate the attention you will give to this report. This type of anaerobic digestion plant (ADP) has never been done in the United States. We believe in the concept, but we question the location and strongly believe that a massive project of this complexity requires an EIR. This is a BIG DEAL!!!  
We look forward to having further discussion with each board member regarding this project.

Respectively Submitted:

Norman Beko (ESP), Mike Kyle (CTI), Paul Rys (area resident), Kathy Borland (area resident)



## Negative Declaration & Notice Of Determination

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

**ENVIRONMENTAL DETERMINATION NO. ED15-266**

**DATE: 7-21-2016**

**PROJECT/ENTITLEMENT:** Hitachi Zosen Inova Conditional Use Permit; DRC2015-00122

**APPLICANT NAME:** Hitachi Zosen Inova USA, LLC      **Email:** William.Skinner@hz-inova.com  
**ADDRESS:** 3740 Davinci Court, Ste 250, Norcross, CA 30092  
**CONTACT PERSON:** Carol Florence      **Telephone:** 805-541-4509

**PROPOSED USES/INTENT:** Hearing to consider a request by Hitachi Zosen Inova USA, LLC for a Conditional Use Permit to allow for the construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area. The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities. The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres. The proposed project is within the Industrial land use category. The site is in the San Luis Obispo Sub Area (North) of the San Luis Obispo planning area.

**LOCATION:** 4388 Old Santa Fe Road, approximately 850 feet east of Hoover Avenue and Old Santa Fe Road, south of the community of San Luis Obispo.

**LEAD AGENCY:** County of San Luis Obispo  
Dept of Planning & Building  
976 Osos Street, Rm. 200  
San Luis Obispo, CA 93408-2040  
Website: <http://www.sloplanning.org>

**STATE CLEARINGHOUSE REVIEW:** YES  NO

**OTHER POTENTIAL PERMITTING AGENCIES:** Air Pollution Control District Environmental Health

**ADDITIONAL INFORMATION:** Additional information pertaining to this Environmental Determination may be obtained by contacting the above Lead Agency address or (805)781-5600.

**COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT ..... 4:30 p.m. (2 wks from above DATE)**

**30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification**

### Notice of Determination

State Clearinghouse No. \_\_\_\_\_

This is to advise that the San Luis Obispo County \_\_\_\_\_ as  *Lead Agency*  
 *Responsible Agency* approved/denied the above described project on \_\_\_\_\_, and has made the following determinations regarding the above described project:

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures and monitoring were made a condition of approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at the 'Lead Agency' address above.

Brandi Cummings (bcummings@co.slo.ca.us)

County of San Luis Obispo

Signature

Project Manager Name

Date

Public Agency



# Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
 976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

(ver 5.0) June 2011

**Project Title & No.** Hitachi Zosen Inova USA, LLC Conditional Use Permit **ED15-266**  
 (DRC2015-00122)

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Recreation
<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hazards/Hazardous Materials	<input checked="" type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Noise	<input type="checkbox"/> Wastewater
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Water /Hydrology
<input type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- The proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Brandi Cummings (bcummings@co.slo.ca.us) Brandi Cummings 7-13-16  
 Prepared by (Print) Signature Date

James Casuso James Casuso Ellen Carroll, 7-13-16  
 Reviewed by (Print) Signature (for) Environmental Coordinator Date

### **Project Environmental Analysis**

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

## **A. PROJECT**

**DESCRIPTION:** A request by Hitachi Zosen Inova USA, LLC for a Conditional Use Permit to allow for the construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area (see map below). The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres. The proposed project is within the Industrial land use category and is located at 4388 Old Santa Fe Road, approximately 850 feet east of Hoover Avenue and Old Santa Fe Road, south of the community of San Luis Obispo. The site is in the San Luis Obispo Sub Area (North) of the San Luis Obispo planning area.

**Construction:** The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities.

**Plant Operations:** The ADP will be manned five days a week in a single-shift. All maintenance and service tasks will be carried out during this time. Brief inspections will be made on weekends and during emergency and stand-by times. The actual digestion process takes place automatically around-the-clock without maintenance. Biogas production and utilization will also take place around-the-clock.

The organic material, which consists of approximately 80% - 90% organic green waste and 10% - 20% food waste, will be delivered to the plant and deposited in the reception hall. All handling of organic materials will take place in closed and ventilated rooms. Automatic roll doors will allow trucks to enter the facility and close immediately upon safe entry. From there, the material will be fed into the processing area using a wheel loader. The material will be pre-processed through a star screen that will remove contaminants such as plastic, paper and other non-organic items. Ferromagnetic particles will also be removed. The material will then be shredded and screened to pieces of approximately 2-inch in size. The pre-treated material will then be transported to an intermediate storage bunker. The dosing unit will be equipped with a conveyor chain (alternative: push floor) feeding the material in batches to the digester via conveyor belts or screw conveyors. The dosing unit will be equipped with a scale to monitor the amount of material fed into the digester.

**The Kompogas Digester.** The continuously fed, horizontal PF1800 plug-flow digester has a capacity of 1,800 m<sup>3</sup> (64,000 cubic feet±) at a filling level of approximately 85%. The digester is a patented steel structure with inner dimensions of approximately 38.3 m (126 feet) / 44m (144

feet) x 8.5m (28 feet) (length x diameter). A heating system, consisting of a central heat distribution system installed underneath the digester and a series of heating lances inserted through the digester, ensures that the process temperature is reached rapidly and is constantly maintained. Hot water supplied by the combined heat and power unit (CHP) is used as the heating media. In order to minimize heat losses, the steel tank is enclosed by thermal insulation. The central heat distribution system is installed underneath the digester within the enclosure, accessible by doors from both ends.

The digestion process is based on anaerobic-thermophilic dry digestion at a temperature of approx. 55°C / 131°F and a retention time of approximately fourteen (14) days. Any unwanted seeds, germ buds and micro-organisms are eliminated inside the gas-tight digester. A slowly turning agitator device results in de-gasification, while sedimentation of heavy matter in the digestion substrate is addressed due to special positioning of the agitator paddles.

**Dewatering.** The digested remainder material will be removed out of the reactor by the outlet pump and dewatered by screw presses, which separate the digested substrate into press cake (ultimately compost) and press water (ultimately liquid digestate/compost tea). The liquid digestate/compost tea will be piped into the press water tank, where it will be stored for future use off-site. A portion of the presswater will be treated by advanced mechanical press water treatment and recirculated for moistening the input feedstock material. The water surplus can also be stored for the further utilization. The press water can be used for moistening compost piles.

**Presswater and Loading.** Liquid digestate from the presswater feeding tank will be pumped to one large presswater storage tank outside of the main building. Storage tanks are covered by a gas and odor tight membrane and equipped with a water tight door. This allows access for periodic removal of sediments with equipment (e.g., Bobcat). The head space above the presswater tank (within the gas membrane) will be used for secondary biogas storage. Presswater can be used as liquid organic amendment in the agriculture industry. Agriculturists will pick up liquid digestate and fill their trucks directly at the storage tank, by means of a digestate loading station.

**Post-Treatment of Solid Digestate.** Solid digestate will be taken from underneath the dewatering presses (dripping cone) with a shovel loader and deposited into one of several open boxes, located in the compost hall. The digestate will be subject to aerobic stabilization and removal of volatile organic compounds. Air will be blown for approximately twenty-one (21) days through the material by means of ventilation channels in the floor, therefore allowing a rapid aerobic stabilization. The exhaust air of those boxes, as well as the air of the whole post-treatment hall, will be collected and piped to the waste air treatment plant (i.e., a system including piping, bio-filter, exhaust, humidification, etc.).

**Biogas Utilization.** The space in the head section of the digester is used as a storage buffer for the continuously produced biogas. This ensures optimal operation of the biogas utilization equipment and hence efficient energy use. The biogas is extracted from the digester/gas storage through stainless steel pipes and fed first into a biogas pretreatment/cleaning system, or directly into the CHP.

Raw biogas from the digester is first desulfurized and then dewatered to an acceptable level for the following biogas utilization systems. The biogas is analyzed for its content of methane (CH<sub>4</sub>), carbon dioxide (CO<sub>2</sub>), oxygen (O<sub>2</sub>) and hydrogen sulfide (H<sub>2</sub>S). The following describes the quantity and quality of the raw biogas during the operational phases of the process.

Heating of Liquid Digestate (inoculum): Little biogas is produced in this phase, but what gas is produced is flared. The duration of this phase of the process is approximately four (4) to six (6) weeks depending upon the quality of the liquid digestate and climatic conditions.

**Digester Feeding:** The digester is temperature controlled for enhanced degradation stability and rate. Shortly after the first feedstock is added to the digester and once the target temperature is reached, the biogas quality is typically good (i.e., >50% CH<sub>4</sub>).

The pre-treated biogas is lead to a combined heat and power (CHP) unit. The CHP unit is a complete module with gas controller, gas engine, generator, exhaust funnel, heat recovery, cooling unit, catalyst and control unit. It is installed in a container, ready for connection and supplied for outdoor installation. The CHP is designed to ensure maximum possible electrical efficiency and high availability. The electrical power can be fed into the grid, while a small amount of heat (approximately 25%) is used for heating the fermenter.

**Exhaust Air.** The digester is a completely closed system, as the process operates under anaerobic conditions (i.e., in the absence of air). Therefore, no emissions are released into the surrounding environment by the digestion plant. Exhaust air collected from the various halls is moistened with water by means of a nozzle system operated with compressed air. Reaching humidity levels of 95% guarantees an optimal operation of the subsequent biofilter, requiring minimal maintenance. To lower the total air volume to be treated by the biofilter, the total exhaust air collected in the waste treatment hall is directed to the composting hall as inlet air. The air from the treatment hall is reused for aeration of the composting hall before it is led to the biofilter for treatment.

The biofilter consists of a large open concrete tank with a permeable floor to allow for air flow, and is filled completely with pieces of tree roots. Root wood will consist of 70 – 90% coniferous (e.g., spruce, fir, pine) and 10 – 30% hardwood. After being shredded and sieved to between 40 – 120 mm, the wood chunks offer a large surface as a breeding ground for natural micro-organisms which absorb the volatile organic compounds contained in the exhaust air. The loosely stacked biofilter results in a minimal pressure loss of the exhaust air stream.

To prevent the air from penetrating into the environment, both the treatment hall and the composting hall are kept in a state of slight under-pressure. In the areas of the dewatering and digestate storage of residues, higher odor emissions, such as NH<sub>3</sub>, are expected. Therefore, in the area of the dewatering screw press and the decanter, an air exchange rate of approximately four (4) per hour is anticipated. Further, the feeding and transfer hopper of the screw presses are connected to the exhaust system to evacuate the odor emissions at their source. Blinds/shutters are installed in the back wall of the screw presses to minimize the odor emission in the area of the dewatering presses and decanter.

The waste water collecting shaft is also connected to the exhaust air system. For the area on front of the composting boxes, the overall exchange rate is approximately three (3) per hour. Both liquid storage tanks are connected to the exhaust air system. To prevent an ex-zone within the tanks, an emergency aspiration will be installed in case of failure of the main air exhaust system. Besides the exhaust air coming from the treatment hall, another part of fresh air must be entrained by blinds/shutters or hall-gates into the composting hall.

Before the exhaust air reaches the biofilter, it is humidified. This can be performed by introducing an injection nozzle system into the air duct and applying air and water into the opposite direction of the exhaust air stream. The ADP will be installed with an ammonia scrubber which will prevent inhibition and high odor emissions in the biofilter.

**ASSESSOR PARCEL NUMBER(S):** 076-371-025, 076-371-031

Latitude: 35 degrees 14' 23.5674" N Longitude: -120 degrees 39' 5.1186" W

**SUPERVISORIAL DISTRICT # 3**

**B. EXISTING SETTING****PLAN AREA:** San Luis Obispo      **SUB:** San Luis Obispo(North)      **COMM:** San Luis Obispo**LAND USE CATEGORY:** Industrial**COMB. DESIGNATION:** Airport Review**PARCEL SIZE:** 12.53 acres**TOPOGRAPHY:** Nearly level**VEGETATION:** Urban-built up**EXISTING USES:** Industrial uses ; Waste Connections**SURROUNDING LAND USE CATEGORIES AND USES:**

<i>North:</i> Recreation; airport runway/vacant	<i>East:</i> Industrial/Public Facilities; airport /offices/industrial
<i>South:</i> Public Facilities; airport	<i>West:</i> Agriculture; undeveloped

### C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, at least one issue was identified as having a potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.



## COUNTY OF SAN LUIS OBISPO INITIAL STUDY CHECKLIST

1. AESTHETICS	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The proposed project is located across two parcels that total 12.53 acres. The property is located in the Industrial land use category and is surrounded by Agriculture, Recreation, Industrial, and Public Facilities land use categories. The San Luis Obispo County Regional Airport is located to the north and east of the project site and agricultural properties are located to the south and west. The property is located in an unincorporated area within the City of San Luis Obispo's Urban Reserve Line and greenbelt boundary.

The property is currently utilized by Waste Connections, a solid waste hauling company. The existing site is characterized by buildings, waste container and dumpster storage, haul trucks, and related maintenance equipment. The existing building to be remodeled is located on the rear parcel and is 47 feet in height.

The project is not located in a Sensitive Resource Area, Scenic View Area, or Highway Corridor Design area and is not visible from Highway 227 (Broad Street).

**Impact.** The project consists of the remodel of an existing 47 foot tall building, and an addition to that structure that will be 40 feet tall. The existing building and proposed addition are aesthetically similar to the other Waste Connections buildings and nearby airport structures. The project is surrounded by industrial and office buildings directly to the east, the airport to the north, and open agricultural lands to the south and west. The project will not be visible from any major public roadway or silhouette against any ridgelines as viewed from public roadways. Safety lighting will be installed on the building

and outdoor equipment as necessary. An existing 80 space dirt parking lot will be re-surfaced with pavement, but no additional parking lot lighting will be installed. The project is considered compatible with the surrounding uses.

**Mitigation/Conclusion.** No significant aesthetic impacts are expected and no mitigation is required.

**2. AGRICULTURAL RESOURCES**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Conflict with existing zoning for agricultural use, or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting. Project Elements.** The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Industrial

Historic/Existing Commercial Crops: None

State Classification: Prime Farmland if irrigated

In Agricultural Preserve? Yes

Under Williamson Act contract? No

The soil type(s) and characteristics on the subject property include:

Cropley clay (0 - 2 % slope). This nearly level clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class II when irrigated.

Cropley clay (2 - 9 % slope). This gently sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class II when irrigated.

**Impact.** The project is located in a predominantly non-agricultural area with no agricultural activities occurring on the property or immediate vicinity. The proposed project will be located on a heavily disturbed site that currently serves as a storage and maintenance area for Waste Connections. The area comprises of highly compacted dirt and concrete. No significant impacts to agricultural resources are anticipated.

**Mitigation/Conclusion.** No mitigation measures are necessary.

**3. AIR QUALITY***Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>GREENHOUSE GASES</b>				
f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

The project proposes to disturb soils that have been given a wind erodibility rating of 4, which is considered "moderate."

"Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The CARB has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because

people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions and because the presence of pollution detracts from the recreational experience. The nearest residence is located approximately 1,500 feet to the south of the project site. The nearest school/daycare is located approximately 2,600 feet to the northeast of the project site." (RCH Group, March 29, 2016).

Currently, Waste Connections hauls green waste to either Cold Canyon Land Fill (approximately 5 miles southeast) or Engel & Gray, Inc.'s Regional Compost Facility in Santa Maria (approximately 31 miles southeast). Residential food waste is not currently collected.

The applicant has submitted an *Air Quality Technical Memorandum* (RCH Group, April 20, 2016) as well as an *Air Quality Technical Report* (RCH Group, March 29, 2016).

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,
3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO<sub>2</sub>/year (MT CO<sub>2</sub>e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO<sub>2</sub>e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As

a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation.

**Impact.** The proposed project will add to Waste Connection's current collection services by providing residential food waste service. Two additional collection trucks will be added to Waste Management's current fleet to collect commercial food waste and two new residential food waste collection truck drivers and five on-site employees will be hired to run the project. Collection trucks will return to the Waste Connections site to deposit green and food waste in the anaerobic digester facility. Automatic roll doors will allow trucks to enter the facility and close immediately after entry, minimizing odor leakage. The facility will be kept at negative pressure, so outside air will be pulled in when the doors open, preventing inside air and odors from escaping. The material is prescreened to remove trash and then shredded into 2-inch sized matter. Shredded material is loaded into a heated plug-flow digester and is transformed into three by-products: biogas, solid digestate (compost), and liquid digestate (compost tea). Biogas is collected from the digester and pretreated/cleaned. From there the biogas will be utilized by the combined heat and power plant (CHP) to produce electricity to power the operations of the plant and produce heat for the digester to maintain optimum temperature; excess electricity will be fed into the PG&E power grid. Excess gas and gas produced during maintenance periods and project startup will be flared. Solid compost will be taken to a storage area for aerobic stabilization and the exhaust air from this process will be piped to the waste air treatment plant. Liquid digestate will be pumped to one large presswater storage tank outside of the main building. Storage tanks are covered by a gas and odor tight membrane and equipped with a water tight door. The head space above the presswater tank (within the gas membrane) will be used for secondary biogas storage.

**Construction Phase.** As proposed, the project will result in the disturbance of approximately 4.8 acres. "A total of 1,800 cubic yards of cut and 800 cubic yards of fill were estimated during site grading. Based on CalEEMod, a total of 325 haul truck round trips were estimated for cut and fill." (RCH Group, March 29, 2016). This will result in the creation of construction dust, as well as short- and long-term vehicle emissions.

"Construction activities are expected to occur for a duration of approximately seven months and be completed by the end of November 2017. Construction phases would include site preparation, grading, building construction, paving, and architectural coating. Typically, construction activities would occur eight hours per day, Monday through Friday. The CalEEMod was used to quantify construction-related pollutant emissions." (RCH Group, March 29, 2016).

Table AQ-1 below shows the SLO County APCD Thresholds of Significance for Construction Emissions. Tables AQ-2 and AQ-3 below show the estimated peak daily, annual, and quarterly construction emissions.

**Table AQ-1: Thresholds of Significance for Construction Emissions**

Pollutant	Threshold		
	Daily <sup>a</sup>	Quarterly Tier 1 <sup>b</sup>	Quarterly Tier 2 <sup>c</sup>
Ozone Precursors (ROG + NO <sub>x</sub> )	137 pounds	2.5 tons	6.3 tons
Diesel Particulate Matter (DPM)	7 pounds	0.13 tons	0.32 tons
Fugitive Particulate Matter (PM10), Dust <sup>d</sup>	--	2.5 tons	--

Source: Table 2 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-2: Estimated Peak Daily Construction Emissions (pounds)**

	Ozone Precursors (ROG+ NO <sub>x</sub> )	DPM	Fugitive PM10 Dust
Proposed Project Peak Daily Emissions	63.6 + 51.9 = 115.5	2.5	20.2
Significance Threshold	137	7	--
Significant?	No	No	No

Source: Table 4 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-3: Estimated Annual and Quarterly Construction Emissions (tons)**

	Ozone Precursors (ROG+ NO <sub>x</sub> )	DPM	Fugitive PM10 Dust
Proposed Project Annual Emissions	0.81 + 2.02 = 2.83	0.11	0.13
Proposed Project Quarterly Emissions	0.40 + 1.01 = 1.41	0.06	0.6
Quarterly Tier I Significance Threshold	2.5	0.13	2.5
Significant?	No	No	No

Source: Table 5 of the Air Quality Technical Report (RCH Group, March 29, 2016)

"All construction-related emissions would be below the SLO County APCD's thresholds of significance for construction. However, construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. High winds (greater than 10 miles per hour) occur infrequently in the area, less than two percent of the time. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM10 concentrations may be adversely affected on a temporary and intermittent basis during construction. In addition, the fugitive dust generated by construction would include not only PM10, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts." (RCH Group, March 29, 2016).

The San Luis Obispo County Air Pollution Control District (SLOCAPCD) reviewed the project referral and *Air Quality Technical Report* (RCH Group, March 29, 2016) and "agrees the construction phase impacts will likely be less than the SLOCAPCD's significance threshold valued identified in Table 2-1 of the CEQA Air Quality Handbook...[s]taff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report." (Guise, *APCD Comments Regarding the Kompogas Anaerobic Digestion Plan Initial Study/Mitigated Negative Declaration*, May 11, 2016).

**Operational Phase.** The proposed project will add to Waste Connection's current collection services by providing residential food waste service. Two additional collection trucks will be added to Waste Management's current fleet to collect commercial food waste. This will result in an increase of approximately 146 vehicle miles traveled (VMT) per day. Additionally, "[t]he proposed project would result in four new 20-mile haul truck round trips per week for transporting solid and liquid digestate to nearby agricultural areas. The proposed project would also increase the number of worker trips per day due to five new on-site employees and the two new commercial food waste collection truck drivers. Emissions from collection trucks, haul trucks, and employee vehicles were calculated using EMFAC and comprise the mobile (on-road vehicles) emissions." (RCH Group, March 29, 2016).

"The proposed project on-site operations would require the use of a wheel loader, forklift, and pickup truck. The proposed project would use CNG to power the forklift and pick-up truck, however, the analysis assumed a diesel-fueled forklift and a gasoline-fueled pick-up truck in the emission estimates as a conservative analysis. Mobile off-road equipment emissions were estimated using OFFROAD and EMFAC, and comprise the mobile (off-road equipment) emissions." (RCH Group, March 29, 2016).

Biogas produced by the digester will be utilized by the combined heat and power plant (CHP) to produce electricity to power the operations of the plant and produce heat for the digester to maintain optimum temperature. "The combined heat and power unit ("CHP") would be equipped with a selective catalytic reduction unit ("SCR") with Oxicat. SCR is one of the most cost-effective and fuel-efficient diesel engine emissions control technologies available and would control ROG emissions, including air toxics such as formaldehyde and benzene (byproducts of the combustion of gaseous fuels). Additionally, the biogas flare will provide ninety-eight percent (98%) destruction efficiency for any toxics present in the biogas." (*Draft Initial Study Checklist*, Oasis Associated, Inc., April 2016). SCR is a process of converting NO<sub>x</sub> with the aid of a catalyst, into nitrogen and water.

Table AQ-4 shown below shows the SLO County APCD Thresholds of Significance for Operational Emissions. Tables AQ-5 and AQ-6 show the estimated daily operational emissions for the CHP with and without a SCR/Oxicat. Table AQ-7 shows the estimated daily operational emissions of the flare. Table AQ-9 shows the estimated annual operational emissions of the project.

As seen in Table AQ-8, daily ROG and NO<sub>x</sub> emissions from the project would exceed the APCD's threshold of 25 lbs/day and is considered a significant impact requiring mitigation (See Exhibit B).

**Table AQ-4: Thresholds of Significance for Construction Emissions**

Pollutant	Threshold	
	Daily	Annual
Ozone Precursors (ROG + NO <sub>x</sub> ) <sup>a,b</sup>	25 pounds/day	25 tons/year
Diesel Particulate Matter (DPM) <sup>a,c</sup>	1.25 pounds/day	--
Fugitive Particulate Matter (PM10), Dust <sup>d</sup>	25 pounds/day	25 tons/year
Carbon Monoxide (CO)	550 pounds/day	--

Source: Table 2 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-5: Estimated Daily Operational Emissions (CHP with SCR/Oxicat) (pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$8.8 - 5.9 = 14.7$	0.59	--	41.0
<b>Total Daily Emissions</b>	<b>24.3</b>	<b>0.69</b>	<b>0.2</b>	<b>45.3</b>
Significance Threshold	25	1.25	25	550
Significant?	No	No	No	No

Source: Table 7 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-6: Estimated Daily Operational Emissions (CHP without SCR/Oxicat) (pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$23.4 + 64.5 = 87.9$	0.59	--	147
<b>Total Daily Emissions</b>	<b>97.5</b>	<b>0.69</b>	<b>0.2</b>	<b>151</b>
Significance Threshold	25	1.25	25	550
Significant?	Yes	No	No	No

Source: Table 6 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-7: Estimated Daily Operational Emissions (Flare)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
Flare	$0.0 + 12.8 = 12.8$	--	--	31.9
<b>Total Daily Emissions</b>	<b>22.4</b>	<b>0.1</b>	<b>0.2</b>	<b>36.2</b>
Significance Threshold	25	1.25	25	550
Significant?	No	No	No	No

Source: Table 8 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-8: Estimated Daily Operational Emissions (all, pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$11.4 + 7.5 = 18.9$	0.76	--	53.1
<b>Total Daily Emissions</b>	<b>28.5</b>	<b>0.86</b>	<b>0.2</b>	<b>57.4</b>
Significance Threshold	25	1.25	25	550
Significant?	Yes	No	No	No

Source: Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Technical Memorandum (dated May 24, 2016)

Table AQ-9: Estimated Annual Operational Emissions (tons)

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
<b>Significance Threshold</b>	25	--	25	--
<b>Initial Year (CHP without SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	4.1 + 11.4 = 15.5	0.0	--	25.8
Flare	0.0 + 0.6 = 0.6	0.1	--	1.4
<b>Total</b>	<b>17.0</b>	<b>0.1</b>	<b>0.0</b>	<b>30.3</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Initial Year (CHP with SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	1.6 + 1.0 = 2.6	0.0	--	7.2
Flare	0.0 + 0.6 = 0.6	0.1	--	1.4
<b>Total</b>	<b>4.1</b>	<b>0.1</b>	<b>0.0</b>	<b>11.5</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Subsequent Year (CHP without SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	5.5 + 15.1 = 20.6	0.0	--	34.3
Flare	0.0 + 0.1 = 0.1	0.0	--	0.2
<b>Total</b>	<b>21.6</b>	<b>0.0</b>	<b>0.0</b>	<b>37.6</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Subsequent Year (CHP with SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	2.1 + 1.4 = 3.5	0.0	--	9.6
Flare	0.0 + 0.1 = 0.1	0.0	--	0.2
<b>Total</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND (RCH Group, May 24, 2016)

**Greenhouse Gas Emissions.** This project is an anaerobic digester plant for processing green and food waste. Using the GHG threshold information described in the Setting section, the project is expected to generate less than bright-line numerical value threshold of 10,000 MT CO<sub>2</sub>e/yr for stationary

source (industrial) projects of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions. Section 15064(h)(2) of the CEQA Guidelines provide guidance on how to evaluate cumulative impacts. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required.

The projected greenhouse gas emissions for this project during the initial and subsequent operational years are shown below in Tables AQ-10 and AQ-11 and are compared to the 10,000 MT CO<sub>2</sub>e/yr threshold. (*Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND*, RCH Group, May 24, 2016).

**Table AQ-10: Estimated GHG Emissions during Initial Year of the Proposed Project**

Source	Annual CO <sub>2</sub> e Metric Tons/year
Construction (25-year amortized)	9.61
<b>Operations</b>	
Area Sources	<0.1
Energy	160
Water	26.8
Mobile (Off-Road Equipment)	40.8
Mobile (On-Road Vehicles)	176
CHP Unit	4,538
Flare	3.85
<b>Total Emissions (Construction plus Operations)</b>	<b>4,955</b>
<b>SLO County Significance Threshold</b>	<b>10,000</b>
<b>Potentially Significant?</b>	<b>No</b>

Source: *Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND* (RCH Group, May 24, 2016)

**Table AQ-11: Estimated GHG Emissions during Subsequent Years of the Proposed Project**

Source	Annual CO <sub>2</sub> e Metric Tons/year
Construction (25-year amortized)	9.61
<b>Operations</b>	
Area Sources	<0.1
Energy	160
Water	26.8
Mobile (Off-Road Equipment)	40.8
Mobile (On-Road Vehicles)	176
CHP Unit	6,024
Flare	0.60
<b>Total Emissions (Construction plus Operations)</b>	<b>6,438</b>
<b>SLO County Significance Threshold</b>	<b>10,000</b>
<b>Potentially Significant?</b>	<b>No</b>

Source: *Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND* (RCH Group, May 24, 2016)

**Odors.** The SLO County APCD CEQA Air Quality Handbook contains project screening level distances for nuisance sources. The SLO County APCD recommends contacting their Enforcement Division if a project is proposed within the screening level distances. An anaerobic digestion facility is not listed among the potential nuisance sources; however, the proposed project would handle organic waste similar to a composting facility or transfer station. The project screening level distance for a composting facility and transfer station is one mile. The proposed project is approximately 1,500 feet away from existing residences to the south.

Based on hourly meteorological surface data from the SLO Regional Airport (adjacent and northeast of the project site) from 2009 through 2013, the wind direction is predominately from the northwest with a high frequency of calm and low wind conditions. The regional average annual wind speed is 6.8 mph (See Appendix AQ-2 for wind rose and distribution). Residential receptors are approximately 1,500 feet to the south (downwind) of the project site and could be potentially exposed to objectionable odors from the proposed project.

The proposed project would not include any composting operations or storage of liquid digestate in open ponds/lagoons, which have the greatest potential to cause odor issues. The AD process would occur in an enclosed facility. Collection trucks would back into the facility through roll-up doors and drop organic waste in the receiving area. Organics would be pretreated and then sent to an intermediate storage bunker, where a crane feeds organics into the digester. The AD process occurs in a fully enclosed reactor and the exhaust air from the enclosed facility would be cleaned using a biofilter." (RCH Group, March 29, 2016).

**Mitigation/Conclusion.** Mitigation measures are proposed to address dust control, odors, contaminated soil, lead, ROG/NOX emissions and asbestos. See Exhibit B of this document for a complete list of mitigation measures.

#### 4. BIOLOGICAL RESOURCES

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species* or their habitats?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish &amp; Wildlife or U.S. Fish &amp; Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened or endangered, as described in this section.

**Setting.** The following are existing elements on or near the proposed project relating to potential biological concerns:

On-site Vegetation: Developed property, little to no vegetation

Name and distance from blue line creek(s): 500 feet east of unnamed creek

Habitat(s): Developed property, little to no vegetation

Site's tree canopy coverage: Approximately 0%

The Natural Diversity Database (or other biological references) identified the following species potentially existing within approximately one mile of the proposed project:

**Vegetation:**

Cambria morning-glory (*Calystegia subacaulis* ssp. *episcopalis*) List 4

The potential for the Cambria morning-glory (*Calystegia subacaulis* ssp. *episcopalis*) has been identified about 0.07 miles to the west. This perennial herb is a California and a San Luis Obispo County endemic, which is found in chaparral and foothill woodland communities at elevations between 60 and 500 meters (200 to 1,640 feet). This species blooms from April to May. Cambria morning glory is listed as rare by the CNPS (List 1B, RED 3-2-3).

Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) List 1B, FSC

The potential for the Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) has been identified about 0.01 miles to the northeast. This species occurs primarily within valley and foothill annual grassland habitats containing alkaline soils (Tibor, 2001). This annual herb typically blooms from June through November. In San Luis Obispo County, this species has been documented as occurring in low valleys and foothill woodlands. The species is considered extremely rare on the California Native Plant Society (CNPS) List 1B (RED 3-3-3).

Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*) List 1B

The potential for the Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*) has been identified about 0.07 miles to the west. This annual/perennial herb is found generally in vernal pool areas at elevations between 3 and 45 meters (10 to 150 feet). It has a blooming period of July. The CNPS considers this plant extremely rare (List 1b, RED 3-3-3).

The project is within an area considered suitable for Pismo clarkia.

The project is within 0.6 mile of a serpentine outcrop area. Serpentine soils are known to support several rare and endangered plants.

**Wildlife:**

American badger (*Taxidea taxus*)

The potential for the American badger (*Taxidea taxus*) has been identified about 0.34 miles to the north. In California, Badgers range throughout the state except for the humid coastal forests of northwestern California (Del Norte and Humboldt Co). Badger populations have declined drastically in California within the last century (Grinnell et al., 1937; Longhurst, 1940), where they now survive only in low numbers in peripheral parts of the central valley and adjacent lowlands to the west in eastern Monterey, Mendocino, San Benito and San Luis Obispo counties. In California, Badgers occupy a diversity of habitats. The principal requirements seem to be sufficient food, friable soils, and relatively open, uncultivated ground. Grasslands, savannas, and mountain meadows near timberline are preferred. Badgers prey primarily on burrowing rodents such as Gophers (*Thomomys*), Ground Squirrels (*Spermophilus*, *Ammospermophilus*), Marmots (*Marmota*), and Kangaroo Rats (*Dipodomys*). They are predatory specialists on these rodents, although they will eat a variety of other animals, including mice, Woodrats, reptiles, birds and their eggs, bees and other insects, etc.

Deliberate killing probably has been a major factor in the decline of Badger populations with many people regarding them as detrimental to their interests. Cultivation is adverse to Badgers, as they do not survive on cultivated land. Agricultural and urban developments have been the primary causes of decline and extirpation of populations of Badgers in California. Rodent and predator poisoning pose double threats through direct and secondary poisoning of Badgers and elimination of the food Badgers are dependent upon. Shooting and trapping of Badgers for animal "control" is another source of mortality.

#### Ferruginous hawk (*Buteo regalis*) CSC

The potential the ferruginous hawk (*Buteo regalis*) has been identified about 0.65 miles to the north. The ferruginous hawk is a wintering species of grasslands and agricultural areas in southwestern CA. They roost in open areas, usually in a lone tree or utility pole, and often in an unshaded area. They do not breed in CA, only in locations from Oregon to Alaska. They require large, open tracts of grasslands, sparse shrub, or desert habitats with elevated structures for nesting.

#### Vernal pool fairy shrimp (*Branchinecta lynchi*) FT

The potential for the vernal pool fairy shrimp (*Branchinecta lynchi*) has been identified about 0.07 miles to the west. The vernal pool fairy shrimp is considered federally threatened. This species is endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, as well as found in rain-filled pools. The shrimp inhabits small, clear-water sandstone-depression pools and grassed swales, earth slumps, or basalt-flow depression pools.

#### Western pond turtle (*Emys marmorata pallida*), CSC, FSC

The potential for the western pond turtle (*Emys marmorata pallida*) has been identified about 0.64 miles to the north. The western pond turtle is a federal and California Species of Special Concern. This is an aquatic turtle that uses upland habitat seasonally. They occur in ponds, streams, lakes, ditches, and marshes. The species prefers slow-water aquatic habitat with available basking sites nearby. Hatchlings require shallow water habitat with relatively dense submergent vegetation for foraging.

**Impact.** Vegetation on the site consists of ornamental trees, shrubs, and ground covers that are located at the entry and parking lot adjacent to the main office building. No native vegetation, sensitive habitat, or wetlands occur on-site. There are four existing buildings that are located within Waste Connections' storage yard, portions of which are paved, while the balance of the area is surfaced with compacted gravel. The site is relatively flat with a gradual slope to an east-west drainage channel running through the middle of the site. This channel conveys runoff from Old Santa Fe Road and the majority of the site, and serves as an overflow channel for the San Luis Obispo County's Regional Airport detention basin. This man-made drainage channel is maintained to ensure an unimpeded capture and flow of stormwater. Runoff from the portion of the site that that does not drain to the channel is collected in area drains and conveyed via an existing pipe off-site to a drainage channel west of the subject properties.

There are no natural drainage features on site, but stormwater that is not retained on-site eventually flows off-site to the west. There are a number of named and unnamed drainages that ultimately flow to San Luis Creek and into the Pacific Ocean at Avila Beach. While the proposed project includes an additional structure and related paving, post construction stormwater facilities, pursuant to the County's Stormwater Control Plan requirements, will be implemented. These low impact development measures include gravel trenches and infiltration basins. The infiltration basins and gravel trenches treat and infiltrate stormwater runoff from the site, reduce the volume of runoff, and retard runoff so that post-developed peak flowrates do not exceed the pre-developed flowrates. Additionally, the project will include the installation of a 10,000 gallon cistern to collect, store, and use roof runoff for facility operations.

**Mitigation/Conclusion.** No significant biological impacts are expected to occur, and no mitigation measures are necessary.

**5. CULTURAL RESOURCES**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb archaeological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historical resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Cause a substantial adverse change to a Tribal Cultural Resource?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Cultural Resources**

**Setting.** The project is located in an area historically occupied by the Obispeno Chumash. No historic structures are present and no paleontological resources are known to exist in the area. The project is not located within a mapped Archaeologically Sensitive Area.

No previous cultural surveys were found for the subject property. A search of ¼ mile around the subject property identified the following previous survey work: 1 report where no resources were encountered; 0 report where resources were identified.

In order to meet AB52 Cultural Resources requirements, outreach to four Native American tribes groups had been conducted (Northern Salinan, Xolon Salinan, Yak Tityu Tityu Northern Chumash, and the Northern Chumash Tribal Council); no comments or requests for consultation were received.

The project site has been heavily disturbed since the early 1980's when Trusco Tank, a steel tank manufacturing company owned and developed the site. Chicago Bridge & Ironworks (CB&I) purchased and further developed the site. Waste Connections took over the site in 2012 and constructed an outdoor storage yard for the hauling trucks and waste containers.

**Impact.** The project is not located in an area that would be considered culturally sensitive due to lack of physical features typically associated with prehistoric occupation. Per AB52, tribal consultation was performed and no resources were identified. Impacts to historical or paleontological resources are not expected.

**Mitigation/Conclusion.** No significant cultural resource impacts are expected to occur, and no mitigation measures are necessary.

**6. GEOLOGY AND SOILS**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**6. GEOLOGY AND SOILS**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone", or other known fault zones*?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Per Division of Mines and Geology Special Publication #42

**Setting.** The following relates to the project's geologic aspects or conditions:

Topography: Nearly level

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to moderate

Liquefaction Potential: Low to Moderate

Nearby potentially active faults?: 1 Capable fault Distance? 0.25 miles

Area known to contain serpentine or ultramafic rock or soils?: No

Shrink/Swell potential of soil: High

Other notable geologic features? None

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts.

**Impact.** As proposed, the project will result in the disturbance of approximately 4.8 acres (210,200 square feet). Site improvements resulting in this disturbance include a driveway around the facility and three 2-foot deep infiltration basins that will serve as a stormwater control measure. A *Geotechnical Engineering Report* (Earth Systems Pacific, March 21, 2016) was prepared for this project. The report

concludes that the site is suitable provided the recommendations contained in the report are implemented during construction.

**Mitigation/Conclusion.** Mitigation measures are proposed to incorporate the recommendations from the *Geotechnical Engineering Report*. See Exhibit B for complete mitigation measures.

<b>7. HAZARDS &amp; HAZARDOUS MATERIALS - Will the project:</b>	<b>Potentially Significant</b>	<b>Impact can &amp; will be mitigated</b>	<b>Insignificant Impact</b>	<b>Not Applicable</b>
a) <i>Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impair implementation or physically interfere with an adopted emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Be within a 'very high' fire hazard severity zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project is not located in an area of known hazardous material contamination. The project is not within a 'high' or 'very high' severity risk area for fire.

Under federal and State laws, any material, including waste, may be considered hazardous if it is specifically listed by statute, as such or if it is toxic (causes adverse human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases). The term "hazardous materials" is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment, if released into the workplace (State of California Health and Safety Code, Chapter 6.95 §25501(o)).

CalRecycle also regulates anaerobic digestion facilities as either compost facilities or transfer and processing facilities, depending upon whether the feedstock is compostable. CalRecycle implements and oversees the regulatory requirements in California Code of Regulations Title 14, along with its designated local enforcement agencies (LEAs). CalRecycle also included permit tiers for digestion operations and facilities that are based upon the amount of material processed.

**Fire Protection.** The project site is currently not served by a water purveyor, but is served by an on-site well with private water storage tanks. The Waste Connections property has an independent fire pump operating at 75 HP with 1,500 GPM output rated at 71 psi. A shared 200,000 gallon fire water tank is on an adjacent property immediately to the east. The tank is shared between three properties. The other two properties are owned/tenanted by Earth Systems Pacific (ESP) and CTI. ESP shares a separate fire pump with CTI. The Waste Connections property and ESP use well water to fill the fire tank. ESP's well is currently set to auto-fill the tank, but the subject property's well can also be set to auto fill. A supply line is connected from the tank to the 1,500 gpm private pump on Waste Connections' property. The fire pump is dedicated to the Waste Connections facility and does not provide service to the ESP or CTI facilities. There is no formal recorded agreement for the shared responsibility and use of the fire water tank and related systems between the three properties. Currently water, maintenance, and upkeep responsibilities have been shared between the properties on an informal basis. (*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016)

**Airport Review Combining Designation.** The project is within the County's Airport Review combining designation (AR). The AR is used to recognize and minimize the potential conflict between new development around the San Luis Obispo County Regional Airport and the ability of aircraft to safely and efficiently maneuver to and from this airport. This includes additional standards relating to limiting structure/vegetation heights as well as avoiding airport operation conflicts (e.g., exterior lighting, radio/electronic interference, etc.). The site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29, and approximately 400 feet from active runway 11. A portion of the property is located within the Runway Protection Zone (RPZ).

The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport.

The Airport Land Use Plan (ALUP) provides guidance for and limitations to the type of development allowed within the AR designation.

**Impact.** The proposed project is not found on the 'Cortese List' (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). The project is not expected to conflict with any regional emergency response or evacuation plan.

The proposed project is considered a medium volume facility under CalRecycle standards, taking in an average 15 – 100 tons per day, not to exceed 700 tons per week or 36,400 tons per year. Based upon this volume, the proposed project is in the Registration Permit Tier (§17896.5).

**Fire Protection.** The proposed project is unique in nature and is the first facility of this type to be designed and constructed in the United States. Cal Fire is working closely with the applicant and the applicant's Fire Protection Engineer to research and develop standards that would mitigate any potential safety concerns.

With respect to the proposed HZI project, the risk of fire hazard is generally low because of the tightly controlled internal environment within the digester itself. In addition, the anaerobic digestion facility and biogas transmission lines will operate with very low pressures, similar to residential natural gas distribution lines, minimizing high pressure conditions. The facility will include redundant fire safety relief valves to prevent over pressurizing, flame arresters, gas detectors, and physical barriers to minimize fire and explosion hazards. That said, a fire or explosion condition could develop in an upset condition through process or equipment failure. (*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016)

**Airport Review Area.** The primary use of the project, as defined in Section 8 of the Airport Land Use Plan (ALUP), is "Agricultural Processing" because the project involves "receiving and processing of green material which is not produced on-site (commercial composting)." The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited in RPZ, but no portion of the proposed project is proposed in the RPZ area.

Unusually hazardous uses are prohibited in the S-1b area. The above-ground presswater tank with backup biogas storage tank could potentially meet this definition. However, only the upper portion (approximately 10%) of the 300,000 gallon tank would be used for occasional backup storage and would not be continuously filled with flammable material. The biogas in this tank would not be compressed, and would be approximately 2 psi in pressure. As conditioned, this project does not include features that could substantially contribute to the severity of an aircraft accident nor does it include the above ground storage of substantial quantities of flammable materials.

Draft revisions to the ALP, which are under review but not yet approved by the FFA, show that a portion of the proposed building will potentially encroach on the critical area associated with the glideslope antenna signals. According to the consultant for the revised ALP, buildings are less likely to interfere with those frequencies, but all structures should be reviewed by the FFA.

Additionally, the ALP includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future alignments.

Exhaust air from the digester is released into a waste air treatment plant – a large concrete tank filled with pieces of tree roots to absorb odors. Airflow through the tree roots is continuous and will discourage birds, which can be hazardous to airplanes.

Per the ALUP, the proposed use is considered "conditionally approvable". The project was reviewed by the Airport Land Use Commission (ALUC) on June 29, 2016. The ALUC recommended conditions to limit density, require aviation easements, and prohibit project characteristics that would interfere with maneuvering of aircraft. The project was also referred to the County Airport Manager who commented that the project should undergo FFA review, provide evidence that there will be no impact to the Instrument Landing System as ultimately planned, and shall not have lighting that would interfere with aircraft operations. All projects within the AR designation are required to obtain an aviation easement to secure avigable airspace.

Safety lighting will be installed on the building and outdoor equipment as necessary. An existing 80 space dirt parking lot will be re-surfaced with pavement, but no additional parking lot lighting will be installed.

**Mitigation/Conclusion.** Mitigation measures are proposed that require the applicant to implement all

recommendations and suggestions of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation*, as well as all requirements and recommendations relating to airport safety. Mitigation measures are listed in detail in Exhibit B.

## 8. NOISE

<b>Will the project:</b>	<b>Potentially Significant</b>	<b>Impact can &amp; will be mitigated</b>	<b>Insignificant Impact</b>	<b>Not Applicable</b>
a) <b>Expose people to noise levels that exceed the County Noise Element thresholds?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <b>Generate permanent increases in the ambient noise levels in the project vicinity?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <b>Cause a temporary or periodic increase in ambient noise in the project vicinity?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <b>Expose people to severe noise or vibration?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <b>If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <b>Other:</b> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project is located adjacent to the end of San Luis Obispo County Regional Airport's main runway. During commercial jet takeoff, the existing facility experiences noise levels in the 75 to 85 decibel (dB) range. Industrial land uses are not considered noise-sensitive, however offices are. Table N-1 below shows the maximum allowed exterior noise levels when measured at a noise-sensitive land use.

**Table N-1: Title 22 Maximum Allowed Exterior Noise Level Standards**

<b>Maximum Allowed Exterior Noise Level Standards</b>		
<b>Sound levels</b>	<b>Daytime 7 a.m. to 10 p.m.</b>	<b>Nighttime (1) 10 p.m. to 7 a.m.</b>
Hourly Equivalent Sound Level ( $L_{eq}$ , dB)	50	45
Maximum level, dB	70	65

In the event the measured ambient noise level exceeds the applicable exterior noise level standard, above, the standard shall be adjusted to equal the ambient noise plus one dB.

**Impact.** The project is within the Airport Review designation and the area is subject to relatively low aircraft flyovers.

An *Acoustical Analysis* (David Dubbink Associates, February 17, 2016) was prepared to analyze the noise impacts created by this project.

"For the ADP, noise measurements are reported for all of the individual components at a digester plant in Ottenbach, Germany. The metric used was Leq which is the average sound energy over the measurement period. Indoor measurements were typically made 2 meters (6.5 feet) from the source. There were also outdoor measurements of the same equipment for two of the locations." (David Dubbink Associates, February 17, 2016).

**Table N-2: Noise Measurements for ADP Equipment in Ottenbach, Germany (Leq)**

<b>Equipment</b>	<b>Indoor @ 6.5 feet</b>	<b>Outdoors</b>
Fan Room	90.6	51.7
CHP*	88.6	60.8
Shredder	93.2	---
Sieve	88.3	---

\*Combined Heat and Power

*Source: Acoustical Analysis (David Dubbink Associates, February 17, 2016)*

"The Ottenbach study also evaluated the noise levels at a distance from the ADP facility (at 30 meters, equivalent to 100 feet). The measurements were made in the afternoon with all equipment in operation. The combined noise from operations at this distance was 41.0 LAeq. The "A" signifies a weighting is made for the frequencies most audible to humans. The unweighted sound level was a Leq of 62.4 indicating production of a significant low frequency sound component." (David Dubbink Associates, February 17, 2016).

The table below summarized the various noise levels and metrics.

**Table N-3: Noise Levels at Project Site**

<b>Operation</b>	<b>Level</b>	<b>Metric</b>
Regional Jet Departure	75 to 85	Lmax
24 Hour Air Operations	75	Ldn
ADP Operations @ 100 ft.	41	Leq

*Source: Acoustical Analysis (David Dubbink Associates, February 17, 2016)*

(Day Night Average Sound Level (DNL or Ldn) is a measurement taken over 24 hours. The DNL is different from Leq, because it gives a penalty to operations taking place at night between 10pm and 7am. This measurement is used by federal agencies including the FAA.)

The report concludes that "The existing sound level for the area is in the realm of 75 Ldn. If the existing ambient level exceeds that standard as it does here, the standard is shifted to one decibel above the existing ambient, or 76 Ldn. If the assumption is made that operations at the ADP will occur throughout a 24 hour day the resulting Ldn would be 48.4, and if this is added to the existing Ldn of 75 the total is 76.008 Ldn. (In logarithmic addition the larger numbers dominate the math). It is evident that the ADP does not shift the Ldn standard above the level permitted in an office area." (David Dubbink Associates, February 17, 2016).

**Mitigation/Conclusion.** No significant noise impacts are anticipated, and no mitigation measures are necessary.

**9. POPULATION/HOUSING***Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting** In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county. The County's Inclusionary Housing Ordinance requires provision of new affordable housing in conjunction with both residential and nonresidential development and subdivisions.

**Impact.** Two new food waste collection truck drivers and five on-site employees will be hired to run the ADP. The project will not result in a need for a significant amount of new housing, and will not displace existing housing.

**Mitigation/Conclusion.** No significant population and housing impacts are anticipated. The project will offset its cumulative impact to the shortage of affordable housing stock by payment of the housing impact fee, as required by ordinance. No mitigation measures are necessary.

**10. PUBLIC SERVICES/UTILITIES***Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Police protection (e.g., Sheriff, CHP)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Schools?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Roads?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Solid Wastes?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project area is served by the following public services/facilities:

ATTACHMENT 04

<b>Police:</b> County Sheriff	<b>Location:</b> San Luis Obispo (Kansas Ave.) Approximately 3 miles to the north	
<b>Fire:</b> Cal Fire (formerly CDF)	<b>Hazard Severity:</b> Not Applicable	<b>Response Time:</b> 5-10 minutes
<b>Location:</b> Approximately 0.7 miles to the east		
<b>School District:</b> San Luis Coastal Unified School District.		

For additional information regarding fire hazard impacts, go to the 'Hazards and Hazardous Materials' section

**Impact.** No significant project-specific impacts to utilities or public services were identified. This project, along with others in the area, will have a cumulative effect on police/sheriff and fire protection, and schools. The project's direct and cumulative impacts are within the general assumptions of allowed use for the subject property that was used to estimate the fees in place.

**Mitigation/Conclusion.** Regarding cumulative effects, public facility (County) and school (State Government Code 65995 et seq.) fee programs have been adopted to address this impact, and will reduce the cumulative impacts to less than significant levels.

**11. RECREATION**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Recreation**

**Setting.** The County's Parks and Recreation Element does not show that a potential trail goes through the proposed project. The project is not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area.

**Impact.** The proposed project will not create a significant need for additional park, Natural Area, and/or recreational resources.

**Mitigation/Conclusion.** No significant recreation impacts are anticipated, and no mitigation measures are necessary.

**12. TRANSPORTATION/CIRCULATION**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Level of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**12. TRANSPORTATION/CIRCULATION**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Conflict with an applicable congestion management program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The County has established the acceptable Level of Service (LOS) on roads for this urban area as "D" or better. The existing road network in the area including the project's access street, Santa Fe Road, is operating at acceptable levels. Based on existing road speeds and configuration (vertical and horizontal road curves), sight distance is considered acceptable.

Referrals were sent to County Public Works and San Luis Obispo City Community Development. The project is subject to the City of San Luis Obispo's Citywide Transportation Impact Fee, Airport Area Specific Plan, and LOVR Interchange Mitigation Fee, which addresses cumulative impacts to City roads in the area.

Vehicle Trips. Waste Connections currently has nine dedicated green waste haul trucks that operate Monday through Friday. Green waste collected on those routes is disposed of primarily at Engle & Grey in Santa Maria, with the balance disposed of at Cold Canyon Landfill in Arroyo Grande. Current daily vehicle trips for green-waste pick up are 48, with 30 of those trips resulting from off-site disposal prior to returning to Waste Connections.

## ATTACHMENT 04

Table TR-1: Current Green Waste Vehicle Trips

Route	Number of Trucks	Average Daily Truck Trips		Total Average Daily Truck Trips
		Off-site unloading	WC facility	
South County	4	16	8	24
San Luis Obispo	2	8	4	12
North County	3	6	6	12
<b>TOTAL</b>	<b>9</b>	<b>30</b>	<b>18</b>	<b>48</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

As shown in Tables TR-2 and TR-3, below, the green waste collection trucks travel a total of 685 miles, excluding the residence-to-residence route miles.

Table TR-2: Detailed Daily Vehicle Miles Traveled by Route (existing)

Travel	Miles	Current	
		x*	Miles
WC to South County (Nipomo)	20		20
South County (Nipomo) to Engel & Gray, Santa Maria	10	3	30
Engel & Gray to WC	30		30
<b>South County ROUTE TOTAL</b>			<b>80</b>
WC to San Luis Obispo	5		5
SLO to Cold Canyon Landfill	5	3	15
Cold Canyon Landfill to WC	5		5
<b>SLO ROUTE TOTAL</b>			<b>25</b>
WC to North County (Cambria)	45		45
North County (Cambria) to Cold Canyon Landfill	55		55
Cold Canyon Landfill to WC	5		5
<b>North County ROUTE TOTAL</b>			<b>105</b>

\* Multiplier for reverse or repeated trips (e.g., South County Service Area to WC)

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

Table TR-3: Summary Daily Vehicle Miles Traveled by Route (existing)

Route	Trucks	Current	
		mi	sum
South County	4	80	320
San Luis Obispo	2	25	50
North County	3	105	315
Commercial Truck	A & B	0	0
<b>TOTAL DAILY MILES- ALL TRUCKS</b>			<b>685</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

**Impact. Vehicle Trips.** A *Vehicle Trip Generation Report* (Oasis Associates, May 13, 2016) was provided for this project. The proposed project is estimated to add two additional haul trucks for commercial food waste pickup. The two new haul trucks will add eight truck trips daily. Because green waste will be disposed of at the ADP facility on the Waste Connections site, the 30 off-site unloading trips of the existing fleet will be eliminated. Proposed daily vehicle trips for green-waste pick up are 38.

**Table TR-4: Projected Green Waste Vehicle Trips**

Route	Number of Trucks	Average Daily Truck Trips		Total Average Daily Truck Trips
		Off-site unloading	WC facility	
South County	4	0	16	16
San Luis Obispo	2	0	8	8
North County	3	0	6	6
Green Waste	2	0	8	8
<b>TOTAL</b>	<b>11</b>	<b>0</b>	<b>38</b>	<b>38</b>

*Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)*

Table TR-5: Detailed Daily Vehicle Miles Traveled by Route (proposed)

Travel		x*	Miles	x*	Miles	Delta
WC to South County (Nipomo)	20		20	4	80	
South County (Nipomo) to Engel & Gray, Santa Maria	10	3	30			
Engel & Gray to WC	30		30			
<b>South County ROUTE TOTAL</b>			<b>80</b>		<b>80</b>	<b>0</b>
WC to San Luis Obispo	5		5	4	20	
SLO to Cold Canyon Landfill	5	3	15			
Cold Canyon Landfill to WC	5		5			
<b>SLO ROUTE TOTAL</b>			<b>25</b>		<b>20</b>	<b>-5</b>
WC to North County (Cambria)	45		45	2	90	
North County (Cambria) to Cold Canyon Landfill	55		55			
Cold Canyon Landfill to WC	5		5			
<b>North County ROUTE TOTAL</b>			<b>105</b>		<b>90</b>	<b>-15</b>
<b>Commercial Truck (includes service route mileage)</b>						
Truck A: WC to North County (Cambria)	45		-	2	90	
Truck A: North County service area	10		-		10	
Truck A: WC to San Luis Obispo	5		-	2	10	
Truck A: SLO service area (partial)	15		-		15	
<b>Truck A subtotal</b>			<b>-</b>		<b>125</b>	<b>+125</b>
Truck B: WC to South County (Nipomo)	20		-	2	40	
Truck B: South County service area	10		-		10	
Truck B: WC to San Luis Obispo	5		-	2	10	
Truck B: SLO service area (partial)	15		-		15	
<b>Truck B subtotal</b>			<b>-</b>		<b>75</b>	<b>+75</b>
<b>COMMERCIAL TRUCK TOTAL</b>					<b>200</b>	
<b>TOTAL DAILY MILES</b>			<b>210</b>		<b>390</b>	<b>+180</b>

\* Multiplier for reverse or repeated trips (e.g., South County Service Area to WC)

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

Table TR-6: Summary Daily Vehicle Miles Traveled by Route (proposed)

Route	Trucks	Current		ADP		Delta
		mi	sum	mi	sum	
South County	4	80	320	80	320	0
San Luis Obispo	2	25	50	20	40	-10
North County	3	105	315	90	270	-45
Commercial Truck	A & B	0	0		200	+200
<b>TOTAL DAILY MILES- ALL TRUCKS</b>			<b>685</b>		<b>830</b>	<b>+145</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

The proposed ADP project will not alter existing residential green-waste routes, but will modify the trip destinations and vehicle miles traveled (VMT). The total number of daily truck trips to the WC facility will increase by twenty (20) trips as off-site unloading is redistributed to the facility location. However,

overall total truck trips will be reduced by ten (10) trips daily, as unloading will be completed at the same location as the termination point of the daily routes. The total VMT will increase, mainly due to the new commercial food waste trucks. (*Oasis Associates, May 13, 2016*).

**Mitigation/Conclusion.** Mitigation measures are proposed to address San Luis Obispo City traffic impact fees. See Exhibit B for complete mitigation details.

**13. WASTEWATER**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** Regulations and guidelines on proper wastewater system design and criteria are found within the County's Plumbing Code (hereafter CPC; see Chapter 7 of the Building and Construction Ordinance [Title 19]), the "Water Quality Control Plan, Central Coast Basin" (Regional Water Quality Control Board [RWQCB] hereafter referred to as the "Basin Plan"), and the California Plumbing Code. These regulations include specific requirements for both on-site and community wastewater systems. These regulations are applied to all new wastewater systems.

There is an existing on-site engineered septic system that was approved and installed during the permitting for Waste Connections.

**Impact.** The project proposes to use the existing on-site system as its means to dispose of wastewater. Based on the proposed project, the on-site system has the capacity to handle the project's additional effluent from the five new employees.

**Mitigation/Conclusion.** Given that the system is currently operating at acceptable levels and that it has the capacity to support existing commitments in addition to the proposed project, no mitigation measures are necessary.

**14. WATER & HYDROLOGY**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<b>QUALITY</b>				
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**14. WATER & HYDROLOGY**

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Change rates of soil absorption, or amount or direction of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Involve activities within the 100-year flood zone?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>QUANTITY</b>				
h) Change the quantity or movement of available surface or ground water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Adversely affect community water service provider?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project proposes to obtain its water needs from an on-site well. The well will be utilized primarily during initial project start up. Once the ADP is up and running, the water needs of the system will be fulfilled from the in-system presswater tank. Water for fire suppression purposes (i.e. fire sprinklers) will be provided from an existing system that includes the existing well, pumps, and water storage.

The topography of the project is nearly level. The closest creek from the proposed development is approximately 0.1 miles away. As described in the NRCS Soil Survey, the soil surface is considered to have moderate erodibility.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County's Land Use Ordinance requires that temporary erosion and sedimentation measures to be installed.

**DRAINAGE** – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? No

Closest creek? Unnamed Creek Distance? Approximately 500 feet

Soil drainage characteristics: Very poorly drained

For areas where drainage is identified as a potential issue, the Land Use Ordinance (LUO Sec. 22.52.110 or CZLUO Sec. 23.05.042) includes a provision to prepare a drainage plan to minimize potential drainage impacts. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

**SEDIMENTATION AND EROSION** – Soil type, area of disturbance, and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in the previous Agriculture section under "Setting". As described in the NRCS Soil Survey, the project's soil erodibility is as follows:

Soil erodibility: Moderate

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

**Groundwater Basin.** The project is within the: San Luis Valley subbasin of the San Luis Obispo Valley Groundwater Basin. Per the County Master Water Plan, this basin is summarized as follows:

This groundwater basin is approximately 13,800 acres in size and consists of three sub-basins. Two of these sub-basins, Avila Valley subbasin and San Luis Valley subbasin, are within this WPA while the third, Edna Valley, is within WPA 7.

This sub-basin is the primary water source for the Los Ranchos/Edna Valley area, upper Los Osos valley, some rural residential areas, the airport area, the City of San Luis Obispo and agricultural uses.

The Department of Water Resources (DWR) has estimated the basin's maximum safe yield at 2,250 acre feet per year (afy). Thus, for 1990, there was an apparent overdraft of about 5,700 acre feet. Despite the fact that these calculations indicate a substantial overdraft, the absence of any persistent supply problems during the last ten years has caused some doubt that an overdraft condition really exists.

A study conducted by a consultant to the City of San Luis Obispo was completed in 1991. It suggests that there may be some justification for increasing the estimate of the basin's safe annual yield, based upon the observation that well levels in the area are not meaningfully lower, even after a decade when extractions exceeded 2,250 acre feet per year. However, these findings must be reconciled with reports that some well levels are, in fact, lower in some parts of the Los Ranchos/Edna Village area.

**RMS Annual Resource Summary Report.** The 2010 Annual Resource Summary Report has no recommended Level of Severity.

**City of San Luis Obispo.** The City of San Luis Obispo receives water primarily from the Salinas and Whale Rock reservoirs. Until 1989, the city relied completely on its allocation of surface water and did not extract any groundwater. In response to the drought of the late 80's, the City drilled new wells and

extracted approximately 1,950 acre feet per year (afy) in 1990 and 1991 to supplement the dwindling water supplies at the reservoirs. Use of these wells was discontinued in 1992 and 1993 because of high nitrate levels. The remaining wells, which are not impacted by contamination, can pump approximately 150 acre feet per year. Current city policy assumes groundwater extractions of 500 afy maximum. Agricultural irrigation accounted for an estimated 5,200 acre feet in 1990, while rural residential uses pumped an estimated 978 acre feet. From 1980 through 1989, extractions from the basin averaged about 5,800 afy.

A study conducted by a consultant to the City of San Luis Obispo was completed in 1991. It suggests that there may be some justification for increasing the estimate of the basin's safe annual yield, based upon the observation that well levels in the area are not meaningfully lower, even after a decade when extractions exceeded 2,250 acre feet per year. However, these findings must be reconciled with reports that some well levels are, in fact, lower in some parts of the Los Ranchos/Edna Village area. The City has considered a variety of projects to increase its water supply. The City has also proposed the expansion of the Salinas Reservoir by about 70 percent as an additional way to address its long-term water requirements. However, escalating cost estimates and concerns about seismic stability have caused the Salinas reservoir project to be accorded a lower priority. If the cost of water for other alternatives increases, desalination may become a more competitive option. Possibilities include a cooperative agreement with the City of Morro Bay and a facility near the Whale Rock reservoir, which could connect to the existing pipeline to San Luis Obispo.

In 2002, the San Luis Obispo city council voted to set its "reliability reserve" to zero (0) in its calculation of future water demand, thus reducing the city's requirement for additional supplies to serve its buildout population of 56,000.

In 2004, the city completed the first phase of a study to evaluate the yield of the groundwater basin according to alternative pumping scenarios which would involve coordination with withdrawals from the reservoir in years that are wetter or dryer than average. Preliminary estimates indicated that it may be possible to pump more than 500 afy under certain circumstances, without causing subsidence or significant reduction in stream flow. However, with the recent decision for City participation in the Nacimiento Project and the cost and uncertainty of additional studies needed to determine impacts to stream flows, the City Council has deferred additional phases of the groundwater investigation.

**County Master Water Plan.** Per the County Master Water Plan, the project is within the San Luis Obispo Water Planning Area (WPA) #6. The City of San Luis Obispo, unincorporated areas surrounding San Luis Obispo, California Men's Colony, and Cal Poly receive water from Whale Rock Reservoir and from the Salinas Reservoir (Santa Margarita Lake). The City also receives an allocation from the Nacimiento Water project. The City of San Luis Obispo also uses groundwater from wells near Los Osos Valley Road, and in Mitchell Park. The Coastal Branch of the State Water Project traverses the area, but there are no existing entitlements or turnouts from the system for the City of San Luis Obispo. Certain areas are also served by individual on-site wells.

**San Luis Obispo Area Plan EIR.** The project is within the San Luis Obispo planning area. In December, 1996, an Environmental Impact Report was certified as a part of the update of the San Luis Obispo Area Plan. The proposed level of development is consistent with the level of development evaluated in the EIR's buildout assessment. The EIR concluded that significant and unavoidable impacts (Class I) to water resources would result at buildout. Overriding considerations were made as a part of approving the San Luis Obispo Area Plan update showing the benefits that would result to offset the impacts to water resources.

### **Impact – Water Quality/Hydrology**

With regards to project impacts on water quality the following conditions apply:

- ✓ Approximately 4.8 acres of site disturbance is proposed and the movement of approximately 2,600 cubic yards of material;

- ✓ The project will be subject to standard County requirements for drainage, sedimentation and erosion control for construction and permanent use;
- ✓ The project will be disturbing over an acre and will be required to prepare a SWPPP, which will be implemented during construction;
- ✓ The project is not on highly erodible soils, nor on moderate to steep slopes;
- ✓ The project is not within a 100-year Flood Hazard designation;
- ✓ The project is more than 100 feet from the closest creek or surface water body;
- ✓ All disturbed areas will be permanently stabilized with impermeable surfaces and landscaping;
- ✓ Stockpiles will be properly managed during construction to avoid material loss due to erosion;
- ✓ The project is subject to the County's Plumbing Code (Chapter 7 of the Building and Construction Ordinance [Title 19]), and/or the "Water Quality Control Plan, Central Coast Basin" for its wastewater requirements, where wastewater impacts to the groundwater basin will be less than significant;
- ✓ All hazardous materials and/or wastes will be properly stored on-site, which include secondary containment should spills or leaks occur;

Based on available water information, there are no known constraints to prevent the project from obtaining its water demands.

**Mitigation/Conclusion.** See Exhibit B for mitigation measures.

## 15. LAND USE

<i>Will the project:</i>	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting/Impact.** Surrounding uses are identified on Page 2 of the Initial Study. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The project was found to be consistent with these documents (refer also to

Exhibit A on reference documents used).

The project is not within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses as summarized on page 2 of this Initial Study.

**Mitigation/Conclusion.** No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

## 16. MANDATORY FINDINGS OF SIGNIFICANCE

Potentially Significant

Impact can & will be mitigated

Insignificant Impact

Not Applicable

*Will the project:*

- a) *Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?*
- 
- b) *Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)*
- 
- c) *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*
- 

For further information on CEQA or the County's environmental review process, please visit the County's web site at "[www.sloplanning.org](http://www.sloplanning.org)" under "Environmental Information", or the California Environmental Resources Evaluation System at: <http://resources.ca.gov/ceqa/> for information about the California Environmental Quality Act.

## Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ) and when a response was made, it is either attached or in the application file:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	<b>Attached</b>
<input checked="" type="checkbox"/>	County Environmental Health Services	<b>Attached</b>
<input type="checkbox"/>	County Agricultural Commissioner's Office	<b>Not Applicable</b>
<input checked="" type="checkbox"/>	County Airport Manager	<b>Attached</b>
<input checked="" type="checkbox"/>	Airport Land Use Commission	<b>Attached</b>
<input checked="" type="checkbox"/>	Air Pollution Control District	<b>Attached</b>
<input type="checkbox"/>	County Sheriff's Department	<b>Not Applicable</b>
<input type="checkbox"/>	Regional Water Quality Control Board	<b>Not Applicable</b>
<input type="checkbox"/>	CA Coastal Commission	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Fish and Wildlife	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Forestry (Cal Fire)	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Transportation	<b>Not Applicable</b>
<input type="checkbox"/>	Community Services District	<b>Not Applicable</b>
<input checked="" type="checkbox"/>	Other <u>City of San Luis Obispo</u>	<b>Attached</b>
<input type="checkbox"/>	Other _____	<b>Not Applicable</b>

**\*\* "No comment" or "No concerns"-type responses are usually not attached**

The following checked ("") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

<input checked="" type="checkbox"/> Project File for the Subject Application	<input type="checkbox"/> Design Plan
<u>County documents</u>	<input type="checkbox"/> Specific Plan
<input type="checkbox"/> Coastal Plan Policies	<input checked="" type="checkbox"/> Annual Resource Summary Report
<input checked="" type="checkbox"/> Framework for Planning (Coastal/Inland)	<input type="checkbox"/> Circulation Study
<input checked="" type="checkbox"/> General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:	<u>Other documents</u>
<input checked="" type="checkbox"/> Agriculture Element	<input checked="" type="checkbox"/> Clean Air Plan/APCD Handbook
<input checked="" type="checkbox"/> Conservation & Open Space Element	<input checked="" type="checkbox"/> Regional Transportation Plan
<input type="checkbox"/> Economic Element	<input checked="" type="checkbox"/> Uniform Fire Code
<input checked="" type="checkbox"/> Housing Element	<input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)
<input checked="" type="checkbox"/> Noise Element	<input checked="" type="checkbox"/> Archaeological Resources Map
<input type="checkbox"/> Parks & Recreation Element/Project List	<input checked="" type="checkbox"/> Area of Critical Concerns Map
<input checked="" type="checkbox"/> Safety Element	<input checked="" type="checkbox"/> Special Biological Importance Map
<input checked="" type="checkbox"/> Land Use Ordinance (Inland/Coastal)	<input checked="" type="checkbox"/> CA Natural Species Diversity Database
<input type="checkbox"/> Building and Construction Ordinance	<input checked="" type="checkbox"/> Fire Hazard Severity Map
<input checked="" type="checkbox"/> Public Facilities Fee Ordinance	<input checked="" type="checkbox"/> Flood Hazard Maps
<input type="checkbox"/> Real Property Division Ordinance	<input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County
<input checked="" type="checkbox"/> Affordable Housing Fund	<input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.)
<input checked="" type="checkbox"/> San Luis Obispo Airport Land Use Plan	<input type="checkbox"/> Other
<input type="checkbox"/> Energy Wise Plan	
<input checked="" type="checkbox"/> SLO Area Plan/SLO (north) sub area and Update EIR	

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

*Acoustical Analysis* (David Dubbink Associates, February 17, 2016)

*Air Quality Technical Report*, RCH Group, March 29, 2016

*Air Quality Technical Memorandum (CHP Unit Engine Emission)*, RCH Group, April 20, 2016

*Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Applicant Submitted IS/MND*, RCH Group, May 24, 2016

*Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Technical Memorandum*, RCH Group, June 20, 2016

*Geotechnical Engineering Report*, Earth Systems Pacific, March 21, 2016

*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016

SLO GIS Parcel Viewer, June 2, 2016

<http://siocity.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=516bdd31ca984b7cae364939dd72de39>

*Stormwater Control Plan*, Tetra Tech, March 2016

*Vehicle Trip Generation*, Oasis Associates, May 13, 2016

## Exhibit B - Mitigation Summary Table

Per Public Resources Code Section 21081.6, the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, are responsible to verify compliance with these COAs.

### AIR QUALITY

**AQ-1: Odor Control.** Prior to issuance of construction permits, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

**AQ-2: Portable Equipment.** Prior to issuance of construction permit, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

### **AQ-3: Fugitive Dust Mitigation Measures.**

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off

- trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
  - l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
  - m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
  - n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

**AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.

**AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered **during construction activities**, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public

- nuisance; and
- Clean soil shall be segregated from contaminated soil.

**AQ-6: Lead During Demolition.** The applicant shall contact APCD **ten days prior to the start** of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.

**AQ-7: Naturally Occurring Asbestos.** Prior to any construction activities at the site, the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.

**AQ-8: Demolition Asbestos.** Prior to any construction activities at the site, the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:

- a. written notification, within at least 10 business days of activities commencing to the APCD
- b. asbestos survey conducted by a certified Asbestos Consultant and
- c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

**AQ-9: Idling Restrictions.**

- a. Driver's shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- b. Driver's shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
- e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

**AQ-10: Permit to Operate.** Prior to final inspection or occupancy, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

## **GEOLOGY AND SOILS**

**GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

## **HAZARDS AND HAZARDOUS MATERIALS**

**HZ-1: Fire Safety.** Prior to issuance of a construction permit, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection*



*Hazard Evaluation* prepared by Collings & Associates, April 12, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented prior to final occupancy, and/or on-going for the life of the project.

**HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for building permit. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.

**HZ-3: Prior to the issuance of construction permits**; the applicant shall provide a recorded aviation easement for each property developed within the area included in the proposed local action.

**HZ-4: Exterior Light Plan. Prior to issuance of construction permits**, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned "down and into" the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

**HZ-5: Environmental Health. Prior to occupancy or final inspection**, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

**HZ-6:** The non-residential density for this property shall be limited to 353 persons.

**HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).

**HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.

**HZ-9: For the life of the project**, no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.

**HZ-10: For the life of the project**, any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:

- Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
- Lighting which is difficult to distinguish from airport lighting;
- Glare in the eyes of pilots using the airport;
- Uses which attract birds and create bird strike hazardous;
- Uses which produce visually significant quantities of smoke; and
- Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)

**HZ-11:** All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.

**HZ-12:** For the life of the project, any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall require, at a minimum, referral to and recommendation from the Airport Land Use Committee.

**HZ-13:** For the life of the project, any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.

**HZ-14:** For the life of the project, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.

### **TRANSPORTATION AND CIRCULATION**

**TR-1: Traffic Impacts.** In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be provided to the County, prior to construction permit issuance. These fees shall include:

- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

### **WATER AND HYDROLOGY**

**WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

**WR-2: Water System.** Prior to occupancy or final inspection, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

DATE: July 13, 2016

**DEVELOPER'S STATEMENT & MITIGATION MONITORING PROGRAM  
FOR HITACHI ZOSEN INOVA USA, LLC CONDITIONAL USE PERMIT  
ED15-266 (DRC2015-00122)**

The applicant agrees to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property.

Per Public Resources Code Section 21081.6 the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, is responsible to verify compliance with these COAs.

**Note:** The items contained in the boxes labeled "Monitoring" describe the County procedures to be used to ensure compliance with the mitigation measures.

**AIR QUALITY**

**AQ-1: Odor Control.** Prior to issuance of construction permits, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

**AQ-2: Portable Equipment.** Prior to issuance of construction permit, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

**Monitoring:** Required prior to issuance of construction permits. Compliance will be verified by the County Department of Planning and Building.

**AQ-3: Fugitive Dust Mitigation Measures.**

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
- n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

**AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.

**AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered during construction activities, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and
- Clean soil shall be segregated from contaminated soil.

**AQ-6: Lead during Demolition.** The applicant shall contact APCD ten days prior to the start of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.

**AQ-7: Naturally Occurring Asbestos.** Prior to any construction activities at the site, the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.

**AQ-8: Demolition Asbestos.** Prior to any construction activities at the site, the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:

- a. written notification, within at least 10 business days of activities commencing to the

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**APCD**

- b. asbestos survey conducted by a certified Asbestos Consultant and
- c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

**AQ-9: Idling Restrictions.**

- a. Driver's shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- b. Driver's shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesel07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesel07/frooal.pdf).
- e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

**Monitoring:** Required during grading and construction activities. Compliance will be verified by the County Department of Planning and Building.

**AQ-10: Permit to Operate.** Prior to final inspection or occupancy, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

**Monitoring:** Required during prior to final inspection or occupancy. Compliance will be verified by the County Department of Planning and Building.

**GEOLOGY AND SOILS**

**GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

**Monitoring:** Required prior to issuance of construction permits and during project construction. Compliance will be verified by the County Department of Planning and Building.

### **HAZARDS AND HAZARDOUS MATERIALS**

**HZ-1: Fire Safety. Prior to issuance of a construction permit**, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection Hazard Evaluation* prepared by Collings & Associates, April 12, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented **prior to final occupancy**, and/or on-going for the life of the project.

**HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 **at least 30 days before proposed construction or application for building permit**. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.

**HZ-3: Prior to the issuance of construction permits**; the applicant shall provide a recorded avigation easement for each property developed within the area included in the proposed local action.

**HZ-4: Exterior Light Plan. Prior to issuance of construction permits**, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned "down and into" the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

**Monitoring:** Required prior to issuance of construction permits. Compliance will be verified by the County Department of Planning and Building.

**HZ-5: Environmental Health. Prior to occupancy or final inspection**, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

**HZ-6:** The non-residential density for this property shall be limited to 353 persons.

**HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).

**HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.

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**HZ-9: For the life of the project, no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.**

**HZ-10: For the life of the project, any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:**

- Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
- Lighting which is difficult to distinguish from airport lighting;
- Glare in the eyes of pilots using the airport;
- Uses which attract birds and create bird strike hazards;
- Uses which produce visually significant quantities of smoke; and
- Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)

**HZ-11: All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.**

**HZ-12: For the life of the project, any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall require, at a minimum, referral to and recommendation from the Airport Land Use Committee.**

**HZ-13: For the life of the project, any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.**

**HZ-14: For the life of the project, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.**

**Monitoring: Required for the life of the project. Compliance will be verified by the County Department of Planning and Building.**

July 13, 2016

### **TRANSPORTATION AND CIRCULATION**

**TR-1: Traffic Impacts.** In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be provided to the County, **prior to construction permit issuance.** These fees shall include:

- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

**Monitoring:** Required during grading and construction activities. Compliance will be verified by the County Department of Planning and Building.

### **WATER AND HYDROLOGY**

**WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

**Monitoring:** Required for the life of the project. Compliance will be verified by the County Department of Environmental Health.

**WR-2: Water System.** Prior to occupancy or final inspection, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

**Monitoring:** Required prior to final inspection or occupancy. Compliance will be verified by the County Department of Planning and Building.

The applicant understands that any changes made to the project description subsequent to this environmental determination must be reviewed by the Environmental Coordinator and may require a new environmental determination for the project. By signing this agreement, the owner(s) agrees to and accepts the incorporation of the above measures into the proposed project description.

C.M. Florence San Luis Obispo County  
 Department of Planning and Building  
 1000 Broadway  
 San Luis Obispo, CA 93401

C.M. Florence, AICP

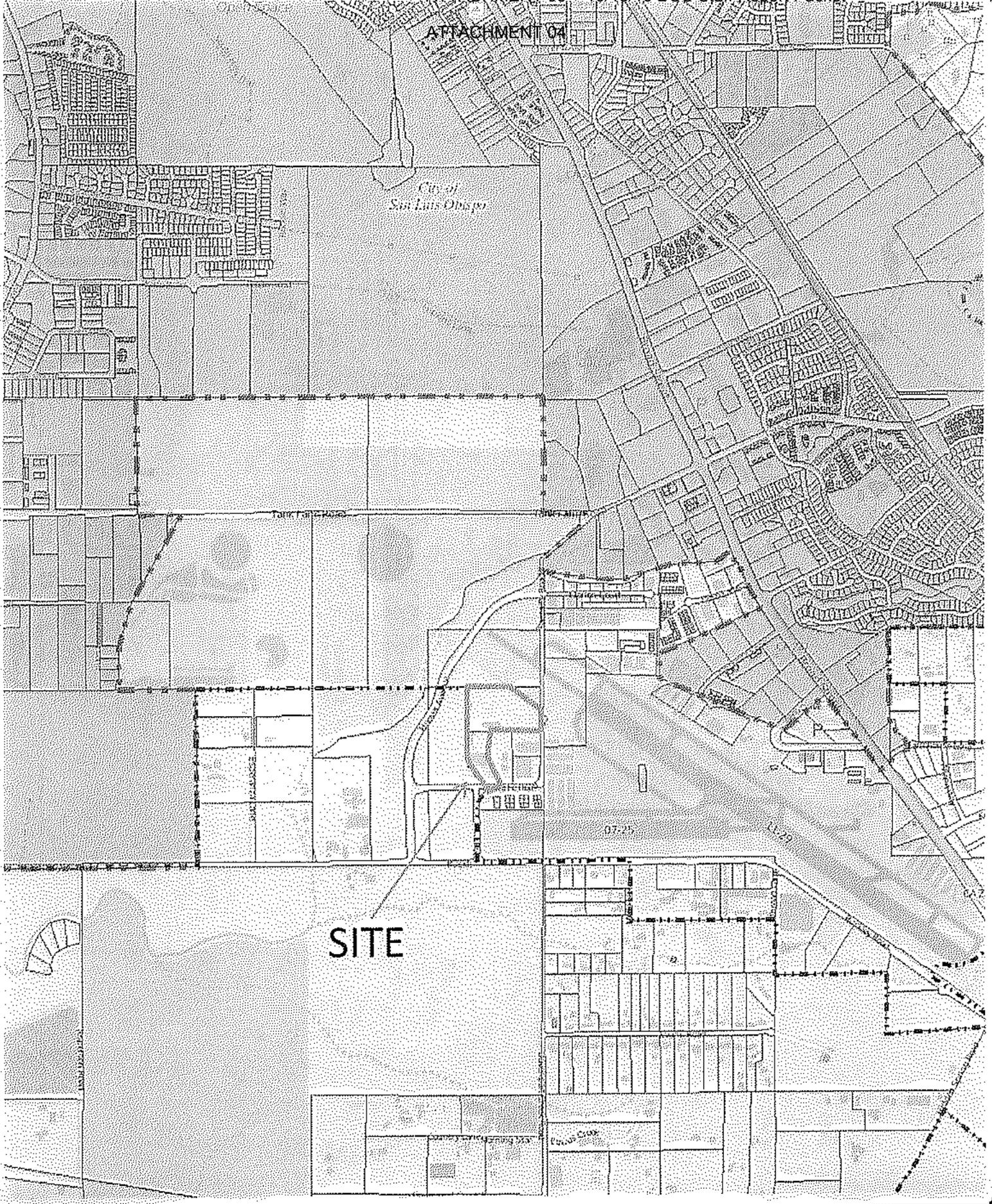
13 July 2016

Signature of Applicant Agent

Name (Print)

Date

ATTACHMENT 04

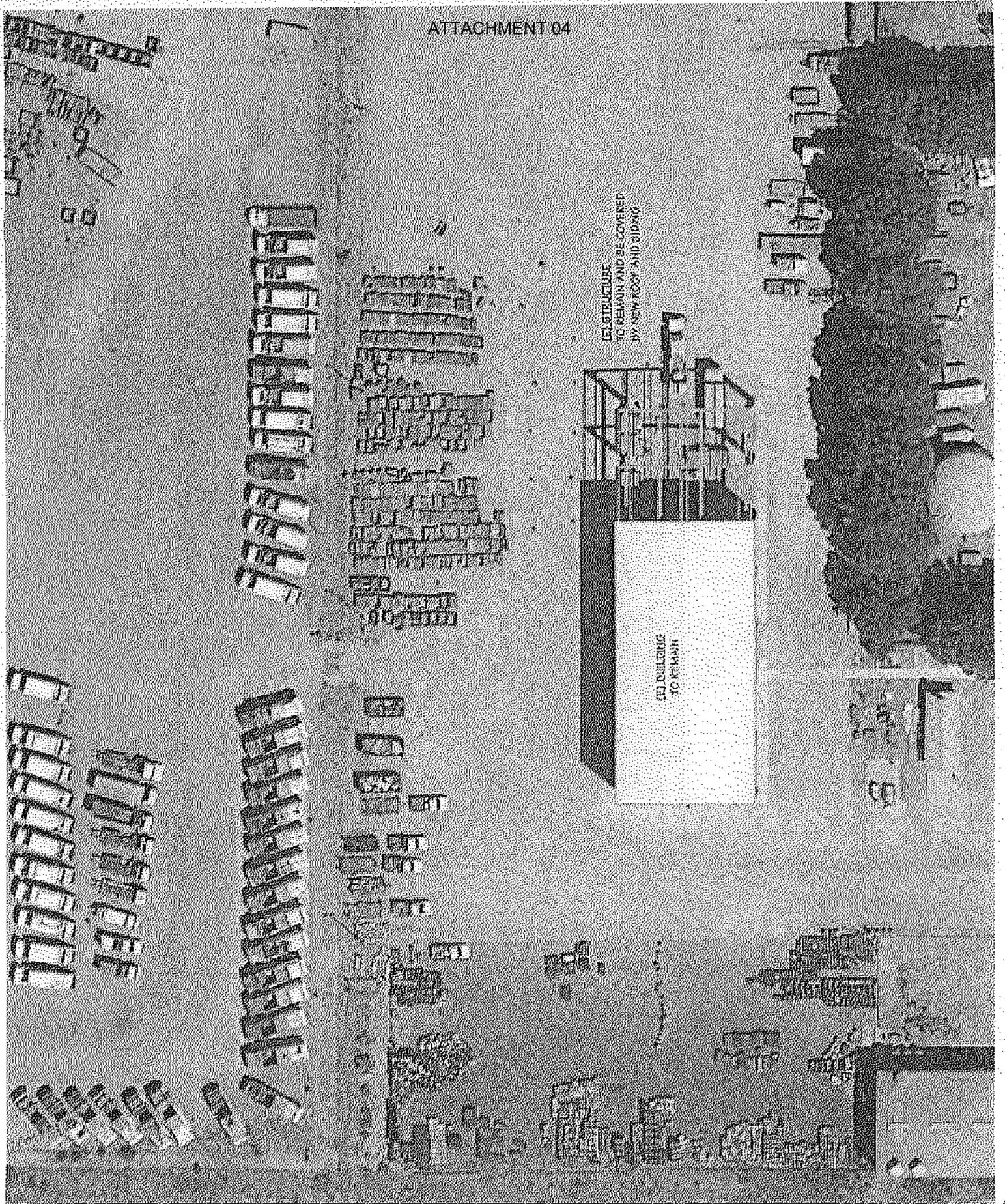


SITE

**PROJECT**  
 Hitachi Zosen Inova USA, LLC  
 DRC2015-00122

**EXHIBIT**  
 Vicinity Map

ATTACHMENT 04



**PROJECT**

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

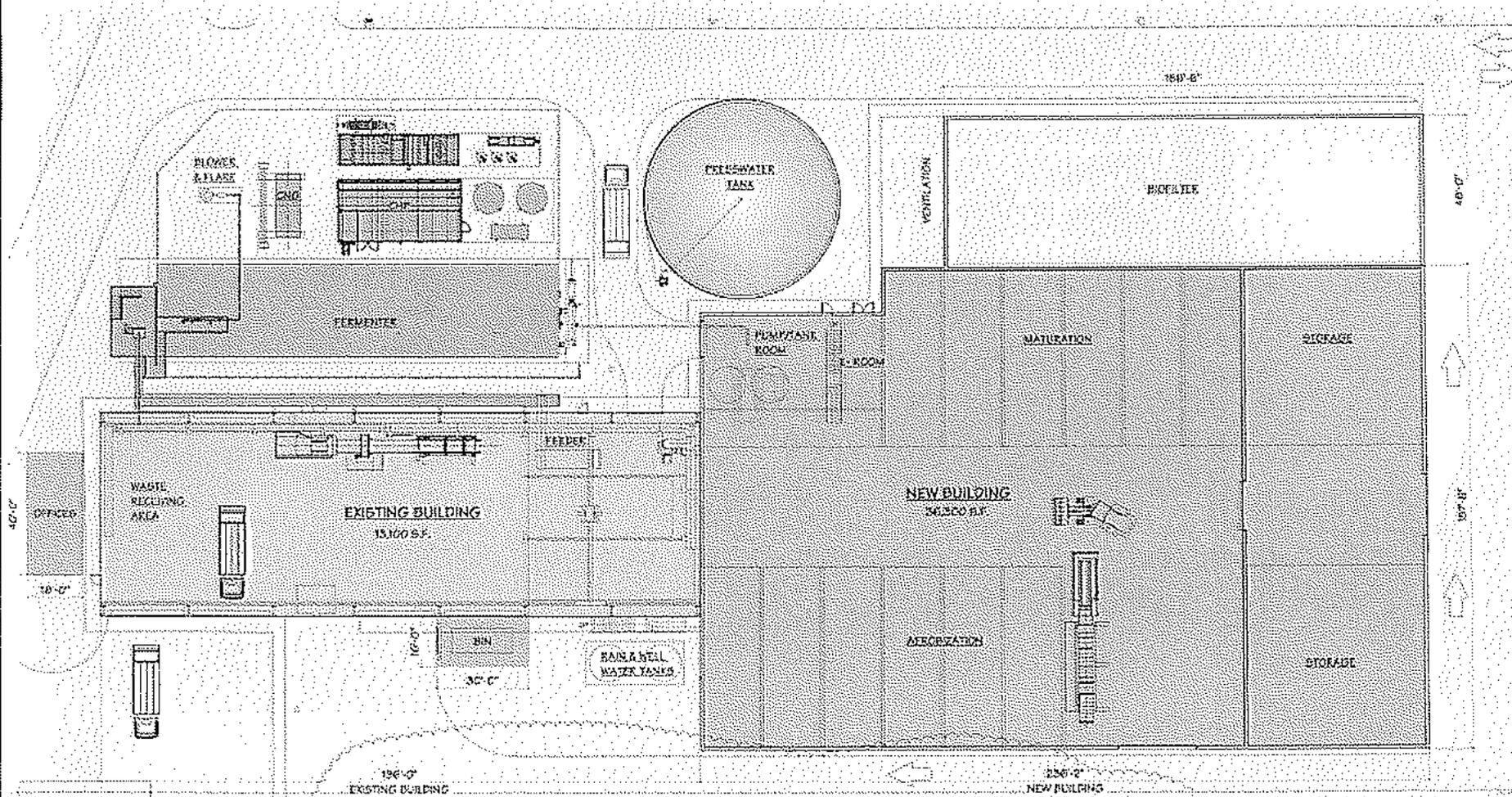
**EXHIBIT**

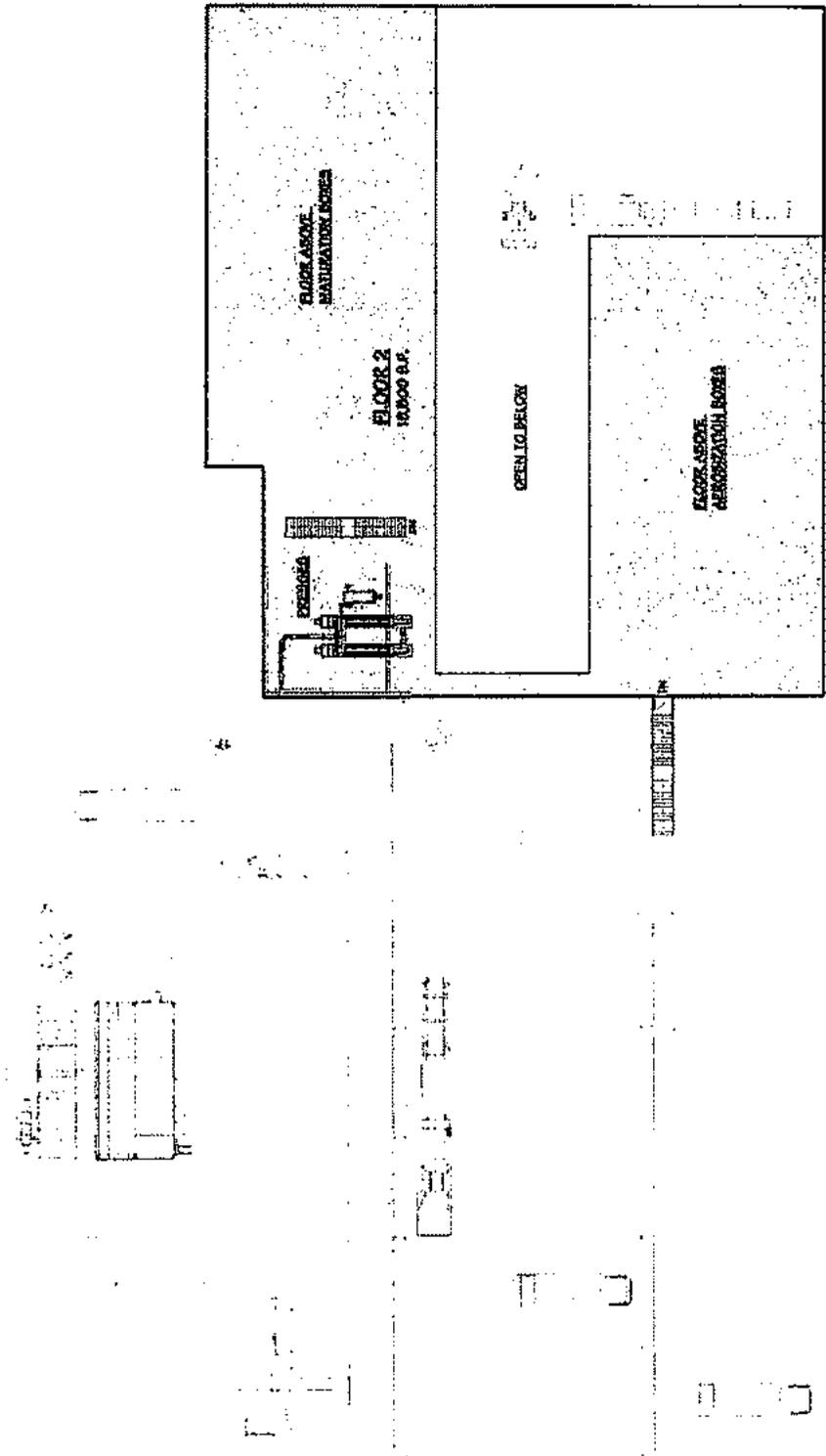
Existing Site Plan



PROJECT  
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

EXHIBIT  
Lower Floor Plan



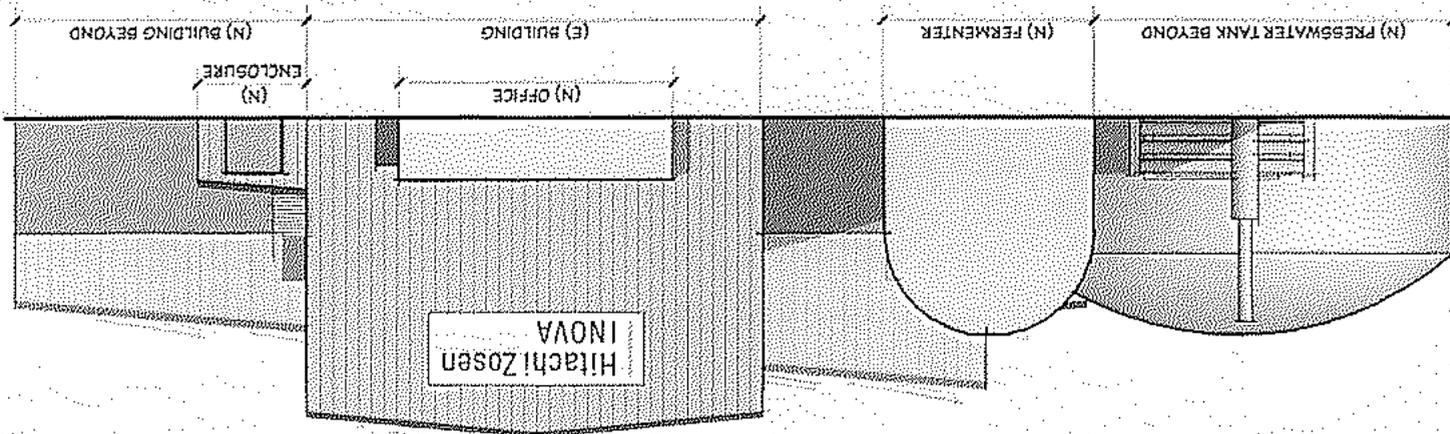


**PROJECT**  
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

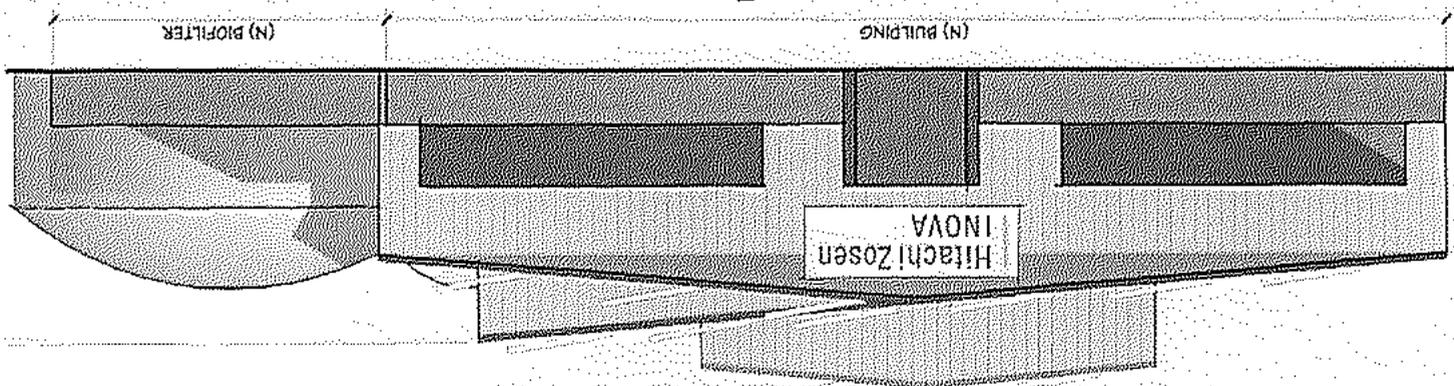
**EXHIBIT**  
Upper Floor Plan



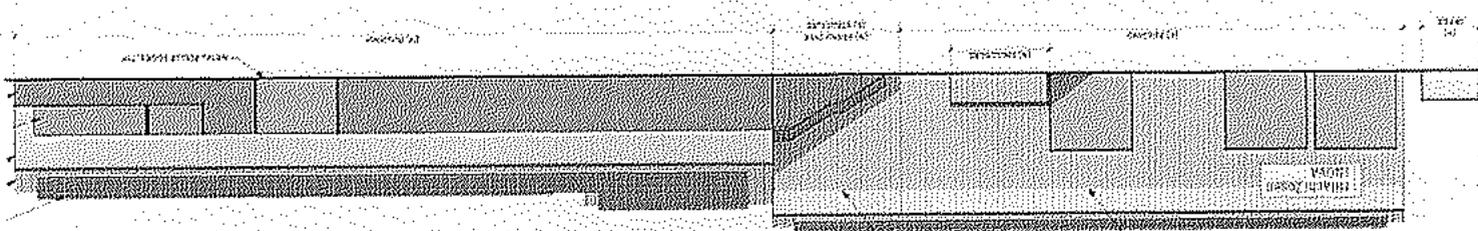
West



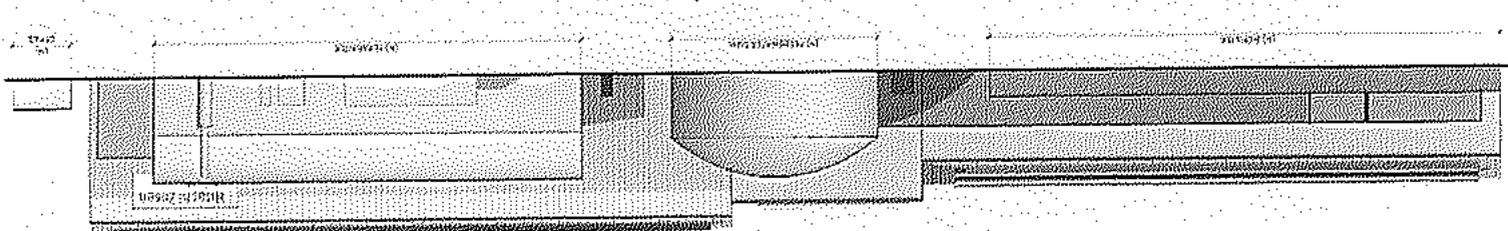
East



South



North





**PROJECT**

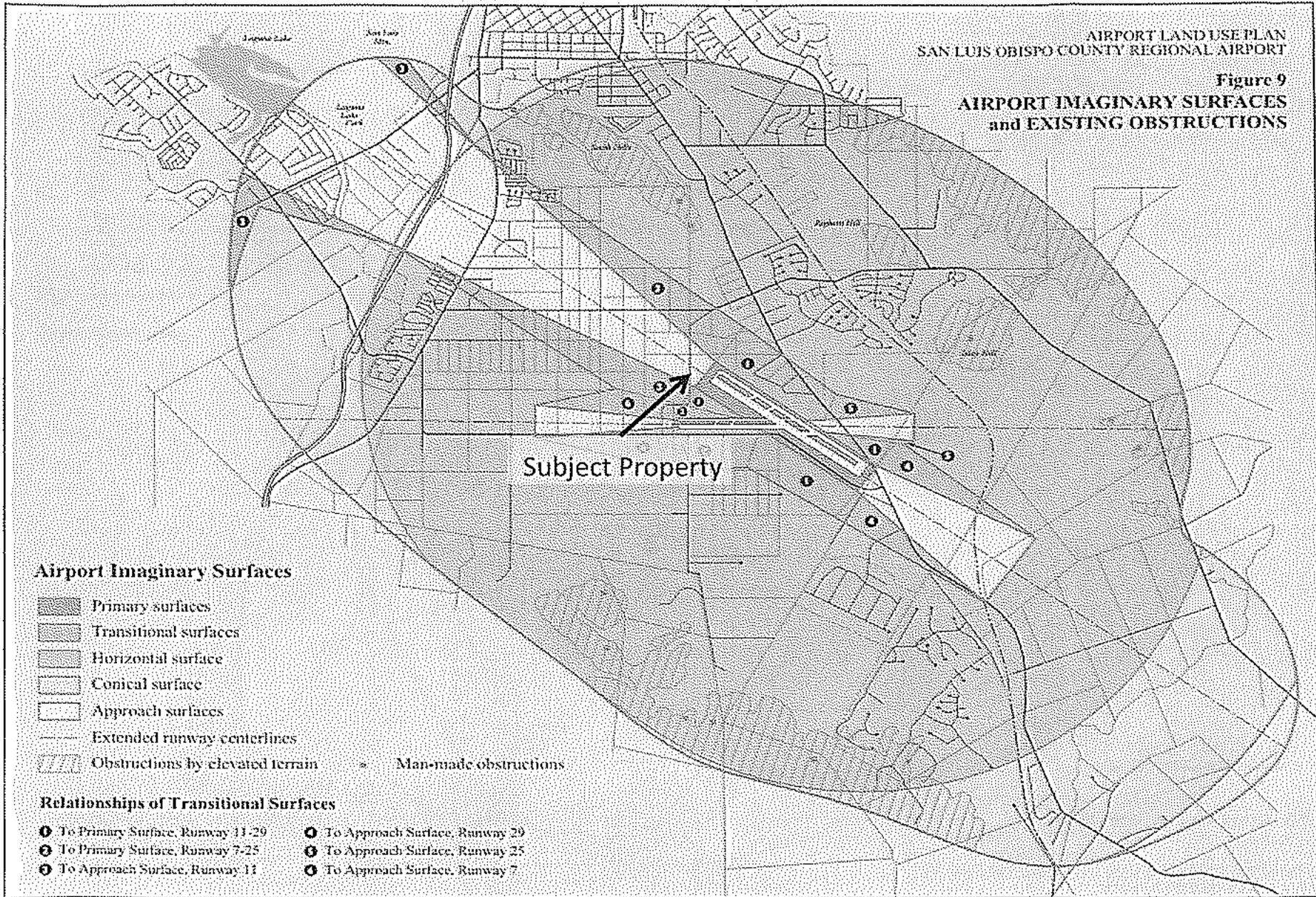
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Airport Safety Areas

AIRPORT LAND USE PLAN  
SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

Figure 9  
AIRPORT IMAGINARY SURFACES  
and EXISTING OBSTRUCTIONS





**PROJECT**  
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**  
Future Airport Expansion

## RE: Anaerobic Digester

Craig Piper

Wed 6/29/2016 9:03 AM

To: Brandi Cummings &lt;bcummings@co.slo.ca.us&gt;;

Cc: Kevin Bumen &lt;kbumen@co.slo.ca.us&gt;;

Hi Brandi,

I can't find that I responded to you yet via email. I know we have exchanged voicemail messages.

We do have some concerns.

1. Any new structures/construction should undergo the FAA 7460 review for obstructions.
2. The airport is planning for an extension of Taxiway M which is the parallel taxiway on the west side of the runway. This will also include the relocation of the Glide Slope which is part of the Instrument Landing System (ILS). The developer/property owner needs to ensure that their project will not impact the operation the ILS as currently installed or as ultimately planned as shown in the Airport Layout Plan. This assurance will need to be coordinated with the FAA to ensure compliance.
3. Any lighting needs to be installed in such a way so as not to shine or be directed toward aircraft on approach to departure from the airport, especially during hours of darkness as this will affect pilots ability to operate aircraft.
4. Any development should be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violating airport security.

Craig Piper  
Assistant Director  
Department of Airports  
County of San Luis Obispo  
805-781-4376

**From:** Brandi Cummings  
**Sent:** Thursday, June 09, 2016 2:04 PM  
**To:** Craig Piper <capiper@co.slo.ca.us>  
**Subject:** Anaerobic Digester

Hi Craig,

I'm wondering if you would like to submit a formal referral response to this project? I know there were a few potential issues brought up at the meeting we all had.

Also, it's my understanding that ALUC is scheduled for June 29th, and their comments/recommendation will be listed as a separate response.



Brandi Cummings  
Planner  
Department of Planning & Building  
County of San Luis Obispo  
805.781.1006



Air Pollution Control District  
San Luis Obispo County

May 11, 2016

Brandi Cummings  
County of San Luis Obispo County Planning and Building  
Government Center  
San Luis Obispo ca 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant Initial Study / Mitigated Negative Declaration.

Dear Ms. Cummings,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced project located at 4388 Old Santa Fe Road in San Luis Obispo.

The project as proposed includes an anaerobic digestion plant to process green and food waste from Waste Connections' service area. The plant will utilize an existing 13,000 square foot (SF) building (formerly the plate cutting building) with 36,000 SF of new construction, including the introduction of equipment related to the anaerobic digestion process. A new office trailer for support staff will be located west of the existing plant cutting building. An 80 space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming and outgoing trucks. The site plan depicts a compressed natural gas (CNG) fueling station for the potential to fuel the increasing fleet of CNG -fueled trucks utilized by Waste Connections. Other alternative uses for the biogas include the combined heat and power unit (CHP), net metering and distribution into the existing power grids. The biogas is a by-product of the anaerobic digestion process. Other site improvements include grading to accommodate post construction storm water facilities.

*The following are APCD comments that are pertinent to this project.*

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text.**

## ATTACHMENT 04

*Initial Study / Mitigated Negative Declaration for Kompogas Anaerobic  
Digestion Plant  
May 11, 2016  
Page 2 of 6*

**CONSTRUCTION PHASE IMPACTS**

Based on the SLOCAPCD review of the Initial Study and associated Air Quality Technical Report, staff agrees the construction phase impacts will likely be less than the SLOCAPCD's significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook (available at the APCD web site: [www.slocleanair.org](http://www.slocleanair.org)). Staff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report. **Therefore, with the exception of the requirements below, the APCD is not requiring other construction phase mitigation measures for this project. SLOCAPCD staff recommends the requirement listed below be included as a mitigation measure to ensure compliance with the requirements.**

**Dust Control for Drought Conditions**

The SLOCAPCD agrees with the dust control measures outlined in mitigation measure AQ-1 ( Air Quality Technical Report on page 10 and 11). However, **please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

**Hydrocarbon Contaminated Soil**

**Should hydrocarbon contaminated soil be encountered during construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:**

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH -non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,
- Clean soil must be segregated from contaminated soil.

**The notification and permitting determination requirements shall be directed to the APCD Engineering Division at 781-5912.**

**Lead During Demolition**

Demolition, renovation, or retrofitting of structures coated with lead based paint is a concern for the APCD. Improper demolition can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. **Depending on the removal method, an APCD permit may be required. Contact the APCD Engineering Division at (805)**

## ATTACHMENT 04

*Initial Study / Mitigated Negative Declaration for Komopogas Anaerobic  
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**781-5912 for more information. Approval of a lead work plan by the APCD is required and must be submitted ten days prior to the start of the demolition. For more information, contact the APCD Enforcement Division at (805) 781-5912 or for specific information regarding lead removal, please contact Cal-OSHA at (818) 901-5403. Additional information can also be found on line at <http://www.epa.gov/lead>.**

#### Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2012 CEQA Handbook, Technical Appendix 4.4. The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), and therefore the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105), **prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the regulation. An exemption request must be filed with the APCD.** If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. More information on NOA can be found at [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php).

#### Demolition/Asbestos

Demolition, renovation, or retrofitting activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). **If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

#### Construction Permit Requirements

As indicated on page 12 of the Air Quality Technical Report, portable equipment may require a permit. Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

## ATTACHMENT 04

*Initial Study / Mitigated Negative Declaration for Kompogas Anaerobic  
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The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc.).

**To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.** SLOAPCD staff recommends this requirement be included as a mitigation measure to ensure compliance with the requirement.

#### Idling Restrictions

As indicated on page 12 of the Air Quality Technical Report, California Code of Regulation limits idling. **SLOAPCD staff recommends the requirements listed be included as a mitigation measures to ensure compliance with the requirement.**

#### **OPERATIONAL PHASE IMPACTS**

In order for the SLOAPCD to verify the operation phase emissions the following items will need to be addressed.

- **Biogas upgrading system**-The project description included a discussion of possible uses of the biogas. One being the use of the biogas as a fuel for the combined heat and power unit (CHP), or upgraded for in the CNG waste hauler trucks. However, the calculations do not appear to include the upgrading process or associated emissions that would be produced from the operation. **Please provide more information on how the biogas upgrading process works and what happens to the impurities that are removed from the gas (e.g. CO<sub>2</sub>, H<sub>2</sub>S). If the operational plans include this gas upgrade process then the equipment and emissions should be included in the calculations to determine the full impacts from the project.**
- **Press Water Storage Tank**-Page 9 of the project description discusses a press-water storage tank. What is the size of this tank? The project description indicates the storage tanks are covered by a gas and odor tight membrane. This would imply the system includes some sort of vapor recovery system. **Please provide more information about how this system works.**
- **Biofilter**-It was not clear from the description of the biofilter (page 12 of the project description) how the ammonia (NH<sub>3</sub>) in the exhaust gas will be monitored. **Please explain.**

## ATTACHMENT 04

Initial Study / Mitigated Negative Declaration for Kompogas Anaerobic  
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May 11, 2016  
Page 5 of 6

- **CHP**-The size of the CHP to be used for the project is unclear from the documents presented with this application. The Air Quality Technical Report (page 13) indicates the CHP is expected to be less than 800 kW, however, it states the emission estimates assumed an 800 kW CHP to provide a maximum case. In the initial study, several different CHP sizes were analyzed (250 kW, 400kW, 826 kW, 1,069 kW and 1,200 kW). In the Initial study, page 6 the following statement is made:

*"The analysis assumed that the CHP unit would run continuously 24 hours per day. The daily operational emissions from the proposed project using an 826 kW CHP unit would be below the daily significance threshold levels established by APCD. The daily operational emissions from the proposed project utilizing a 1,069 kW or a 1,200 kW CHP unit would be slightly above the daily significance threshold of 25 pounds/day (lbs./day) for ROG + NOx. and would be potentially significant. Projects that exceed the 25 lbs./day threshold for ROG + NOx requires further mitigation, as established by the APCD. While the analysis includes a variety of alternative CHP unit sizes, emissions, and related mitigation, the final design will reflect the final CHP unit size, accordingly."*

What is meant by the last sentence, "The final design will reflect the final CHP unit size accordingly?" If the larger CHP units are selected, then additional mitigation should be proposed. In order for the SLOCAPCD to make a determination about the air quality impact the exact size of the equipment needs to be defined. **The initial study, supporting documentation, and any conditions of approval should make it clear as to which size CHP will be used and appropriate mitigation recommended as needed. Also, please provide the manufacturer's emission rates, emission factors and specification sheet for the CHP and flare.**

- **Odors**-As recommended in the initial study and Air Quality Technical Report, the SLOCAPCD agrees an Odor Management Plan should be prepared for this project. **The Odor Management Plan should be submitted to the SLOCAPCD for review and approval prior to the start of construction activities. In addition to the items listed on page 8 of the initial study, the SLOCAPCD also recommends that the Odor Management Plan include a section to address complaint notification and response.**
- **Greenhouse Gases**-The application of the GHG threshold has been misapplied in the GHG analysis on pages 30 and 31 of the Air Quality Technical Report and page 13 of the initial study. **All project GHG emissions including the mobile sources, energy usage, water, CHP and construction emissions (amortized over the life of the project) should be summed up and compared to the 10,000 tons/yr. threshold.**
- **Mobile sources**-As indicated in the Vehicle Trip Generation Report dated February 26, 2016, the total vehicle miles traveled (VMT) associated with the project will increase mainly due to the new commercial food waste trucks. The data for the new commercial food waste truck is presented on page 3 and 4 of this report. There appears to be an additional error for the total miles for the commercial trucks. Truck A is shown to travel 125 miles for the various routes and Truck B is shown to travel 85 miles for the various route, which adds up to a total of 210 miles, not 201 miles as show on the table, thus making daily vehicle miles travelled for

*Initial Study / Mitigated Negative Declaration for Kompogas Anaerobic  
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May 11, 2016  
Page 6 of 6*

all trucks an increase of 155 miles, not 146 miles. **This should be checked and the calculations modified accordingly.**

- **Operational Emission: tons/yr.**-The Air Quality Technical Report provides summary tables for operational phase emissions on pages 14 and 15. However, Table 9 for the annual operating emissions (annual tons/year) does not include all the sources of emissions; it only lists the emissions for the CHP (with and without the SCR/oxicat). **All sources including mobile, energy usage, water, and CHP should be included on one summary table and compared to the SLOCAPCD annual thresholds, as was done for the daily emission summary Table 6, 7 and 8.**
- **Permit to Operate**-Based on the information provided, this project will be required to obtain a permit to operate from the SLOCAPCD. **To minimize potential delays prior to the start of the project, please contact the APCD Engineering Division at 805-781-5912 for specific information regarding permitting requirements.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 805-781-4667.

Sincerely,



Air Quality Specialist

MAG/lhs

cc: Dora Drexler, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

Attachments:

1. Naturally Occurring Asbestos - Construction & Grading Project Exemption Request Form,  
Construction & Grading Project Form

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Air Pollution Control District  
San Luis Obispo County

June 14, 2016

Brandi Cummings  
County of San Luis Obispo County Planning and Building Government Center  
San Luis Obispo, CA 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant-  
Comments on Technical Memorandum May 24, 2016

Dear Ms. Cummings:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced document and have the following comments.

Page 1 and 2 of the Technical Memorandum dated May 24, 2016

We appreciate the applicant's willingness to include the mitigation measures referenced in the APCD letter dated May 11, 2016. However, in a few cases we recommend the language be expanded to ensure all facets of the requirement are included in the conditions of approval.

1. For hydrocarbon contaminated soil, APCD staff recommend the following portion of standard language be added to the verbiage on page 1 of the Technical Memorandum dated May 24, 2016:
  - *Cover on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;*
  - *Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;*
  - *Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;*
  - *The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;*
  - *During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,*
  
2. For naturally occurring asbestos (NOA), APCD staff recommend the following addition to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM.*

3. For Demolition/Asbestos, APCD staff recommend adding the following to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*These requirements include, but are not limited to 1) written notification within at least 10 business days of activities commencing to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at 805 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php)*

Page 2 of the Technical Memorandum dated May 24, 2016

The applicant indicates that the biogas upgrading is no longer part of the project and all biogas will go to the CHP unit or flare during project start-up and maintenance. However, on page 3 (same document) the applicant recommends MM AQ-4 as possible mitigation which indicates the applicant shall construct an on-site CNG fueling station to reduce collection-truck vehicle miles travelled, if feasible. Since it was stated on the previous page that the upgrading facility was no longer part of the project measure, MM AQ-4 seems to contradict what was stated previously. Please explain. If an upgrading facility is intended for future installation, then potential emissions from the facility should be included in the evaluation.

Page 3 of the Technical Memorandum dated May 24, 2016

Under the CHP paragraph the applicant proposes MM AQ-3, AQ-4, and AQ-5. Mitigation Measure AQ-3 states that the applicant proposes replacing diesel fueled collection trucks with CNG if feasible. In the Air Quality Technical Report dated March 29, 2016, which was previously submitted MM AQ-3 addresses odors and proposes an Odor Control Plan. **San Luis Obispo County APCD requests that one comprehensive list of proposed mitigation measures be compiled and be submitted for clarification.**

On page 5 of the Technical Memorandum dated May 24, 2016

The APCD has two operational phase emission thresholds for ROG+NO<sub>x</sub>, and PM<sub>10</sub>, 25 lbs/day and 25 tons/year. For the CEQA evaluation the project emissions should be compared to both the daily and annual thresholds. Mitigation is required if the project emissions exceed either threshold and offsite mitigation may be required if the project exceeds the 25 ton/year threshold. The data presented on page 5 only evaluated the tons/year.

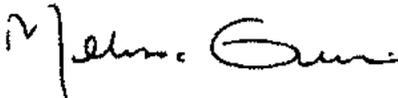
Based on the APCD review of the data presented it appears the operational phase emissions will exceed the daily threshold of 25 lbs/day for ROG +NO<sub>x</sub> without an SCR oxidation catalyst system. The project proponent should demonstrate that the proposed mitigation measures will reduce the emissions to below the thresholds. If CNG vehicles are being proposed to reduce emissions, then the reduction should be quantified. As noted above, with regard to onsite CNG refueling, MM AQ-4 page 2 of this document indicates that a biogas upgrading system was no longer being considered as part of the project, which makes any emission reductions from this measure unlikely. As shown in the calculations and supporting documentation an SCR oxidation catalyst system would provide

approximately 75% reduction in NOx. The APCD recommends an SCR oxidation catalyst, or other equivalent measures be proposed, that will provide real quantifiable emission reduction on site.

This project will require a permit from the APCD and will be subject to the New Source Review Rule 204. Under Rule 204 equipment emitting more than 25 lbs/day of NOx requires Best Available Control Technology.

Please contact the APCD Engineering Division at 805 781-5912 for specific information regarding permitting requirements and for any other questions or comments you may have regarding this letter, please feel free to contact me at 805-781-4667.

Sincerely,



Melissa Guise  
Air Quality Specialist  
MAG/his

cc: Dora Drexler, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

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# RE: Hitachi Zosen Anaerobic Digester

Byrnes, Dennis@CALFIRE <Dennis.Byrnes@fire.ca.gov>

Fri 6/10/2016 1:35 PM

Inbox

To: Brandi Cummings <bcummings@co.slo.ca.us>;

Cc: Salas, Mike@CALFIRE <Mike.Salas@fire.ca.gov>; Laurie Donnelly <laurie.donnelly@fire.ca.gov>; Tony.Gomes\_fire.ca.gov <Tony.Gomes@fire.ca.gov>; Jerilyn Moore <jerilyn.moore@fire.ca.gov>;

Brandi,  
Yes I am the lead on this project for CAL FIRE.  
Due to the unique nature of this project CAL FIRE/ San Luis Obispo County Fire Department is working closely with the applicant and the applicants Fire Protection Engineer to develop Fire/Life Safety standards. This is the first anaerobic digester (wet) designed by this company being constructed in the United States, so research is being conducted to developed standards and mitigate concerns. I anticipate meeting with the applicants Fire Protection Engineer the second week in July to start the primary review.  
Regards

Dennis Byrnes  
Fire Captain / Fire Prevention  
**CAL FIRE** San Luis Obispo  
635 N. Santa Rosa  
San Luis Obispo, CA. 93405  
805-543-4244 Office  
805-543-4248 Fax

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**From:** Brandi Cummings [bcummings@co.slo.ca.us]  
**Sent:** Thursday, June 09, 2016 9:00 PM  
**To:** Byrnes, Dennis@CALFIRE  
**Cc:** Salas, Mike@CALFIRE  
**Subject:** Hitachi Zosen Anaerobic Digester

Hi Dennis,

I'm not sure who is officially working on this project, but I believe you were the last one I spoke with about it.

I know Cal Fire and Building are working with the applicant team to address potential issues, but I am wondering if Cal Fire would like to submit a formal referral response for the staff report and file. If there are any special project conditions needed, those could be included as well.

Thanks,



Brandi Cummings  
Planner  
Department of Planning & Building  
County of San Luis Obispo  
805.781.1006



SAN LUIS OBISPO COUNTY

DEPARTMENT OF PLANNING AND BUILDING

Promoting the wise use of land - Helping to build great communities

THIS IS A NEW PROJECT REFERRAL

DATE: 4/28/2016

TO: ENV. HEALTH

FROM: Brandi Cummings (805-781-1006 or bcummings@co.slo.ca.us)  
South County Team / Development Review

MAY 2 2016  
SR 15082

**PROJECT DESCRIPTION:** DRC2015-00122 HITACHI ZOSEN INOVA – Request for a conditional use permit to allow construction of an anaerobic digestion plant to process green and food waste. The project includes removal of an existing 13,000 SF building and a new 36,000 SF building and related equipment. APN(s): 076-371-025 & 031

Return this letter with your comments attached no later than 14 days from receipt of this referral. CACs please respond within 60 days. Thank you.

**PART I - IS THE ATTACHED INFORMATION ADEQUATE TO COMPLETE YOUR REVIEW?**

- YES (Please go on to PART II.)
- NO (Call me ASAP to discuss what else you need. We have only 10 days in which we must obtain comments from outside agencies.)

**PART II - ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?**

- YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter.)
- NO (Please go on to PART III.)

**PART III - INDICATE YOUR RECOMMENDATION FOR FINAL ACTION.**

Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial.

IF YOU HAVE "NO COMMENT," PLEASE SO INDICATE, OR CALL.

Please see attached Thank you

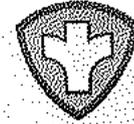
5/20/16  
Date

[Signature]  
Name

X 5551  
Phone



COUNTY OF SAN LUIS OBISPO HEALTH AGENCY



**Public Health Department**

Jeff Hamm  
Health Agency Director

Penny Borenstein, M.D., M.P.H.  
Health Officer

**Public Health**  
Prevent. Promote. Protect.

May 20, 2016

To: Brandi Cummings  
South County Team / Development Review

From: Environmental Health  
Leslie Terry

Project Description: DRC2015-00122, Hitachi Zosen INOVA CUP  
APN 076-371-025 & 031

Prior to construction final, applicant to obtain appropriate level of permitting from this office for process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including a potential for a Risk Management Plan). Project may necessitate updates to the Waste Connections, Inc. Business Plan including but not limited to the site plan.

Confirm separation distances between water wells, basins, and septic system components.

If plan review for cross connection determines a device is necessary, then an annual device test requirement shall be added as a condition of this CUP.

Prior to construction final, the site shall have a permit for a Non-Transient Non-Community water system in process (reactivation of the CBI water system permit).



ATTACHMENT 04  
 SAN LUIS OBISPO COUNTY  
**DEPARTMENT OF PUBLIC WORKS**

Wade Horton, Director

County Government Center, Room 206 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: [pwd@co.slo.ca.us](mailto:pwd@co.slo.ca.us)



Date: May 6, 2016  
 To: Brandi Cummings, Project Planner  
 From: Tim Tomlinson, Development Services  
 Subject: **Public Works Comments on DRC2015-00122 Hitachi Zosen Inova CUP, Old Santa Fe Rd., SLO, APN 076-371-025 & 031**

Thank you for the opportunity to provide information on the proposed subject project. It has been reviewed by several divisions of Public Works, and this represents our consolidated response.

**Public Works Comments:**

- A. Project site may be located within the City of San Luis Obispo Sphere of Influence per Memorandum of Agreement (MOA) approved by the Board on October 18, 2005. City road impact fees may be applicable to this project.
- B. The proposed project is within a drainage review area as there is an area of considerable flooding down stream of this project. A drainage plan is required to be prepared by a registered civil engineer and it will be reviewed at the time of Building Permit submittal by Public Works. The applicant should review Chapter 22.52.110 of the Land Use Ordinance prior to future submittal of development permits. Additional detention of storm water for flood control purposes may be required.
- C. The project meets the applicability criteria for Storm Water Management. Therefore, the project is required to submit a Storm Water Control Plan Application and Coversheet. The Storm Water Control Plan application and template can be found at:  
<http://www.slocounty.ca.gov/Assets/PL/Forms+and+Information+Library/Construction+Permit+Documents/Grading+and+Drainage+Documents/SWCP+Application+Pkg.pdf>

The Post Construction Requirement (PCR) Handbook can be found at:  
<http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new+stormwater/PCR+Handbook+1.1.pdf>

The provided SWCP appears adequate

**Recommended Project Conditions of Approval:****Access**

1. **At the time of application for construction permits**, the applicant shall provide evidence to the Department of Planning and Building that onsite circulation and pavement structural sections have been designed and shall be constructed in conformance with Cal Fire standards and specifications back to the nearest public maintained roadway.
2. **At the time of application for construction permits**, and in accordance with Streets and Highway Code Section 1480.5 & 1481 the applicant shall submit an application to the Department of Public Works for an Encroachment Permit to reconstruct, if necessary, all deteriorated or non-compliant parent parcel frontage improvements.

**Drainage**

3. **At the time of application for construction permits**, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) of the Land Use Ordinance. Provide calculations to determine if all drainage must be retained or detained on-site (the design of the basin shall be approved by the Department of Public Works).

**Storm Water Control Plan**

4. **At the time of application for construction permits**, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.
5. **At the time of application for construction permits**, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.
6. **Prior to issuance of construction permits**, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.



## Community Development

919 Palm Street, San Luis Obispo, CA 93401-3249  
805.781.7170  
society.org

June 8, 2016

Brandi Cummings  
Department of Planning and Building  
County of San Luis Obispo  
976 Osos St., Rm. 300  
San Luis Obispo, CA 93408

**SUBJECT: Proposed Conditional Use Permit for an anerobic digestion plant to process green and food waste; 4388 Old Santa Fe Road, San Luis Obispo (DRC 2015-000122 HITACHI Zosen INOVA)**

This letter serves as the City of San Luis Obispo's comment letter on the conditional use permit review to allow construction of an anaerobic digestion plant to process green and food waste.

The 2005 City/County Memorandum of Understanding states that the County and City should work cooperatively to plan for future uses and public services and facilities to improve and maintain area circulation, connections, and to preserve agricultural land and open space, and we appreciate this opportunity to provide input. The project is located within the City of San Luis Obispo's Airport Area Specific Plan (AASP) and is designated for annexation.

This letter includes comments and recommended conditions of approval which should be included with any project approvals.

### Airport Land Use Plan

Due to the proposed project's close proximity to County Airport runways 7-25 & 11-29, and proposed installation of the new blower and flare, and rooftop photovoltaics, staff recommends consultation with the County staff liaison to the Airport Land Use Commission to verify conformance with any overflight safety provisions of the Airport Land Use Plan (glare, emissions, etc.) and to determine whether the project should be reviewed by the County Airport Land Use Commission.

### Airport Area Specific Plan

The project site is located within the Airport Area Specific Plan (AASP) and is designated for annexation to the City of San Luis Obispo. Project approvals in this area should be coordinated with planned development and infrastructure improvements in the AASP. The AASP provides a framework to guide development decisions in the

City of San Luis Obispo referral response  
Hitachi Zosen Inova (DRC2015-00122)

planning area and conditions of approval to accommodate planned infrastructure should be applied accordingly (please see Public Works comments and conditions below).

For the complete Airport Area Specific Plan, please see the following link:  
<http://www.slocity.org/government/department-directory/community-development/planning-zoning/specific-area-plans/airport-area>

## **Public Works Department Comments**

### ***Comments for the County Referral Projects accessed from Buckley Road***

1. All projects should be conditioned to be consistent with the City's Airport Area Specific Plan (AASP) street and infrastructure recommendations.
2. Transportation Impact fees are primarily for off-site mitigation needed to serve development in this area. This includes the Buckley Road extension to Higuera, work at Broad/TFR and the LOVR interchange location. AASP fees do not include collections of funds for this section of Buckley Road. The County no longer collects Fringe Fees for these purposes and has turned responsibility over to the City to implement many of the area projects.

### ***Recommended Condition of Approval***

*Should the County consider approval of the application to construct the commercial building, the City requests the following conditions be required:*

1. In order to mitigate offsite traffic impacts, fees shall be required for City transportation Impact fees for various programs. These fees will need to be paid at time of building permit issuance but may also be paid prior to map recordation consistent with County policies. These fees should include:
  - a. Citywide Transportation Impact Fee
  - b. Airport Area Specific Plan Fee
  - c. LOVR Interchange Mitigation Fee

**The City requests to continue to be notified/consulted on further project review such as any significant project modifications, environmental review, and upcoming hearings.**

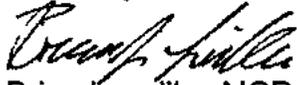
Please feel free to contact me if you have any questions or would like to arrange a meeting. I can be contacted by phone at 805-781-7166, or by e-mail: [bleveille@slocity.org](mailto:bleveille@slocity.org)

Thank you for considering City Community Development Department comments on the proposed project.

ATTACHMENT 04

City of San Luis Obispo referral response  
Hitachi Zosen Inova (DRC2015-00122)

Sincerely,



Brian Leveille, AICP

Senior Planner

Long Range Planning

City of San Luis Obispo, Community Development Department

CC: San Luis Obispo City Council  
Xzandrea Fowler, Deputy Director of Community Development  
Tim Bochum, Deputy Director of Public Works  
Hal Hannula, Supervising Civil Engineer  
Jake Hudson, Traffic Operations Manager

## **STAFF REPORT SAN LUIS OBISPO COUNTY AIRPORT LAND USE COMMISSION**

**DATE: JUNE 29, 2016**

**TO: AIRPORT LAND USE COMMISSION (ALUC)**

**FROM: BRIAN PEDROTTI, COUNTY PLANNING AND BUILDING**

**REFERRING**

**AGENCY: COUNTY OF SAN LUIS OBISPO  
APPLICANT: HITACHI ZOSEN INOVA, U.S.A., LLC  
COUNTY FILE NUMBER: DRC2015-00122  
PROJECT MANAGER: BRANDI CUMMINGS**

**SUBJECT: A REFERRAL BY THE COUNTY OF SAN LUIS OBISPO (COUNTY) FOR A DETERMINATION OF CONSISTENCY OR INCONSISTENCY REGARDING A CONDITIONAL USE PERMIT (CUP) TO ALLOW FOR THE CONSTRUCTION OF AN ANAEROBIC DIGESTION PLANT TO PROCESS GREEN AND FOOD WASTE. THE PROJECT INCLUDES AN EXISTING 13,000 SQUARE FOOT BUILDING AND A NEW 36,000 SQUARE FOOT BUILDING AND RELATED EQUIPMENT.**

**LOCATION: THE 12.5-ACRE PROPERTY (APNs: 076-371-025 AND 031) IS LOCATED AT 4388 OLD SANTA FE ROAD, AND IS WITHIN THE INDUSTRIAL LAND USE CATEGORY. THE PROPOSED PROJECT IS LOCATED IN THE SAN LUIS OBISPO COUNTY REGIONAL AIRPORT LAND USE PLAN (ALUP) – AVIATION SAFETY AREAS S-1B AND THE RPZ (RUNWAY PROTECTION ZONE).**

**RECOMMENDATION:**

Recommend a determination of consistency with the ALUP to the County of San Luis Obispo for a Conditional Use Permit (CUP) to allow for the construction of an anaerobic digestion plant to process green and food waste subject to the conditions of approval set forth below.

**Finding(s):**

- a) The proposed project is consistent with General Land Use Policies, G-1 through G-3 because: all information required for review of the proposed local action was provided by the referring agency; the project (as conditioned) would not result in any incompatibilities to the continued economic vitality and efficient operation of the Airport with specific respect to safety, noise, overflight or obstacle clearance; and since some of the lots affected by the proposed project or local action are located in more than one noise exposure area or aviation safety area, the standards for each such area will be applied separately to the land area lying within each noise or safety zone;
- b) The proposed project is consistent with the Specific Land Use Policies for Noise because the area affected by the project or local action is located within the 60 dB CNEL airport noise contour and development of any moderately noise-sensitive uses such as offices shall meet the requirements of interior noise levels specified in Table 4 and Section 4.3.3 of the ALUP;
- c) The proposed project is consistent with the Specific Land Use Policies for Safety because the proposed development would not result in a density greater than specified in Table 7; the proposed development would not result in a greater building

- coverage than permitted by Table 7; and the proposed development would not result in high intensity land uses or special land use functions as conditioned;
- d) The proposed project is consistent with the Specific Land Use Policies for Airspace Protection because the proposed gas flare is fully enclosed in a concrete foundation and is only used occasionally for excess biogas combustion, and the proposed development shall not include any structure, landscaping, glare, apparatus, or other feature, whether temporary or permanent in nature to constitute an obstruction to air navigation or a hazard to air navigation;
- e) The proposed project is consistent with the Specific Land Use Policies for Overflight because the proposed development has been conditioned to record avigation easements for each property developed within the project area prior to the issuance of any building permit or minor use permit; and all owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the Airport Area; and
- f) The proposed development within the project area will not exceed the maximum building coverage nor increase densities greater than what is allowed per Table 7 of the ALUP, because the square footage of the space and maximum number of people per acre do not surpass the requirements set by the ALUP as discussed in the report, and will be incorporated into the conditions of approval for the development permits.

**PROJECT DESCRIPTION:**

Proposal: Construction of an anaerobic digestion plant to process green and food waste

Setting: Industrial and commercial uses

Existing Uses: Four buildings, including a manufacturing building [21,382 square feet (sq.ft.)] and office area (5,000 sq.ft.), a paint booth building (7,160 sq.ft.), a manufactured building/portable restroom, and a 47-foot tall one-story manufacturing building (13,128 sq. ft.), also known as the "plate cutting" building

Site Area: Approximately 12.5 acres

**DISCUSSION:****Anaerobic Digestion Plant**

The applicant has submitted a proposal for the construction of an anaerobic digestion plant to process green and food waste. The plant will utilize the existing 13,128 square foot building (formerly, the plate cutting building) with the addition of 36,000 square feet of new construction, including the introduction of equipment related to the anaerobic digestion process. A new office trailer will be located west of the existing plate cutting building. An 80-space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming/outgoing trucks. As initially referred, the project includes a compressed natural gas ("CNG") fueling station for the potential to fuel the increasing fleet of CNG-fueled trucks. However, the applicant has indicated that the fueling station is longer going to be included in the project.

**Setting/Existing Uses/Site Area**

The project site consists of two parcels totaling 12.5 acres located at 4388 Old Santa Fe Road, east of Hoover Road. The subject parcels (APNs: 076-371-025 and 031) are in the Industrial land use category. The site is developed with four buildings as described above. Surrounding land uses include: the SLO Regional Airport to the north, light industrial and Airport to the south and east, and vacant County-owned land to the west.

Airport Land Use Plan Applicability

The project site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29 and approximately 400 feet from active runway 11. The project site is within the 60 dB Airport Land Use Plan Noise Contour, as shown on ALUP Figure 1 (Airport Noise Contours) and the 75 dB Single Event Noise Contour, as shown on ALUP Figure 2 (Single Event Noise Contours). A portion of the property is located within the RPZ, however, no development is proposed within the RPZ.

ALUP 5.3 Land Use Compatibility Table

Staff has identified the primary use as Agricultural Processing, as defined in Section 8 of the ALUP, because the project involves "receiving and processing of green material which is not produced on-site (commercial composting)." The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to the values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited within the RPZ, but no portion of the operation is proposed in this area.

Although the fueling station constitutes a special function land use, specifically an unusually hazardous use (defined to include "fuel pumping facilities") which is prohibited within S-1b, the applicant has indicated that the fueling station will not be included in the project. The ALUP defines "unusually hazardous uses" as follows: "land uses which include features which could substantially contribute to the severity of an aircraft accident if they were to be involved in one; includes above ground storage of substantial quantities of flammable materials, fuel pumping facilities, above ground electric transmission lines or switching facilities, above ground pipelines carrying flammable materials, and other similar uses." Aside from the fueling station, the only other proposed uses potentially falling within this definition include the above ground storage tank and pipelines storing/carrying flammable materials. The proposed tank includes a secondary biogas storage unit in the upper portion of the tank which is intended to be used as occasional backup storage, and will not be continuously filled with flammable material. Based on the foregoing and as conditioned, the project does not include features that could "substantially contribute" to the severity of an aircraft accident nor does it include the above ground storage of "substantial quantities" of flammable materials. This is an issue the Commission should deliberate further during this hearing so the Applicant and Airports Manager can work toward a final resolution. A finding will need to be made to address this conclusion.

ALUP Table 7 – Density Adjustment

Based on review of the ALUP Table 7 (Planning Requirements and density adjustments for Land Uses within the Aviation Safety Areas for the San Luis Obispo County Regional Airport): 1) the maximum building coverage (% of gross area) is 10 percent for Airport Safety Area S-1b; 2) the maximum density of use (non-residential) is 40 persons/acre for Airport Safety Area S-1b; and 3) Special Function and High Intensity Land Uses are not allowed within the Airport Safety Area S-1b.

ALUP Table 8 – Non-Residential Land Use Densities

Based on review of ALUP Table 8 – Non-Residential Land Use Densities: 1) Agriculture (Agricultural processing) maximum density is 1 person per 200 sq. ft. gross floor area, plus one person per 1000 sq. ft. outdoor processing area is allowable; and 2) Offices maximum density is 1 person per 200 sq. ft. gross floor area.

Density and Building Coverage Calculations

The applicant's requested density for the anaerobic digester facility is based on 8.83 gross acres within the S-1b Airport Safety Area. Based on ALUP Table 7, a maximum non-residential density of up to 40 persons per acre is allowed. Based on ALUP Table 8, density is determined for the facility as 1 person per 200 sq.ft; and 1 person per 200 sq.ft. gross floor area for Office.

Airspace Protection

The construction of tall structures, including buildings and construction cranes – in the vicinity of an airport can be hazardous to the navigation of airplanes. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from penetration by obstructions in order to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage needing to be evaluated for tall structure impacts can extend miles from an airport facility. The proposed digester facility, as well as any tall structure(s) proposed as future development for other parcels, shall be reviewed by the Air Traffic Division of the FAA to determine compliance with the provisions of FAR Part 77.

The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport. Draft revisions to the ALP, which are currently under review but not yet finalized by the FAA, show that a portion of the proposed building will potentially encroach on the critical area associated with the glideslope antenna signals. The primary concern associated with interference in the critical area is with moving vehicles or aircraft that could affect radio frequencies. According to the consultant for the revised ALP, buildings are less likely to interfere with these frequencies, but any proposed building should be reviewed by the FAA. In addition, the ALP also includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future road alignments.

The proposed plan also includes an emergency gas flare for excess biogas that can accumulate, and is used on an occasional and limited basis in case of emergency or for routine maintenance purposes. The gas flare is entirely located within a concrete foundation. In addition, exhaust air from the digester is released in a large open concrete tank filled with pieces of tree roots to absorb odors. The applicant has indicated that airflow through the tree roots is continuous and will discourage birds, which can be a hazard to airplanes, from foraging for wood.

**Maximum Non-residential density (S1b):**

$$\underline{8.83 \text{ gross acres} \times 40 \text{ person per acre} = 353 \text{ persons total}}$$

**Maximum Agricultural Processing density:**

Indoor Production = 49,000 sq.ft

1 person per 200 sq.ft. of indoor processing =

$$1 \text{ person} \times 49,000 \text{ sq.ft.} / 200 \text{ sq.ft.} (245) = 245 \text{ persons}$$

$$\underline{Aq \text{ Processing Density} = 245 \text{ persons}}$$

**Maximum Office density:**

Offices = 1,000 sq.ft.

1 person per 200 sq.ft. of gross floor area for office =

$$1 \text{ person} \times 1,000 \text{ sq.ft.} / 200 \text{ sq.ft.} (5) = 5 \text{ persons}$$

$$\underline{Office \text{ Density} = 5 \text{ persons}}$$

**Maximum Building Coverage: (includes total acreage in S1b and RPZ)**

$$\underline{12.53 \text{ gross acres} \times 10\% = 1.25 \text{ acres (54,450 sq.ft.)}}$$

**Conditions of Approval to be incorporated into any use permit(s) for development:**

1. The non-residential density for the property is limited to 353 persons, the maximum agricultural processing density is limited to 245 persons, and the maximum office density is limited to 5 persons.

2. The building coverage for the property is limited to 1.25 acres (54,450 sq.ft.).
3. All tall structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities must be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for a building permit. The applicant shall also coordinate with the FAA on potential structural encroachments into the glidescope critical areas as shown on the draft Airport Layout Plan.
4. All moderately noise sensitive land uses on the Project Site shall include noise mitigation as required by the ALUP.
5. No structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
6. Any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
  - creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - lighting which is difficult to distinguish from airport lighting;
  - glare in the eyes of pilots using the airport;
  - uses which attract birds and create bird strike hazards;
  - uses which produce visually significant quantities of smoke; and
  - uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).
7. Avigation easements shall be recorded for each property developed within the area included in the proposed local action prior to the issuance of any building permit or conditional use permit.
8. All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area.
9. Consistent with the representations of the application, no fueling station shall be included in the project.

**EXHIBITS:**

- Ex. 1-8: Project Graphics  
Ex. 9: Project Description Package



## Negative Declaration & Notice Of Determination

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

**ENVIRONMENTAL DETERMINATION NO. ED15-266**

**DATE: 7-21-2016**

**PROJECT/ENTITLEMENT:** Hitachi Zosen Inova Conditional Use Permit; DRC2015-00122

**APPLICANT NAME:** Hitachi Zosen Inova USA, LLC      **Email:** William.Skinner@hz-inova.com  
**ADDRESS:** 3740 Davinci Court, Ste 250, Norcross, CA 30092  
**CONTACT PERSON:** Carol Florence      **Telephone:** 805-541-4509

**PROPOSED USES/INTENT:** Hearing to consider a request by Hitachi Zosen Inova USA, LLC for a Conditional Use Permit to allow for the construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area. The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities. The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres. The proposed project is within the Industrial land use category. The site is in the San Luis Obispo Sub Area (North) of the San Luis Obispo planning area.

**LOCATION:** 4388 Old Santa Fe Road, approximately 850 feet east of Hoover Avenue and Old Santa Fe Road, south of the community of San Luis Obispo.

**LEAD AGENCY:** County of San Luis Obispo  
 Dept of Planning & Building  
 976 Osos Street, Rm. 200  
 San Luis Obispo, CA 93408-2040  
 Website: <http://www.sloplanning.org>

**STATE CLEARINGHOUSE REVIEW:** YES  NO

**OTHER POTENTIAL PERMITTING AGENCIES:** Air Pollution Control District Environmental Health

**ADDITIONAL INFORMATION:** Additional information pertaining to this Environmental Determination may be obtained by contacting the above Lead Agency address or (805)781-5600.

**COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT ..... 4:30 p.m. (2 wks from above DATE)**

**30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification**

### Notice of Determination

State Clearinghouse No. \_\_\_\_\_

This is to advise that the San Luis Obispo County \_\_\_\_\_ as  *Lead Agency*  
 *Responsible Agency* approved/denied the above described project on \_\_\_\_\_, and  
 has made the following determinations regarding the above described project:

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures and monitoring were made a condition of approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at the 'Lead Agency' address above.

<b>Signature</b>	Brandi Cummings (bcummings@co.slo.ca.us)	<b>Date</b>	County of San Luis Obispo
	<b>Project Manager Name</b>		<b>Public Agency</b>



## Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

(ver 5.9) 2/20/15

**Project Title & No.** Hitachi Zosen Inova USA, LLC Conditional Use Permit **ED15-266**  
(DRC2015-00122)

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Recreation
<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hazards/Hazardous Materials	<input checked="" type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Noise	<input type="checkbox"/> Wastewater
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Water /Hydrology
<input type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Brandi Cummings (bcummings@co.slo.ca.us)

Prepared by (Print)

Signature

Date

James Caruso

Reviewed by (Print)

Signature

Ellen Carroll,  
Environmental Coordinator  
(for)

Date

### **Project Environmental Analysis**

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

## **A. PROJECT**

**DESCRIPTION:** A request by Hitachi Zosen Inova USA, LLC for a Conditional Use Permit to allow for the construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area (see map below). The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres. The proposed project is within the Industrial land use category and is located at 4388 Old Santa Fe Road, approximately 850 feet east of Hoover Avenue and Old Santa Fe Road, south of the community of San Luis Obispo. The site is in the San Luis Obispo Sub Area (North) of the San Luis Obispo planning area.

**Construction:** The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities.

**Plant Operations:** The ADP will be manned five days a week in a single-shift. All maintenance and service tasks will be carried out during this time. Brief inspections will be made on weekends and during emergency and stand-by times. The actual digestion process takes place automatically around-the-clock without maintenance. Biogas production and utilization will also take place around-the-clock.

The organic material, which consists of approximately 80% - 90% organic green waste and 10% - 20% food waste, will be delivered to the plant and deposited in the reception hall. All handling of organic materials will take place in closed and ventilated rooms. Automatic roll doors will allow trucks to enter the facility and close immediately upon safe entry. From there, the material will be fed into the processing area using a wheel loader. The material will be pre-processed through a star screen that will remove contaminants such as plastic, paper and other non-organic items. Ferromagnetic particles will also be removed. The material will then be shredded and screened to pieces of approximately 2-inch in size. The pre-treated material will then be transported to an intermediate storage bunker. The dosing unit will be equipped with a conveyor chain (alternative: push floor) feeding the material in batches to the digester via conveyor belts or screw conveyors. The dosing unit will be equipped with a scale to monitor the amount of material fed into the digester.

**The Kompogas Digester.** The continuously fed, horizontal PF1800 plug-flow digester has a capacity of 1,800 m<sup>3</sup> (64,000 cubic feet±) at a filling level of approximately 85%. The digester is a patented steel structure with inner dimensions of approximately 38.3 m (126 feet) / 44m (144

feet) x 8.5m (28 feet) (length x diameter). A heating system, consisting of a central heat distribution system installed underneath the digester and a series of heating lances inserted through the digester, ensures that the process temperature is reached rapidly and is constantly maintained. Hot water supplied by the combined heat and power unit (CHP) is used as the heating media. In order to minimize heat losses, the steel tank is enclosed by thermal insulation. The central heat distribution system is installed underneath the digester within the enclosure, accessible by doors from both ends.

The digestion process is based on anaerobic-thermophilic dry digestion at a temperature of approx. 55°C / 131°F and a retention time of approximately fourteen (14) days. Any unwanted seeds, germ buds and micro-organisms are eliminated inside the gas-tight digester. A slowly turning agitator device results in de-gasification, while sedimentation of heavy matter in the digestion substrate is addressed due to special positioning of the agitator paddles.

**Dewatering.** The digested remainder material will be removed out of the reactor by the outlet pump and dewatered by screw presses, which separate the digested substrate into press cake (ultimately compost) and press water (ultimately liquid digestate/compost tea). The liquid digestate/compost tea will be piped into the press water tank, where it will be stored for future use off-site. A portion of the presswater will be treated by advanced mechanical press water treatment and recirculated for moistening the input feedstock material. The water surplus can also be stored for the further utilization. The press water can be used for moistening compost piles.

**Presswater and Loading.** Liquid digestate from the presswater feeding tank will be pumped to one large presswater storage tank outside of the main building. Storage tanks are covered by a gas and odor tight membrane and equipped with a water tight door. This allows access for periodic removal of sediments with equipment (e.g., Bobcat). The head space above the presswater tank (within the gas membrane) will be used for secondary biogas storage. Presswater can be used as liquid organic amendment in the agriculture industry. Agriculturists will pick up liquid digestate and fill their trucks directly at the storage tank, by means of a digestate loading station.

**Post-Treatment of Solid Digestate.** Solid digestate will be taken from underneath the dewatering presses (dripping cone) with a shovel loader and deposited into one of several open boxes, located in the compost hall. The digestate will be subject to aerobic stabilization and removal of volatile organic compounds. Air will be blown for approximately twenty-one (21) days through the material by means of ventilation channels in the floor, therefore allowing a rapid aerobic stabilization. The exhaust air of those boxes, as well as the air of the whole post-treatment hall, will be collected and piped to the waste air treatment plant (i.e., a system including piping, bio-filter, exhaust, humidification, etc.).

**Biogas Utilization.** The space in the head section of the digester is used as a storage buffer for the continuously produced biogas. This ensures optimal operation of the biogas utilization equipment and hence efficient energy use. The biogas is extracted from the digester/gas storage through stainless steel pipes and fed first into a biogas pretreatment/cleaning system, or directly into the CHP.

Raw biogas from the digester is first desulfurized and then dewatered to an acceptable level for the following biogas utilization systems. The biogas is analyzed for its content of methane (CH<sub>4</sub>), carbon dioxide (CO<sub>2</sub>), oxygen (O<sub>2</sub>) and hydrogen sulfide (H<sub>2</sub>S). The following describes the quantity and quality of the raw biogas during the operational phases of the process.

**Heating of Liquid Digestate (inoculum):** Little biogas is produced in this phase, but what gas is produced is flared. The duration of this phase of the process is approximately four (4) to six (6) weeks depending upon the quality of the liquid digestate and climatic conditions.

**Digester Feeding:** The digester is temperature controlled for enhanced degradation stability and rate. Shortly after the first feedstock is added to the digester and once the target temperature is reached, the biogas quality is typically good (i.e., >50% CH<sub>4</sub>).

The pre-treated biogas is lead to a combined heat and power (CHP) unit. The CHP unit is a complete module with gas controller, gas engine, generator, exhaust funnel, heat recovery, cooling unit, catalyst and control unit. It is installed in a container, ready for connection and supplied for outdoor installation. The CHP is designed to ensure maximum possible electrical efficiency and high availability. The electrical power can be fed into the grid, while a small amount of heat (approximately 25%) is used for heating the fermenter.

**Exhaust Air.** The digester is a completely closed system, as the process operates under anaerobic conditions (i.e., in the absence of air). Therefore, no emissions are released into the surrounding environment by the digestion plant. Exhaust air collected from the various halls is moistened with water by means of a nozzle system operated with compressed air. Reaching humidity levels of 95% guarantees an optimal operation of the subsequent biofilter, requiring minimal maintenance. To lower the total air volume to be treated by the biofilter, the total exhaust air collected in the waste treatment hall is directed to the composting hall as inlet air. The air from the treatment hall is reused for aeration of the composting hall before it is led to the biofilter for treatment.

The biofilter consists of a large open concrete tank with a permeable floor to allow for air flow, and is filled completely with pieces of tree roots. Root wood will consist of 70 – 90% coniferous (e.g., spruce, fir, pine) and 10 – 30% hardwood. After being shredded and sieved to between 40 – 120 mm, the wood chunks offer a large surface as a breeding ground for natural micro-organisms which absorb the volatile organic compounds contained in the exhaust air. The loosely stacked biofilter results in a minimal pressure loss of the exhaust air stream.

To prevent the air from penetrating into the environment, both the treatment hall and the composting hall are kept in a state of slight under-pressure. In the areas of the dewatering and digestate storage of residues, higher odor emissions, such as NH<sub>3</sub>, are expected. Therefore, in the area of the dewatering screw press and the decanter, an air exchange rate of approximately four (4) per hour is anticipated. Further, the feeding and transfer hopper of the screw presses are connected to the exhaust system to evacuate the odor emissions at their source. Blinds/shutters are installed in the back wall of the screw presses to minimize the odor emission in the area of the dewatering presses and decanter.

The waste water collecting shaft is also connected to the exhaust air system. For the area on front of the composting boxes, the overall exchange rate is approximately three (3) per hour. Both liquid storage tanks are connected to the exhaust air system. To prevent an ex-zone within the tanks, an emergency aspiration will be installed in case of failure of the main air exhaust system. Besides the exhaust air coming from the treatment hall, another part of fresh air must be entrained by blinds/shutters or hall-gates into the composting hall.

Before the exhaust air reaches the biofilter, it is humidified. This can be performed by introducing an injection nozzle system into the air duct and applying air and water into the opposite direction of the exhaust air stream. The ADP will be installed with an ammonia scrubber which will prevent inhibition and high odor emissions in the biofilter.

**ASSESSOR PARCEL NUMBER(S):** 076-371-025, 076-371-031

Latitude: 35 degrees 14' 23.5674" N Longitude: -120 degrees 39' 5.1186" W

**SUPERVISORIAL DISTRICT # 3**

**B. EXISTING SETTING****PLAN AREA:** San Luis Obispo      **SUB:** San Luis Obispo(North)      **COMM:** San Luis Obispo**LAND USE CATEGORY:** Industrial**COMB. DESIGNATION:** Airport Review**PARCEL SIZE:** 12.53 acres**TOPOGRAPHY:** Nearly level**VEGETATION:** Urban-built up**EXISTING USES:** Industrial uses ; Waste Connections**SURROUNDING LAND USE CATEGORIES AND USES:**

<i>North:</i> Recreation; airport runway/vacant	<i>East:</i> Industrial/Public Facilities; airport /offices/industrial
<i>South:</i> Public Facilities; airport	<i>West:</i> Agriculture; undeveloped

## C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, at least one issue was identified as having a potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.



### COUNTY OF SAN LUIS OBISPO INITIAL STUDY CHECKLIST

1. AESTHETICS	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The proposed project is located across two parcels that total 12.53 acres. The property is located in the Industrial land use category and is surrounded by Agriculture, Recreation, Industrial, and Public Facilities land use categories. The San Luis Obispo County Regional Airport is located to the north and east of the project site and agricultural properties are located to the south and west. The property is located in an unincorporated area within the City of San Luis Obispo's Urban Reserve Line and greenbelt boundary.

The property is currently utilized by Waste Connections, a solid waste hauling company. The existing site is characterized by buildings, waste container and dumpster storage, haul trucks, and related maintenance equipment. The existing building to be remodeled is located on the rear parcel and is 47 feet in height.

The project is not located in a Sensitive Resource Area, Scenic View Area, or Highway Corridor Design area and is not visible from Highway 227 (Broad Street).

**Impact.** The project consists of the remodel of an existing 47 foot tall building, and an addition to that structure that will be 40 feet tall. The existing building and proposed addition are aesthetically similar to the other Waste Connections buildings and nearby airport structures. The project is surrounded by industrial and office buildings directly to the east, the airport to the north, and open agricultural lands to the south and west. The project will not be visible from any major public roadway or silhouette against any ridgelines as viewed from public roadways. Safety lighting will be installed on the building

and outdoor equipment as necessary. An existing 80 space dirt parking lot will be re-surfaced with pavement, but no additional parking lot lighting will be installed. The project is considered compatible with the surrounding uses.

**Mitigation/Conclusion.** No significant aesthetic impacts are expected and no mitigation is required.

**2. AGRICULTURAL RESOURCES**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Conflict with existing zoning for agricultural use, or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting. Project Elements.** The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Industrial

Historic/Existing Commercial Crops: None

State Classification: Prime Farmland if irrigated

In Agricultural Preserve? Yes

Under Williamson Act contract? No

The soil type(s) and characteristics on the subject property include:

Cropley clay (0 - 2 % slope). This nearly level clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class II when irrigated.

Cropley clay (2 - 9 % slope). This gently sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class II when irrigated.

**Impact.** The project is located in a predominantly non-agricultural area with no agricultural activities occurring on the property or immediate vicinity. The proposed project will be located on a heavily disturbed site that currently serves as a storage and maintenance area for Waste Connections. The area comprises of highly compacted dirt and concrete. No significant impacts to agricultural resources are anticipated.

**Mitigation/Conclusion.** No mitigation measures are necessary.

**3. AIR QUALITY**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>GREENHOUSE GASES</b>				
f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

The project proposes to disturb soils that have been given a wind erodibility rating of 4, which is considered "moderate."

"Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The CARB has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because

people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions and because the presence of pollution detracts from the recreational experience. The nearest residence is located approximately 1,500 feet to the south of the project site. The nearest school/daycare is located approximately 2,600 feet to the northeast of the project site." (RCH Group, March 29, 2016).

Currently, Waste Connections hauls green waste to either Cold Canyon Land Fill (approximately 5 miles southeast) or Engel & Gray, Inc.'s Regional Compost Facility in Santa Maria (approximately 31 miles southeast). Residential food waste is not currently collected.

The applicant has submitted an *Air Quality Technical Memorandum* (RCH Group, April 20, 2016) as well as an *Air Quality Technical Report* (RCH Group, March 29, 2016).

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,
3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO<sub>2</sub>/year (MT CO<sub>2</sub>e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO<sub>2</sub>e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As

a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation.

**Impact.** The proposed project will add to Waste Connection's current collection services by providing residential food waste service. Two additional collection trucks will be added to Waste Management's current fleet to collect commercial food waste and two new residential food waste collection truck drivers and five on-site employees will be hired to run the project. Collection trucks will return to the Waste Connections site to deposit green and food waste in the anaerobic digester facility. Automatic roll doors will allow trucks to enter the facility and close immediately after entry, minimizing odor leakage. The facility will be kept at negative pressure, so outside air will be pulled in when the doors open, preventing inside air and odors from escaping. The material is prescreened to remove trash and then shredded into 2-inch sized matter. Shredded material is loaded into a heated plug-flow digester and is transformed into three by-products: biogas, solid digestate (compost), and liquid digestate (compost tea). Biogas is collected from the digester and pretreated/cleaned. From there the biogas will be utilized by the combined heat and power plant (CHP) to produce electricity to power the operations of the plant and produce heat for the digester to maintain optimum temperature; excess electricity will be fed into the PG&E power grid. Excess gas and gas produced during maintenance periods and project startup will be flared. Solid compost will be taken to a storage area for aerobic stabilization and the exhaust air from this process will be piped to the waste air treatment plant. Liquid digestate will be pumped to one large presswater storage tank outside of the main building. Storage tanks are covered by a gas and odor tight membrane and equipped with a water tight door. The head space above the presswater tank (within the gas membrane) will be used for secondary biogas storage.

Construction Phase. As proposed, the project will result in the disturbance of approximately 4.8 acres. "A total of 1,800 cubic yards of cut and 800 cubic yards of fill were estimated during site grading. Based on CalEEMod, a total of 325 haul truck round trips were estimated for cut and fill." (RCH Group, March 29, 2016). This will result in the creation of construction dust, as well as short- and long-term vehicle emissions.

"Construction activities are expected to occur for a duration of approximately seven months and be completed by the end of November 2017. Construction phases would include site preparation, grading, building construction, paving, and architectural coating. Typically, construction activities would occur eight hours per day, Monday through Friday. The CalEEMod was used to quantify construction-related pollutant emissions." (RCH Group, March 29, 2016).

Table AQ-1 below shows the SLO County APCD Thresholds of Significance for Construction Emissions. Tables AQ-2 and AQ-3 below show the estimated peak daily, annual, and quarterly construction emissions.

**Table AQ-1: Thresholds of Significance for Construction Emissions**

Pollutant	Threshold		
	Daily <sup>a</sup>	Quarterly Tier 1 <sup>b</sup>	Quarterly Tier 2 <sup>c</sup>
Ozone Precursors (ROG + NO <sub>x</sub> )	137 pounds	2.5 tons	6.3 tons
Diesel Particulate Matter (DPM)	7 pounds	0.13 tons	0.32 tons
Fugitive Particulate Matter (PM10), Dust <sup>d</sup>	--	2.5 tons	--

Source: Table 2 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-2: Estimated Peak Daily Construction Emissions (pounds)**

	Ozone Precursors (ROG+ NO <sub>x</sub> )	DPM	Fugitive PM10 Dust
Proposed Project Peak Daily Emissions	63.6 + 51.9 = 115.5	2.5	20.2
Significance Threshold	137	7	--
Significant?	No	No	No

Source: Table 4 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-3: Estimated Annual and Quarterly Construction Emissions (tons)**

	Ozone Precursors (ROG+ NO <sub>x</sub> )	DPM	Fugitive PM10 Dust
Proposed Project Annual Emissions	0.81 + 2.02 = 2.83	0.11	0.13
Proposed Project Quarterly Emissions	0.40 + 1.01 = 1.41	0.06	0.6
Quarterly Tier 1 Significance Threshold	2.5	0.13	2.5
Significant?	No	No	No

Source: Table 5 of the Air Quality Technical Report (RCH Group, March 29, 2016)

"All construction-related emissions would be below the SLO County APCD's thresholds of significance for construction. However, construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. High winds (greater than 10 miles per hour) occur infrequently in the area, less than two percent of the time. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM10 concentrations may be adversely affected on a temporary and intermittent basis during construction. In addition, the fugitive dust generated by construction would include not only PM10, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts." (RCH Group, March 29, 2016).

The San Luis Obispo County Air Pollution Control District (SLOCAPCD) reviewed the project referral and Air Quality Technical Report (RCH Group, March 29, 2016) and "agrees the construction phase impacts will likely be less than the SLOCAPCD's significance threshold valued identified in Table 2-1 of the CEQA Air Quality Handbook...[s]taff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report." (Guise, APCD Comments Regarding the Kompogas Anaerobic Digestion Plan Initial Study/Mitigated Negative Declaration, May 11, 2016).

**Operational Phase.** The proposed project will add to Waste Connection's current collection services by providing residential food waste service. Two additional collection trucks will be added to Waste Management's current fleet to collect commercial food waste. This will result in an increase of approximately 146 vehicle miles traveled (VMT) per day. Additionally, "[t]he proposed project would result in four new 20-mile haul truck round trips per week for transporting solid and liquid digestate to nearby agricultural areas. The proposed project would also increase the number of worker trips per day due to five new on-site employees and the two new commercial food waste collection truck drivers. Emissions from collection trucks, haul trucks, and employee vehicles were calculated using EMFAC and comprise the mobile (on-road vehicles) emissions." (RCH Group, March 29, 2016).

"The proposed project on-site operations would require the use of a wheel loader, forklift, and pickup truck. The proposed project would use CNG to power the forklift and pick-up truck, however, the analysis assumed a diesel-fueled forklift and a gasoline-fueled pick-up truck in the emission estimates as a conservative analysis. Mobile off-road equipment emissions were estimated using OFFROAD and EMFAC, and comprise the mobile (off-road equipment) emissions." (RCH Group, March 29, 2016).

Biogas produced by the digester will be utilized by the combined heat and power plant (CHP) to produce electricity to power the operations of the plant and produce heat for the digester to maintain optimum temperature. "The combined heat and power unit ("CHP") would be equipped with a selective catalytic reduction unit ("SCR") with Oxicat. SCR is one of the most cost-effective and fuel-efficient diesel engine emissions control technologies available and would control ROG emissions, including air toxics such as formaldehyde and benzene (byproducts of the combustion of gaseous fuels). Additionally, the biogas flare will provide ninety-eight percent (98%) destruction efficiency for any toxics present in the biogas." (*Draft Initial Study Checklist*, Oasis Associated, Inc., April 2016). SCR is a process of converting NO<sub>x</sub> with the aid of a catalyst, into nitrogen and water.

Table AQ-4 shown below shows the SLO County APCD Thresholds of Significance for Operational Emissions. Tables AQ-5 and AQ-6 show the estimated daily operational emissions for the CHP with and without a SCR/Oxicat. Table AQ-7 shows the estimated daily operational emissions of the flare. Table AQ-9 shows the estimated annual operational emissions of the project.

As seen in Table AQ-8, daily ROG and NO<sub>x</sub> emissions from the project would exceed the APCD's threshold of 25 lbs/day and is considered a significant impact requiring mitigation (See Exhibit B).

**Table AQ-4: Thresholds of Significance for Construction Emissions**

Pollutant	Threshold	
	Daily	Annual
Ozone Precursors (ROG + NO <sub>x</sub> ) <sup>a,b</sup>	25 pounds/day	25 tons/year
Diesel Particulate Matter (DPM) <sup>a,c</sup>	1.25 pounds/day	--
Fugitive Particulate Matter (PM10), Dust <sup>d</sup>	25 pounds/day	25 tons/year
Carbon Monoxide (CO)	550 pounds/day	--

Source: Table 2 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-5: Estimated Daily Operational Emissions (CHP with SCR/Oxicat) (pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$8.8 - 5.9 = 14.7$	0.59	--	41.0
<b>Total Daily Emissions</b>	<b>24.3</b>	<b>0.69</b>	<b>0.2</b>	<b>45.3</b>
Significance Threshold	25	1.25	25	550
Significant?	No	No	No	No

Source: Table 7 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-6: Estimated Daily Operational Emissions (CHP without SCR/Oxicat) (pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$23.4 + 64.5 = 87.9$	0.59	--	147
<b>Total Daily Emissions</b>	<b>97.5</b>	<b>0.69</b>	<b>0.2</b>	<b>151</b>
Significance Threshold	25	1.25	25	550
Significant?	Yes	No	No	No

Source: Table 6 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-7: Estimated Daily Operational Emissions (Flare)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
Flare	$0.0 + 12.8 = 12.8$	--	--	31.9
<b>Total Daily Emissions</b>	<b>22.4</b>	<b>0.1</b>	<b>0.2</b>	<b>36.2</b>
Significance Threshold	25	1.25	25	550
Significant?	No	No	No	No

Source: Table 8 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-8: Estimated Daily Operational Emissions (all, pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$11.4 + 7.5 = 18.9$	0.76	--	53.1
<b>Total Daily Emissions</b>	<b>28.5</b>	<b>0.86</b>	<b>0.2</b>	<b>57.4</b>
Significance Threshold	25	1.25	25	550
Significant?	Yes	No	No	No

Source: Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Technical Memorandum (dated May 24, 2016)

Table AQ-9: Estimated Annual Operational Emissions (tons)

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
<b>Significance Threshold</b>	<b>25</b>	<b>--</b>	<b>25</b>	<b>--</b>
<b>Initial Year (CHP without SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	4.1 + 11.4 = 15.5	0.0	--	25.8
Flare	0.0 + 0.6 = 0.6	0.1	--	1.4
<b>Total</b>	<b>17.0</b>	<b>0.1</b>	<b>0.0</b>	<b>30.3</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Initial Year (CHP with SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	1.6 + 1.0 = 2.6	0.0	--	7.2
Flare	0.0 + 0.6 = 0.6	0.1	--	1.4
<b>Total</b>	<b>4.1</b>	<b>0.1</b>	<b>0.0</b>	<b>11.5</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Subsequent Year (CHP without SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	5.5 + 15.1 = 20.6	0.0	--	34.3
Flare	0.0 + 0.1 = 0.1	0.0	--	0.2
<b>Total</b>	<b>21.6</b>	<b>0.0</b>	<b>0.0</b>	<b>37.6</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Subsequent Year (CHP with SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	2.1 + 1.4 = 3.5	0.0	--	9.6
Flare	0.0 + 0.1 = 0.1	0.0	--	0.2
<b>Total</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND (RCH Group, May 24, 2016)

**Greenhouse Gas Emissions.** This project is an anaerobic digester plant for processing green and food waste. Using the GHG threshold information described in the Setting section, the project is expected to generate less than bright-line numerical value threshold of 10,000 MT CO<sub>2</sub>e/yr for stationary

## ATTACHMENT 04

source (industrial) projects of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions. Section 15064(h)(2) of the CEQA Guidelines provide guidance on how to evaluate cumulative impacts. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required.

The projected greenhouse gas emissions for this project during the initial and subsequent operational years are shown below in Tables AQ-10 and AQ-11 and are compared to the 10,000 MT CO<sub>2</sub>e/yr threshold. (*Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND*, RCH Group, May 24, 2016).

**Table AQ-10: Estimated GHG Emissions during Initial Year of the Proposed Project**

Source	Annual CO <sub>2</sub> e Metric Tons/year
Construction (25-year amortized)	9.61
<b>Operations</b>	
Area Sources	<0.1
Energy	160
Water	26.8
Mobile (Off-Road Equipment)	40.8
Mobile (On-Road Vehicles)	176
CHP Unit	4,538
Flare	3.85
<b>Total Emissions (Construction plus Operations)</b>	<b>4,955</b>
<b>SLO County Significance Threshold</b>	<b>10,000</b>
<b>Potentially Significant?</b>	<b>No</b>

Source: *Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND* (RCH Group, May 24, 2016)

**Table AQ-11: Estimated GHG Emissions during Subsequent Years of the Proposed Project**

Source	Annual CO <sub>2</sub> e Metric Tons/year
Construction (25-year amortized)	9.61
<b>Operations</b>	
Area Sources	<0.1
Energy	160
Water	26.8
Mobile (Off-Road Equipment)	40.8
Mobile (On-Road Vehicles)	176
CHP Unit	6,024
Flare	0.60
<b>Total Emissions (Construction plus Operations)</b>	<b>6,438</b>
<b>SLO County Significance Threshold</b>	<b>10,000</b>
<b>Potentially Significant?</b>	<b>No</b>

Source: *Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND* (RCH Group, May 24, 2016)

**Odors.** \*The SLO County APCD CEQA Air Quality Handbook contains project screening level distances for nuisance sources. The SLO County APCD recommends contacting their Enforcement Division if a project is proposed within the screening level distances. An anaerobic digestion facility is not listed among the potential nuisance sources; however, the proposed project would handle organic waste similar to a composting facility or transfer station. The project screening level distance for a composting facility and transfer station is one mile. The proposed project is approximately 1,500 feet away from existing residences to the south.

Based on hourly meteorological surface data from the SLO Regional Airport (adjacent and northeast of the project site) from 2009 through 2013, the wind direction is predominately from the northwest with a high frequency of calm and low wind conditions. The regional average annual wind speed is 6.8 mph (See Appendix AQ-2 for wind rose and distribution). Residential receptors are approximately 1,500 feet to the south (downwind) of the project site and could be potentially exposed to objectionable odors from the proposed project.

The proposed project would not include any composting operations or storage of liquid digestate in open ponds/lagoons, which have the greatest potential to cause odor issues. The AD process would occur in an enclosed facility. Collection trucks would back into the facility through roll-up doors and drop organic waste in the receiving area. Organics would be pretreated and then sent to an intermediate storage bunker, where a crane feeds organics into the digester. The AD process occurs in a fully enclosed reactor and the exhaust air from the enclosed facility would be cleaned using a biofilter.\* (RCH Group, March 29, 2016).

**Mitigation/Conclusion.** Mitigation measures are proposed to address dust control, odors, contaminated soil, lead, ROG/NOX emissions and asbestos. See Exhibit B of this document for a complete list of mitigation measures.

#### 4. BIOLOGICAL RESOURCES

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species* or their habitats?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish &amp; Wildlife or U.S. Fish &amp; Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened or endangered, as described in this section.

**Setting.** The following are existing elements on or near the proposed project relating to potential biological concerns:

On-site Vegetation: Developed property, little to no vegetation

Name and distance from blue line creek(s): 500 feet east of unnamed creek

Habitat(s): Developed property, little to no vegetation

Site's tree canopy coverage: Approximately 0%

The Natural Diversity Database (or other biological references) identified the following species potentially existing within approximately one mile of the proposed project:

**Vegetation:**

Cambria morning-glory (*Calystegia subacaulis* ssp. *episcopalis*) List 4

The potential for the Cambria morning-glory (*Calystegia subacaulis* ssp. *episcopalis*) has been identified about 0.07 miles to the west. This perennial herb is a California and a San Luis Obispo County endemic, which is found in chaparral and foothill woodland communities at elevations between 60 and 500 meters (200 to 1,640 feet). This species blooms from April to May. Cambria morning glory is listed as rare by the CNPS (List 1B, RED 3-2-3).

Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) List 1B, FSC

The potential for the Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) has been identified about 0.01 miles to the northeast. This species occurs primarily within valley and foothill annual grassland habitats containing alkaline soils (Tibor, 2001). This annual herb typically blooms from June through November. In San Luis Obispo County, this species has been documented as occurring in low valleys and foothill woodlands. The species is considered extremely rare on the California Native Plant Society (CNPS) List 1B (RED 3-3-3).

Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*) List 1B

The potential for the Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*) has been identified about 0.07 miles to the west. This annual/perennial herb is found generally in vernal pool areas at elevations between 3 and 45 meters (10 to 150 feet). It has a blooming period of July. The CNPS considers this plant extremely rare (List 1b, RED 3-3-3).

The project is within an area considered suitable for Pismo clarkia.

The project is within 0.6 mile of a serpentine outcrop area. Serpentine soils are known to support several rare and endangered plants.

**Wildlife:**

American badger (*Taxidea taxus*)

The potential for the American badger (*Taxidea taxus*) has been identified about 0.34 miles to the north. In California, Badgers range throughout the state except for the humid coastal forests of northwestern California (Del Norte and Humboldt Co). Badger populations have declined drastically in California within the last century (Grinnell et al., 1937; Longhurst, 1940), where they now survive only in low numbers in peripheral parts of the central valley and adjacent lowlands to the west in eastern Monterey, Mendocino, San Benito and San Luis Obispo counties. In California, Badgers occupy a diversity of habitats. The principal requirements seem to be sufficient food, friable soils, and relatively open, uncultivated ground. Grasslands, savannas, and mountain meadows near timberline are preferred. Badgers prey primarily on burrowing rodents such as Gophers (*Thomomys*), Ground Squirrels (*Spermophilus*, *Ammospermophilus*), Marmots (*Marmota*), and Kangaroo Rats (*Dipodomys*). They are predatory specialists on these rodents, although they will eat a variety of other animals, including mice, Woodrats, reptiles, birds and their eggs, bees and other insects, etc.

Deliberate killing probably has been a major factor in the decline of Badger populations with many people regarding them as detrimental to their interests. Cultivation is adverse to Badgers, as they do not survive on cultivated land. Agricultural and urban developments have been the primary causes of decline and extirpation of populations of Badgers in California. Rodent and predator poisoning pose double threats through direct and secondary poisoning of Badgers and elimination of the food Badgers are dependent upon. Shooting and trapping of Badgers for animal "control" is another source of mortality.

#### Ferruginous hawk (*Buteo regalis*) CSC

The potential the ferruginous hawk (*Buteo regalis*) has been identified about 0.65 miles to the north. The ferruginous hawk is a wintering species of grasslands and agricultural areas in southwestern CA. They roost in open areas, usually in a lone tree or utility pole, and often in an unshaded area. They do not breed in CA, only in locations from Oregon to Alaska. They require large, open tracts of grasslands, sparse shrub, or desert habitats with elevated structures for nesting.

#### Vernal pool fairy shrimp (*Branchinecta lynchi*) FT

The potential for the vernal pool fairy shrimp (*Branchinecta lynchi*) has been identified about 0.07 miles to the west. The vernal pool fairy shrimp is considered federally threatened. This species is endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, as well as found in rain-filled pools. The shrimp inhabits small, clear-water sandstone-depression pools and grassed swales, earth slumps, or basalt-flow depression pools.

#### Western pond turtle (*Emys marmorata pallida*), CSC, FSC

The potential for the western pond turtle (*Emys marmorata pallida*) has been identified about 0.64 miles to the north. The western pond turtle is a federal and California Species of Special Concern. This is an aquatic turtle that uses upland habitat seasonally. They occur in ponds, streams, lakes, ditches, and marshes. The species prefers slow-water aquatic habitat with available basking sites nearby. Hatchlings require shallow water habitat with relatively dense submergent vegetation for foraging.

**Impact.** Vegetation on the site consists of ornamental trees, shrubs, and ground covers that are located at the entry and parking lot adjacent to the main office building. No native vegetation, sensitive habitat, or wetlands occur on-site. There are four existing buildings that are located within Waste Connections' storage yard, portions of which are paved, while the balance of the area is surfaced with compacted gravel. The site is relatively flat with a gradual slope to an east-west drainage channel running through the middle of the site. This channel conveys runoff from Old Santa Fe Road and the majority of the site, and serves as an overflow channel for the San Luis Obispo County's Regional Airport detention basin. This man-made drainage channel is maintained to ensure an unimpeded capture and flow of stormwater. Runoff from the portion of the site that that does not drain to the channel is collected in area drains and conveyed via an existing pipe off-site to a drainage channel west of the subject properties.

There are no natural drainage features on site, but stormwater that is not retained on-site eventually flows off-site to the west. There are a number of named and unnamed drainages that ultimately flow to San Luis Creek and into the Pacific Ocean at Avila Beach. While the proposed project includes an additional structure and related paving, post construction stormwater facilities, pursuant to the County's Stormwater Control Plan requirements, will be implemented. These low impact development measures include gravel trenches and infiltration basins. The infiltration basins and gravel trenches treat and infiltrate stormwater runoff from the site, reduce the volume of runoff, and retard runoff so that post-developed peak flowrates do not exceed the pre-developed flowrates. Additionally, the project will include the installation of a 10,000 gallon cistern to collect, store, and use roof runoff for facility operations.

**Mitigation/Conclusion.** No significant biological impacts are expected to occur, and no mitigation measures are necessary.

## 5. CULTURAL RESOURCES

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb archaeological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historical resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Cause a substantial adverse change to a Tribal Cultural Resource?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Cultural Resources

**Setting.** The project is located in an area historically occupied by the Obispeno Chumash. No historic structures are present and no paleontological resources are known to exist in the area. The project is not located within a mapped Archaeologically Sensitive Area.

No previous cultural surveys were found for the subject property. A search of ¼ mile around the subject property identified the following previous survey work: 1 report where no resources were encountered; 0 report where resources were identified.

In order to meet AB52 Cultural Resources requirements, outreach to four Native American tribes groups had been conducted (Northern Salinan, Xolon Salinan, Yak Tityu Tityu Northern Chumash, and the Northern Chumash Tribal Council); no comments or requests for consultation were received.

The project site has been heavily disturbed since the early 1980's when Trusco Tank, a steel tank manufacturing company owned and developed the site. Chicago Bridge & Ironworks (CB&I) purchased and further developed the site. Waste Connections took over the site in 2012 and constructed an outdoor storage yard for the hauling trucks and waste containers.

**Impact.** The project is not located in an area that would be considered culturally sensitive due to lack of physical features typically associated with prehistoric occupation. Per AB52, tribal consultation was performed and no resources were identified. Impacts to historical or paleontological resources are not expected.

**Mitigation/Conclusion.** No significant cultural resource impacts are expected to occur, and no mitigation measures are necessary.

## 6. GEOLOGY AND SOILS

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**6. GEOLOGY AND SOILS**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant impact	Not Applicable
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone", or other known fault zones*?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Per Division of Mines and Geology Special Publication #42

**Setting.** The following relates to the project's geologic aspects or conditions:

Topography: Nearly level

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to moderate

Liquefaction Potential: Low to Moderate

Nearby potentially active faults?: 1 Capable fault      Distance? 0.25 miles

Area known to contain serpentine or ultramafic rock or soils?: No

Shrink/Swell potential of soil: High

Other notable geologic features? None

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts.

**Impact.** As proposed, the project will result in the disturbance of approximately 4.8 acres (210,200 square feet). Site improvements resulting in this disturbance include a driveway around the facility and three 2-foot deep infiltration basins that will serve as a stormwater control measure. A *Geotechnical Engineering Report* (Earth Systems Pacific, March 21, 2016) was prepared for this project. The report

concludes that the site is suitable provided the recommendations contained in the report are implemented during construction.

**Mitigation/Conclusion.** Mitigation measures are proposed to incorporate the recommendations from the *Geotechnical Engineering Report*. See Exhibit B for complete mitigation measures.

<b>7. HAZARDS &amp; HAZARDOUS MATERIALS - Will the project:</b>	<b>Potentially Significant</b>	<b>Impact can &amp; will be mitigated</b>	<b>Insignificant Impact</b>	<b>Not Applicable</b>
a) <i>Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impair implementation or physically interfere with an adopted emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Be within a 'very high' fire hazard severity zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project is not located in an area of known hazardous material contamination. The project is not within a 'high' or 'very high' severity risk area for fire.

Under federal and State laws, any material, including waste, may be considered hazardous if it is specifically listed by statute, as such or if it is toxic (causes adverse human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases). The term "hazardous materials" is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment, if released into the workplace (State of California Health and Safety Code, Chapter 6.95 §25501(o)).

CalRecycle also regulates anaerobic digestion facilities as either compost facilities or transfer and processing facilities, depending upon whether the feedstock is compostable. CalRecycle implements and oversees the regulatory requirements in California Code of Regulations Title 14, along with its designated local enforcement agencies (LEAs). CalRecycle also included permit tiers for digestion operations and facilities that are based upon the amount of material processed.

**Fire Protection.** The project site is currently not served by a water purveyor, but is served by an on-site well with private water storage tanks. The Waste Connections property has an independent fire pump operating at 75 HP with 1,500 GPM output rated at 71 psi. A shared 200,000 gallon fire water tank is on an adjacent property immediately to the east. The tank is shared between three properties. The other two properties are owned/tenanted by Earth Systems Pacific (ESP) and CTI. ESP shares a separate fire pump with CTI. The Waste Connections property and ESP use well water to fill the fire tank. ESP's well is currently set to auto-fill the tank, but the subject property's well can also be set to auto fill. A supply line is connected from the tank to the 1,500 gpm private pump on Waste Connections' property. The fire pump is dedicated to the Waste Connections facility and does not provide service to the ESP or CTI facilities. There is no formal recorded agreement for the shared responsibility and use of the fire water tank and related systems between the three properties. Currently water, maintenance, and upkeep responsibilities have been shared between the properties on an informal basis. (*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016)

**Airport Review Combining Designation.** The project is within the County's Airport Review combining designation (AR). The AR is used to recognize and minimize the potential conflict between new development around the San Luis Obispo County Regional Airport and the ability of aircraft to safely and efficiently maneuver to and from this airport. This includes additional standards relating to limiting structure/vegetation heights as well as avoiding airport operation conflicts (e.g., exterior lighting, radio/electronic interference, etc.). The site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29, and approximately 400 feet from active runway 11. A portion of the property is located within the Runway Protection Zone (RPZ).

The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport.

The Airport Land Use Plan (ALUP) provides guidance for and limitations to the type of development allowed within the AR designation.

**Impact.** The proposed project is not found on the 'Cortese List' (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). The project is not expected to conflict with any regional emergency response or evacuation plan.

The proposed project is considered a medium volume facility under CalRecycle standards, taking in an average 15 – 100 tons per day, not to exceed 700 tons per week or 36,400 tons per year. Based upon this volume, the proposed project is in the Registration Permit Tier (§17896.5).

**Fire Protection.** The proposed project is unique in nature and is the first facility of this type to be designed and constructed in the United States. Cal Fire is working closely with the applicant and the applicant's Fire Protection Engineer to research and develop standards that would mitigate any potential safety concerns.

With respect to the proposed HZI project, the risk of fire hazard is generally low because of the tightly controlled internal environment within the digester itself. In addition, the anaerobic digestion facility and biogas transmission lines will operate with very low pressures, similar to residential natural gas distribution lines, minimizing high pressure conditions. The facility will include redundant fire safety relief valves to prevent over pressurizing, flame arresters, gas detectors, and physical barriers to minimize fire and explosion hazards. That said, a fire or explosion condition could develop in an upset condition through process or equipment failure. (*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016)

**Airport Review Area.** The primary use of the project, as defined in Section 8 of the Airport Land Use Plan (ALUP), is "Agricultural Processing" because the project involves "receiving and processing of green material which is not produced on-site (commercial composting)." The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited in RPZ, but no portion of the proposed project is proposed in the RPZ area.

Unusually hazardous uses are prohibited in the S-1b area. The above-ground presswater tank with backup biogas storage tank could potentially meet this definition. However, only the upper portion (approximately 10%) of the 300,000 gallon tank would be used for occasional backup storage and would not be continuously filled with flammable material. The biogas in this tank would not be compressed, and would be approximately 2 psi in pressure. As conditioned, this project does not include features that could substantially contribute to the severity of an aircraft accident nor does it include the above ground storage of substantial quantities of flammable materials.

Draft revisions to the ALP, which are under review but not yet approved by the FFA, show that a portion of the proposed building will potentially encroach on the critical area associated with the glideslope antenna signals. According to the consultant for the revised ALP, buildings are less likely to interfere with those frequencies, but all structures should be reviewed by the FFA.

Additionally, the ALP includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future alignments.

Exhaust air from the digester is released into a waste air treatment plant – a large concrete tank filled with pieces of tree roots to absorb odors. Airflow through the tree roots is continuous and will discourage birds, which can be hazardous to airplanes.

Per the ALUP, the proposed use is considered "conditionally approvable". The project was reviewed by the Airport Land Use Commission (ALUC) on June 29, 2016. The ALUC recommended conditions to limit density, require aviation easements, and prohibit project characteristics that would interfere with maneuvering of aircraft. The project was also referred to the County Airport Manager who commented that the project should undergo FFA review, provide evidence that there will be no impact to the Instrument Landing System as ultimately planned, and shall not have lighting that would interfere with aircraft operations. All projects within the AR designation are required to obtain an aviation easement to secure avigable airspace.

Safety lighting will be installed on the building and outdoor equipment as necessary. An existing 80 space dirt parking lot will be re-surfaced with pavement, but no additional parking lot lighting will be installed.

**Mitigation/Conclusion.** Mitigation measures are proposed that require the applicant to implement all

recommendations and suggestions of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation*, as well as all requirements and recommendations relating to airport safety. Mitigation measures are listed in detail in Exhibit B.

**8. NOISE**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate permanent increases in the ambient noise levels in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Cause a temporary or periodic increase in ambient noise in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project is located adjacent to the end of San Luis Obispo County Regional Airport's main runway. During commercial jet takeoff, the existing facility experiences noise levels in the 75 to 85 decibel (dB) range. Industrial land uses are not considered noise-sensitive, however offices are. Table N-1 below shows the maximum allowed exterior noise levels when measured at a noise-sensitive land use.

**Table N-1: Title 22 Maximum Allowed Exterior Noise Level Standards**

Maximum Allowed Exterior Noise Level Standards		
Sound levels	Daytime 7 a.m. to 10 p.m.	Nighttime (1) 10 p.m. to 7 a.m.
Hourly Equivalent Sound Level ( $L_{eq}$ , dB)	50	45
Maximum level, dB	70	65

In the event the measured ambient noise level exceeds the applicable exterior noise level standard, above, the standard shall be adjusted to equal the ambient noise plus one dB.

**Impact.** The project is within the Airport Review designation and the area is subject to relatively low aircraft flyovers.

An *Acoustical Analysis* (David Dubbink Associates, February 17, 2016) was prepared to analyze the noise impacts created by this project.

"For the ADP, noise measurements are reported for all of the individual components at a digester plant in Ottenbach, Germany. The metric used was Leq which is the average sound energy over the measurement period. Indoor measurements were typically made 2 meters (6.5 feet) from the source. There were also outdoor measurements of the same equipment for two of the locations." (David Dubbink Associates, February 17, 2016).

**Table N-2: Noise Measurements for ADP Equipment in Ottenbach, Germany (Leq)**

<b>Equipment</b>	<b>Indoor @ 6.5 feet</b>	<b>Outdoors</b>
Fan Room	90.6	51.7
CHP*	88.6	60.8
Shredder	93.2	---
Sieve	88.3	---

\*Combined Heat and Power

*Source: Acoustical Analysis (David Dubbink Associates, February 17, 2016)*

"The Ottenbach study also evaluated the noise levels at a distance from the ADP facility (at 30 meters, equivalent to 100 feet). The measurements were made in the afternoon with all equipment in operation. The combined noise from operations at this distance was 41.0 LAeq. The "A" signifies a weighting is made for the frequencies most audible to humans. The unweighted sound level was a Leq of 62.4 indicating production of a significant low frequency sound component." (David Dubbink Associates, February 17, 2016).

The table below summarized the various noise levels and metrics.

**Table N-3: Noise Levels at Project Site**

<b>Operation</b>	<b>Level</b>	<b>Metric</b>
Regional Jet Departure	75 to 85	Lmax
24 Hour Air Operations	75	Ldn
ADP Operations @ 100 ft.	41	Leq

*Source: Acoustical Analysis (David Dubbink Associates, February 17, 2016)*

(Day Night Average Sound Level (DNL or Ldn) is a measurement taken over 24 hours. The DNL is different from Leq, because it gives a penalty to operations taking place at night between 10pm and 7am. This measurement is used by federal agencies including the FAA.)

The report concludes that "The existing sound level for the area is in the realm of 75 Ldn. If the existing ambient level exceeds that standard as it does here, the standard is shifted to one decibel above the existing ambient, or 76 Ldn. If the assumption is made that operations at the ADP will occur throughout a 24 hour day the resulting Ldn would be 48.4, and if this is added to the existing Ldn of 75 the total is 76.008 Ldn. (In logarithmic addition the larger numbers dominate the math). It is evident that the ADP does not shift the Ldn standard above the level permitted in an office area." (David Dubbink Associates, February 17, 2016).

**Mitigation/Conclusion.** No significant noise impacts are anticipated, and no mitigation measures are necessary.

**9. POPULATION/HOUSING**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting** In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county. The County's Inclusionary Housing Ordinance requires provision of new affordable housing in conjunction with both residential and nonresidential development and subdivisions.

**Impact.** Two new food waste collection truck drivers and five on-site employees will be hired to run the ADP. The project will not result in a need for a significant amount of new housing, and will not displace existing housing.

**Mitigation/Conclusion.** No significant population and housing impacts are anticipated. The project will offset its cumulative impact to the shortage of affordable housing stock by payment of the housing impact fee, as required by ordinance. No mitigation measures are necessary.

**10. PUBLIC SERVICES/UTILITIES**

*Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Police protection (e.g., Sheriff, CHP)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Schools?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Roads?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Solid Wastes?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project area is served by the following public services/facilities:

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<b>Police:</b> County Sheriff	<b>Location:</b> San Luis Obispo (Kansas Ave.) Approximately 3 miles to the north	
<b>Fire:</b> Cal Fire (formerly CDF)	<b>Hazard Severity:</b> Not Applicable	<b>Response Time:</b> 5-10 minutes
Location: Approximately 0.7 miles to the east		
<b>School District:</b> San Luis Coastal Unified School District.		

For additional information regarding fire hazard impacts, go to the 'Hazards and Hazardous Materials' section

**Impact.** No significant project-specific impacts to utilities or public services were identified. This project, along with others in the area, will have a cumulative effect on police/sheriff and fire protection, and schools. The project's direct and cumulative impacts are within the general assumptions of allowed use for the subject property that was used to estimate the fees in place.

**Mitigation/Conclusion.** Regarding cumulative effects, public facility (County) and school (State Government Code 65995 et seq.) fee programs have been adopted to address this impact, and will reduce the cumulative impacts to less than significant levels.

**11. RECREATION**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Recreation**

**Setting.** The County's Parks and Recreation Element does not show that a potential trail goes through the proposed project. The project is not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area.

**Impact.** The proposed project will not create a significant need for additional park, Natural Area, and/or recreational resources.

**Mitigation/Conclusion.** No significant recreation impacts are anticipated, and no mitigation measures are necessary.

**12. TRANSPORTATION/CIRCULATION**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Level of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>12. TRANSPORTATION/CIRCULATION</b>	<b>Potentially Significant</b>	<b>Impact can &amp; will be mitigated</b>	<b>Insignificant impact</b>	<b>Not Applicable</b>
<i>Will the project:</i>				
<b>c) Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>d) Provide for adequate emergency access?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>e) Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>f) Conflict with an applicable congestion management program?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>h) Result in a change in air traffic patterns that may result in substantial safety risks?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>i) Other: _____</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The County has established the acceptable Level of Service (LOS) on roads for this urban area as "D" or better. The existing road network in the area including the project's access street, Santa Fe Road, is operating at acceptable levels. Based on existing road speeds and configuration (vertical and horizontal road curves), sight distance is considered acceptable.

Referrals were sent to County Public Works and San Luis Obispo City Community Development. The project is subject to the City of San Luis Obispo's Citywide Transportation Impact Fee, Airport Area Specific Plan, and LOVR Interchange Mitigation Fee, which addresses cumulative impacts to City roads in the area.

**Vehicle Trips.** Waste Connections currently has nine dedicated green waste haul trucks that operate Monday through Friday. Green waste collected on those routes is disposed of primarily at Engle & Grey in Santa Maria, with the balance disposed of at Cold Canyon Landfill in Arroyo Grande. Current daily vehicle trips for green-waste pick up are 48, with 30 of those trips resulting from off-site disposal prior to returning to Waste Connections.

Table TR-1: Current Green Waste Vehicle Trips

Route	Number of Trucks	Average Daily Truck Trips		Total Average Daily Truck Trips
		Off-site unloading	WC facility	
South County	4	16	8	24
San Luis Obispo	2	8	4	12
North County	3	6	6	12
<b>TOTAL</b>	<b>9</b>	<b>30</b>	<b>18</b>	<b>48</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

As shown in Tables TR-2 and TR-3, below, the green waste collection trucks travel a total of 685 miles, excluding the residence-to-residence route miles.

Table TR-2: Detailed Daily Vehicle Miles Traveled by Route (existing)

Travel	Miles	Current	
		x*	Miles
WC to South County (Nipomo)	20		20
South County (Nipomo) to Engel & Gray, Santa Maria	10	3	30
Engel & Gray to WC	30		30
<b>South County ROUTE TOTAL</b>			<b>80</b>
WC to San Luis Obispo	5		5
SLO to Cold Canyon Landfill	5	3	15
Cold Canyon Landfill to WC	5		5
<b>SLO ROUTE TOTAL</b>			<b>25</b>
WC to North County (Cambria)	45		45
North County (Cambria) to Cold Canyon Landfill	55		55
Cold Canyon Landfill to WC	5		5
<b>North County ROUTE TOTAL</b>			<b>105</b>

\* Multiplier for reverse or repeated trips (e.g., South County Service Area to WC)

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

Table TR-3: Summary Daily Vehicle Miles Traveled by Route (existing)

Route	Trucks	Current	
		mi	sum
South County	4	80	320
San Luis Obispo	2	25	50
North County	3	105	315
Commercial Truck	A & B	0	0
<b>TOTAL DAILY MILES- ALL TRUCKS</b>			<b>685</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

**Impact. Vehicle Trips.** A *Vehicle Trip Generation Report* (Oasis Associates, May 13, 2016) was provided for this project. The proposed project is estimated to add two additional haul trucks for commercial food waste pickup. The two new haul trucks will add eight truck trips daily. Because green waste will be disposed of at the ADP facility on the Waste Connections site, the 30 off-site unloading trips of the existing fleet will be eliminated. Proposed daily vehicle trips for green-waste pick up are 38.

**Table TR-4: Projected Green Waste Vehicle Trips**

Route	Number of Trucks	Average Daily Truck Trips		Total Average Daily Truck Trips
		Off-site unloading	WC facility	
South County	4	0	16	16
San Luis Obispo	2	0	8	8
North County	3	0	6	6
Green Waste	2	0	8	8
<b>TOTAL</b>	<b>11</b>	<b>0</b>	<b>38</b>	<b>38</b>

*Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)*

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Table TR-5: Detailed Daily Vehicle Miles Traveled by Route (proposed)

Travel		x*	Miles	x*	Miles	Delta
WC to South County (Nipomo)	20		20	4	80	
South County (Nipomo) to Engel & Gray, Santa Maria	10	3	30			
Engel & Gray to WC	30		30			
<b>South County ROUTE TOTAL</b>			<b>80</b>		<b>80</b>	<b>0</b>
WC to San Luis Obispo	5		5	4	20	
SLO to Cold Canyon Landfill	5	3	15			
Cold Canyon Landfill to WC	5		5			
<b>SLO ROUTE TOTAL</b>			<b>25</b>		<b>20</b>	<b>-5</b>
WC to North County (Cambria)	45		45	2	90	
North County (Cambria) to Cold Canyon Landfill	55		55			
Cold Canyon Landfill to WC	5		5			
<b>North County ROUTE TOTAL</b>			<b>105</b>		<b>90</b>	<b>-15</b>
<b>Commercial Truck (includes service route mileage)</b>						
Truck A: WC to North County (Cambria)	45		-	2	90	
Truck A: North County service area	10		-		10	
Truck A: WC to San Luis Obispo	5		-	2	10	
Truck A: SLO service area (partial)	15		-		15	
<b>Truck A subtotal</b>			<b>-</b>		<b>125</b>	<b>+125</b>
Truck B: WC to South County (Nipomo)	20		-	2	40	
Truck B: South County service area	10		-		10	
Truck B: WC to San Luis Obispo	5		-	2	10	
Truck B: SLO service area (partial)	15		-		15	
<b>Truck B subtotal</b>			<b>-</b>		<b>75</b>	<b>+75</b>
<b>COMMERCIAL TRUCK TOTAL</b>					<b>200</b>	
<b>TOTAL DAILY MILES</b>			<b>210</b>		<b>390</b>	<b>+180</b>

\* Multiplier for reverse or repeated trips (e.g., South County Service Area to WC)

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

Table TR-6: Summary Daily Vehicle Miles Traveled by Route (proposed)

Route	Trucks	Current		ADP		Delta
		mi	sum	mi	sum	
South County	4	80	320	80	320	0
San Luis Obispo	2	25	50	20	40	-10
North County	3	105	315	90	270	-45
Commercial Truck	A & B	0	0		200	+200
<b>TOTAL DAILY MILES- ALL TRUCKS</b>			<b>685</b>		<b>830</b>	<b>+145</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

The proposed ADP project will not alter existing residential green-waste routes, but will modify the trip destinations and vehicle miles traveled (VMT). The total number of daily truck trips to the WC facility will increase by twenty (20) trips as off-site unloading is redistributed to the facility location. However,

overall total truck trips will be reduced by ten (10) trips daily, as unloading will be completed at the same location as the termination point of the daily routes. The total VMT will increase, mainly due to the new commercial food waste trucks. (*Oasis Associates, May 13, 2016*).

**Mitigation/Conclusion.** Mitigation measures are proposed to address San Luis Obispo City traffic impact fees. See Exhibit B for complete mitigation details.

### 13. WASTEWATER

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** Regulations and guidelines on proper wastewater system design and criteria are found within the County's Plumbing Code (hereafter CPC; see Chapter 7 of the Building and Construction Ordinance [Title 19]), the "Water Quality Control Plan, Central Coast Basin" (Regional Water Quality Control Board [RWQCB] hereafter referred to as the "Basin Plan"), and the California Plumbing Code. These regulations include specific requirements for both on-site and community wastewater systems. These regulations are applied to all new wastewater systems.

There is an existing on-site engineered septic system that was approved and installed during the permitting for Waste Connections.

**Impact.** The project proposes to use the existing on-site system as its means to dispose of wastewater. Based on the proposed project, the on-site system has the capacity to handle the project's additional effluent from the five new employees.

**Mitigation/Conclusion.** Given that the system is currently operating at acceptable levels and that it has the capacity to support existing commitments in addition to the proposed project, no mitigation measures are necessary.

### 14. WATER & HYDROLOGY

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<b>QUALITY</b>				
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**14. WATER & HYDROLOGY**

	Potentially Significant	Impact can & will be mitigated	Insignificant impact	Not Applicable
<i>Will the project:</i>				
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Change rates of soil absorption, or amount or direction of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Involve activities within the 100-year flood zone?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>QUANTITY</b>				
h) Change the quantity or movement of available surface or ground water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Adversely affect community water service provider?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project proposes to obtain its water needs from an on-site well. The well will be utilized primarily during initial project start up. Once the ADP is up and running, the water needs of the system will be fulfilled from the in-system presswater tank. Water for fire suppression purposes (i.e. fire sprinklers) will be provided from an existing system that includes the existing well, pumps, and water storage.

The topography of the project is nearly level. The closest creek from the proposed development is approximately 0.1 miles away. As described in the NRCS Soil Survey, the soil surface is considered to have moderate erodibility.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County's Land Use Ordinance requires that temporary erosion and sedimentation measures to be installed.

**DRAINAGE** – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? No

Closest creek? Unnamed Creek Distance? Approximately 500 feet

Soil drainage characteristics: Very poorly drained

For areas where drainage is identified as a potential issue, the Land Use Ordinance (LUO Sec. 22.52.110 or CZLUO Sec. 23.05.042) includes a provision to prepare a drainage plan to minimize potential drainage impacts. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

**SEDIMENTATION AND EROSION** – Soil type, area of disturbance, and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in the previous Agriculture section under "Setting". As described in the NRCS Soil Survey, the project's soil erodibility is as follows:

Soil erodibility: Moderate

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

**Groundwater Basin.** The project is within the: San Luis Valley subbasin of the San Luis Obispo Valley Groundwater Basin. Per the County Master Water Plan, this basin is summarized as follows:

This groundwater basin is approximately 13,800 acres in size and consists of three sub-basins. Two of these sub-basins, Avila Valley subbasin and San Luis Valley subbasin, are within this WPA while the third, Edna Valley, is within WPA 7.

This sub-basin is the primary water source for the Los Ranchos/Edna Valley area, upper Los Osos valley, some rural residential areas, the airport area, the City of San Luis Obispo and agricultural uses.

The Department of Water Resources (DWR) has estimated the basin's maximum safe yield at 2,250 acre feet per year (afy). Thus, for 1990, there was an apparent overdraft of about 5,700 acre feet. Despite the fact that these calculations indicate a substantial overdraft, the absence of any persistent supply problems during the last ten years has caused some doubt that an overdraft condition really exists.

A study conducted by a consultant to the City of San Luis Obispo was completed in 1991. It suggests that there may be some justification for increasing the estimate of the basin's safe annual yield, based upon the observation that well levels in the area are not meaningfully lower, even after a decade when extractions exceeded 2,250 acre feet per year. However, these findings must be reconciled with reports that some well levels are, in fact, lower in some parts of the Los Ranchos/Edna Village area.

**RMS Annual Resource Summary Report.** The 2010 Annual Resource Summary Report has no recommended Level of Severity.

**City of San Luis Obispo.** The City of San Luis Obispo receives water primarily from the Salinas and Whale Rock reservoirs. Until 1989, the city relied completely on its allocation of surface water and did not extract any groundwater. In response to the drought of the late 80's, the City drilled new wells and

extracted approximately 1,950 acre feet per year (afy) in 1990 and 1991 to supplement the dwindling water supplies at the reservoirs. Use of these wells was discontinued in 1992 and 1993 because of high nitrate levels. The remaining wells, which are not impacted by contamination, can pump approximately 150 acre feet per year. Current city policy assumes groundwater extractions of 500 afy maximum. Agricultural irrigation accounted for an estimated 5,200 acre feet in 1990, while rural residential uses pumped an estimated 978 acre feet. From 1980 through 1989, extractions from the basin averaged about 5,800 afy.

A study conducted by a consultant to the City of San Luis Obispo was completed in 1991. It suggests that there may be some justification for increasing the estimate of the basin's safe annual yield, based upon the observation that well levels in the area are not meaningfully lower, even after a decade when extractions exceeded 2,250 acre feet per year. However, these findings must be reconciled with reports that some well levels are, in fact, lower in some parts of the Los Ranchos/Edna Village area. The City has considered a variety of projects to increase its water supply. The City has also proposed the expansion of the Salinas Reservoir by about 70 percent as an additional way to address its long-term water requirements. However, escalating cost estimates and concerns about seismic stability have caused the Salinas reservoir project to be accorded a lower priority. If the cost of water for other alternatives increases, desalination may become a more competitive option. Possibilities include a cooperative agreement with the City of Morro Bay and a facility near the Whale Rock reservoir, which could connect to the existing pipeline to San Luis Obispo.

In 2002, the San Luis Obispo city council voted to set its "reliability reserve" to zero (0) in its calculation of future water demand, thus reducing the city's requirement for additional supplies to serve its buildout population of 56,000.

In 2004, the city completed the first phase of a study to evaluate the yield of the groundwater basin according to alternative pumping scenarios which would involve coordination with withdrawals from the reservoir in years that are wetter or dryer than average. Preliminary estimates indicated that it may be possible to pump more than 500 afy under certain circumstances, without causing subsidence or significant reduction in stream flow. However, with the recent decision for City participation in the Nacimiento Project and the cost and uncertainty of additional studies needed to determine impacts to stream flows, the City Council has deferred additional phases of the groundwater investigation.

**County Master Water Plan.** Per the County Master Water Plan, the project is within the San Luis Obispo Water Planning Area (WPA) #6. The City of San Luis Obispo, unincorporated areas surrounding San Luis Obispo, California Men's Colony, and Cal Poly receive water from Whale Rock Reservoir and from the Salinas Reservoir (Santa Margarita Lake). The City also receives an allocation from the Nacimiento Water project. The City of San Luis Obispo also uses groundwater from wells near Los Osos Valley Road, and in Mitchell Park. The Coastal Branch of the State Water Project traverses the area, but there are no existing entitlements or turnouts from the system for the City of San Luis Obispo. Certain areas are also served by individual on-site wells.

**San Luis Obispo Area Plan EIR.** The project is within the San Luis Obispo planning area. In December, 1996, an Environmental Impact Report was certified as a part of the update of the San Luis Obispo Area Plan. The proposed level of development is consistent with the level of development evaluated in the EIR's buildout assessment. The EIR concluded that significant and unavoidable impacts (Class I) to water resources would result at buildout. Overriding considerations were made as a part of approving the San Luis Obispo Area Plan update showing the benefits that would result to offset the impacts to water resources.

### **Impact – Water Quality/Hydrology**

With regards to project impacts on water quality the following conditions apply:

- ✓ Approximately 4.8 acres of site disturbance is proposed and the movement of approximately 2,600 cubic yards of material;

- ✓ The project will be subject to standard County requirements for drainage, sedimentation and erosion control for construction and permanent use;
- ✓ The project will be disturbing over an acre and will be required to prepare a SWPPP, which will be implemented during construction;
- ✓ The project is not on highly erodible soils, nor on moderate to steep slopes;
- ✓ The project is not within a 100-year Flood Hazard designation;
- ✓ The project is more than 100 feet from the closest creek or surface water body;
- ✓ All disturbed areas will be permanently stabilized with impermeable surfaces and landscaping;
- ✓ Stockpiles will be properly managed during construction to avoid material loss due to erosion;
- ✓ The project is subject to the County's Plumbing Code (Chapter 7 of the Building and Construction Ordinance [Title 19]), and/or the "Water Quality Control Plan, Central Coast Basin" for its wastewater requirements, where wastewater impacts to the groundwater basin will be less than significant;
- ✓ All hazardous materials and/or wastes will be properly stored on-site, which include secondary containment should spills or leaks occur;

Based on available water information, there are no known constraints to prevent the project from obtaining its water demands.

**Mitigation/Conclusion.** See Exhibit B for mitigation measures.

## 15. LAND USE

<i>Will the project:</i>	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting/Impact.** Surrounding uses are identified on Page 2 of the Initial Study. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The project was found to be consistent with these documents (refer also to

Exhibit A on reference documents used).

The project is not within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses as summarized on page 2 of this Initial Study.

**Mitigation/Conclusion.** No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

## 16. MANDATORY FINDINGS OF SIGNIFICANCE

Potentially  
Significant

Impact can  
& will be  
mitigated

Insignificant  
Impact

Not  
Applicable

*Will the project:*

- a) *Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?*
- b) *Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)*
- c) *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

For further information on CEQA or the County's environmental review process, please visit the County's web site at "[www.sloplanning.org](http://www.sloplanning.org)" under "Environmental Information", or the California Environmental Resources Evaluation System at: <http://resources.ca.gov/ceqa/> for information about the California Environmental Quality Act.

## Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ) and when a response was made, it is either attached or in the application file:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	<b>Attached</b>
<input checked="" type="checkbox"/>	County Environmental Health Services	<b>Attached</b>
<input type="checkbox"/>	County Agricultural Commissioner's Office	<b>Not Applicable</b>
<input checked="" type="checkbox"/>	County Airport Manager	<b>Attached</b>
<input checked="" type="checkbox"/>	Airport Land Use Commission	<b>Attached</b>
<input checked="" type="checkbox"/>	Air Pollution Control District	<b>Attached</b>
<input type="checkbox"/>	County Sheriff's Department	<b>Not Applicable</b>
<input type="checkbox"/>	Regional Water Quality Control Board	<b>Not Applicable</b>
<input type="checkbox"/>	CA Coastal Commission	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Fish and Wildlife	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Forestry (Cal Fire)	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Transportation	<b>Not Applicable</b>
<input type="checkbox"/>	Community Services District	<b>Not Applicable</b>
<input checked="" type="checkbox"/>	Other <u>City of San Luis Obispo</u>	<b>Attached</b>
<input type="checkbox"/>	Other _____	<b>Not Applicable</b>

**\*\* "No comment" or "No concerns"-type responses are usually not attached**

The following checked ("") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

<input checked="" type="checkbox"/> Project File for the Subject Application	<input type="checkbox"/> Design Plan
<u>County documents</u>	<input type="checkbox"/> Specific Plan
<input type="checkbox"/> Coastal Plan Policies	<input checked="" type="checkbox"/> Annual Resource Summary Report
<input checked="" type="checkbox"/> Framework for Planning (Coastal/Inland)	<input type="checkbox"/> Circulation Study
<input checked="" type="checkbox"/> General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:	<u>Other documents</u>
<input checked="" type="checkbox"/> Agriculture Element	<input checked="" type="checkbox"/> Clean Air Plan/APCD Handbook
<input checked="" type="checkbox"/> Conservation & Open Space Element	<input checked="" type="checkbox"/> Regional Transportation Plan
<input type="checkbox"/> Economic Element	<input checked="" type="checkbox"/> Uniform Fire Code
<input checked="" type="checkbox"/> Housing Element	<input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)
<input checked="" type="checkbox"/> Noise Element	<input checked="" type="checkbox"/> Archaeological Resources Map
<input type="checkbox"/> Parks & Recreation Element/Project List	<input checked="" type="checkbox"/> Area of Critical Concerns Map
<input checked="" type="checkbox"/> Safety Element	<input checked="" type="checkbox"/> Special Biological Importance Map
<input checked="" type="checkbox"/> Land Use Ordinance (Inland/Coastal)	<input checked="" type="checkbox"/> CA Natural Species Diversity Database
<input type="checkbox"/> Building and Construction Ordinance	<input checked="" type="checkbox"/> Fire Hazard Severity Map
<input checked="" type="checkbox"/> Public Facilities Fee Ordinance	<input checked="" type="checkbox"/> Flood Hazard Maps
<input type="checkbox"/> Real Property Division Ordinance	<input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County
<input checked="" type="checkbox"/> Affordable Housing Fund	<input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.)
<input checked="" type="checkbox"/> San Luis Obispo Airport Land Use Plan	<input type="checkbox"/> Other
<input type="checkbox"/> Energy Wise Plan	
<input checked="" type="checkbox"/> SLO Area Plan/SLO (north) sub area and Update EIR	

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

*Acoustical Analysis* (David Dubbink Associates, February 17, 2016)

*Air Quality Technical Report*, RCH Group, March 29, 2016

*Air Quality Technical Memorandum (CHP Unit Engine Emission)*, RCH Group, April 20, 2016

*Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Applicant Submitted IS/MND*, RCH Group, May 24, 2016

*Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Technical Memorandum*, RCH Group, June 20, 2016

*Geotechnical Engineering Report*, Earth Systems Pacific, March 21, 2016

*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016

SLO GIS Parcel Viewer, June 2, 2016

<http://slocity.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=516bdd31ca984b7cae364939dd72de39>

*Stormwater Control Plan*, Tetra Tech, March 2016

*Vehicle Trip Generation*, Oasis Associates, May 13, 2016

## Exhibit B - Mitigation Summary Table

Per Public Resources Code Section 21081.6, the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, are responsible to verify compliance with these COAs.

### AIR QUALITY

**AQ-1: Odor Control.** Prior to issuance of construction permits, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

**AQ-2: Portable Equipment.** Prior to issuance of construction permit, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

### **AQ-3: Fugitive Dust Mitigation Measures.**

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off

- trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
  - l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
  - m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
  - n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

**AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.

**AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered during construction activities, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public

- nuisance; and
- Clean soil shall be segregated from contaminated soil.

**AQ-6: Lead During Demolition.** The applicant shall contact APCD ten days prior to the start of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.

**AQ-7: Naturally Occurring Asbestos.** Prior to any construction activities at the site, the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.

**AQ-8: Demolition Asbestos.** Prior to any construction activities at the site, the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:

- a. written notification, within at least 10 business days of activities commencing to the APCD
- b. asbestos survey conducted by a certified Asbestos Consultant and
- c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

**AQ-9: Idling Restrictions.**

- a. Driver's shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- b. Driver's shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesel07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesel07/frooal.pdf).
- e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

**AQ-10: Permit to Operate.** Prior to final inspection or occupancy, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

## **GEOLOGY AND SOILS**

**GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

## **HAZARDS AND HAZARDOUS MATERIALS**

**HZ-1: Fire Safety.** Prior to issuance of a construction permit, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection*



*Hazard Evaluation* prepared by Collings & Associates, April 12, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented **prior to final occupancy**, and/or on-going for the life of the project.

**HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 **at least 30 days before proposed construction or application for building permit**. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.

**HZ-3: Prior to the issuance of construction permits**; the applicant shall provide a recorded avigation easement for each property developed within the area included in the proposed local action.

**HZ-4: Exterior Light Plan. Prior to issuance of construction permits**, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned "down and into" the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

**HZ-5: Environmental Health. Prior to occupancy or final inspection**, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

**HZ-6:** The non-residential density for this property shall be limited to 353 persons.

**HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).

**HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.

**HZ-9: For the life of the project**, no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.

**HZ-10: For the life of the project**, any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:

- Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
- Lighting which is difficult to distinguish from airport lighting;
- Glare in the eyes of pilots using the airport;
- Uses which attract birds and create bird strike hazardous;
- Uses which produce visually significant quantities of smoke; and
- Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)

**HZ-11:** All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.

**HZ-12:** For the life of the project, any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall require, at a minimum, referral to and recommendation from the Airport Land Use Committee.

**HZ-13:** For the life of the project, any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.

**HZ-14:** For the life of the project, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.

### **TRANSPORTATION AND CIRCULATION**

**TR-1: Traffic Impacts.** In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be provided to the County, prior to construction permit issuance. These fees shall include:

- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

### **WATER AND HYDROLOGY**

**WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

**WR-2: Water System.** Prior to occupancy or final inspection, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

DATE: July 13, 2016

**DEVELOPER'S STATEMENT & MITIGATION MONITORING PROGRAM  
FOR HITACHI ZOSEN INOVA USA, LLC CONDITIONAL USE PERMIT  
ED15-266 (DRC2015-00122)**

The applicant agrees to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property.

Per Public Resources Code Section 21081.6 the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, is responsible to verify compliance with these COAs.

<p><b>Note:</b> The items contained in the boxes labeled "Monitoring" describe the County procedures to be used to ensure compliance with the mitigation measures.</p>
--

**AIR QUALITY**

**AQ-1: Odor Control.** Prior to issuance of construction permits, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

**AQ-2: Portable Equipment.** Prior to issuance of construction permit, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

<p><b>Monitoring:</b> Required prior to issuance of construction permits. Compliance will be verified by the County Department of Planning and Building.</p>
--

**AQ-3: Fugitive Dust Mitigation Measures.**

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
- n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

**AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.

**AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered during construction activities, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and
- Clean soil shall be segregated from contaminated soil.

**AQ-6: Lead during Demolition.** The applicant shall contact APCD ten days prior to the start of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.

**AQ-7: Naturally Occurring Asbestos.** Prior to any construction activities at the site, the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.

**AQ-8: Demolition Asbestos.** Prior to any construction activities at the site, the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:

- a. written notification, within at least 10 business days of activities commencing to the

July 13, 2016

**APCD**

- b. asbestos survey conducted by a certified Asbestos Consultant and
- c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-591 2 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

**AQ-9: Idling Restrictions.**

- a. Driver's shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- b. Driver's shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
- e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

**Monitoring:** Required during grading and construction activities. Compliance will be verified by the County Department of Planning and Building.

**AQ-10: Permit to Operate.** Prior to final inspection or occupancy, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

**Monitoring:** Required during prior to final inspection or occupancy. Compliance will be verified by the County Department of Planning and Building.

**GEOLOGY AND SOILS**

**GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

**Monitoring:** Required prior to issuance of construction permits and during project construction. Compliance will be verified by the County Department of Planning and Building.

## **HAZARDS AND HAZARDOUS MATERIALS**

**HZ-1: Fire Safety. Prior to issuance of a construction permit**, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection Hazard Evaluation* prepared by Collings & Associates, April 12, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented **prior to final occupancy**, and/or on-going for the life of the project.

**HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 **at least 30 days before proposed construction or application for building permit**. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.

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**HZ-6:** The non-residential density for this property shall be limited to 353 persons.

**HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).

**HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.

Hitachi Zosen Inova ED15-0266, DRC2015-00122  
Developer's Statement  
Page 6 of 7

July 13, 2016

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- Lighting which is difficult to distinguish from airport lighting;
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- Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)

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**HZ-14: For the life of the project, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.**

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- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

**Monitoring:** Required during grading and construction activities. Compliance will be verified by the County Department of Planning and Building.

**WATER AND HYDROLOGY**

**WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

**Monitoring:** Required for the life of the project. Compliance will be verified by the County Department of Environmental Health.

**WR-2: Water System.** Prior to occupancy or final inspection, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

**Monitoring:** Required prior to final inspection or occupancy. Compliance will be verified by the County Department of Planning and Building.

The applicant understands that any changes made to the project description subsequent to this environmental determination must be reviewed by the Environmental Coordinator and may require a new environmental determination for the project. By signing this agreement, the owner(s) agrees to and accepts the incorporation of the above measures into the proposed project description.

C.M. Florence  
San Luis Obispo County  
 Department of Planning and Building  
 1000 Broadway  
 San Luis Obispo, CA 93401

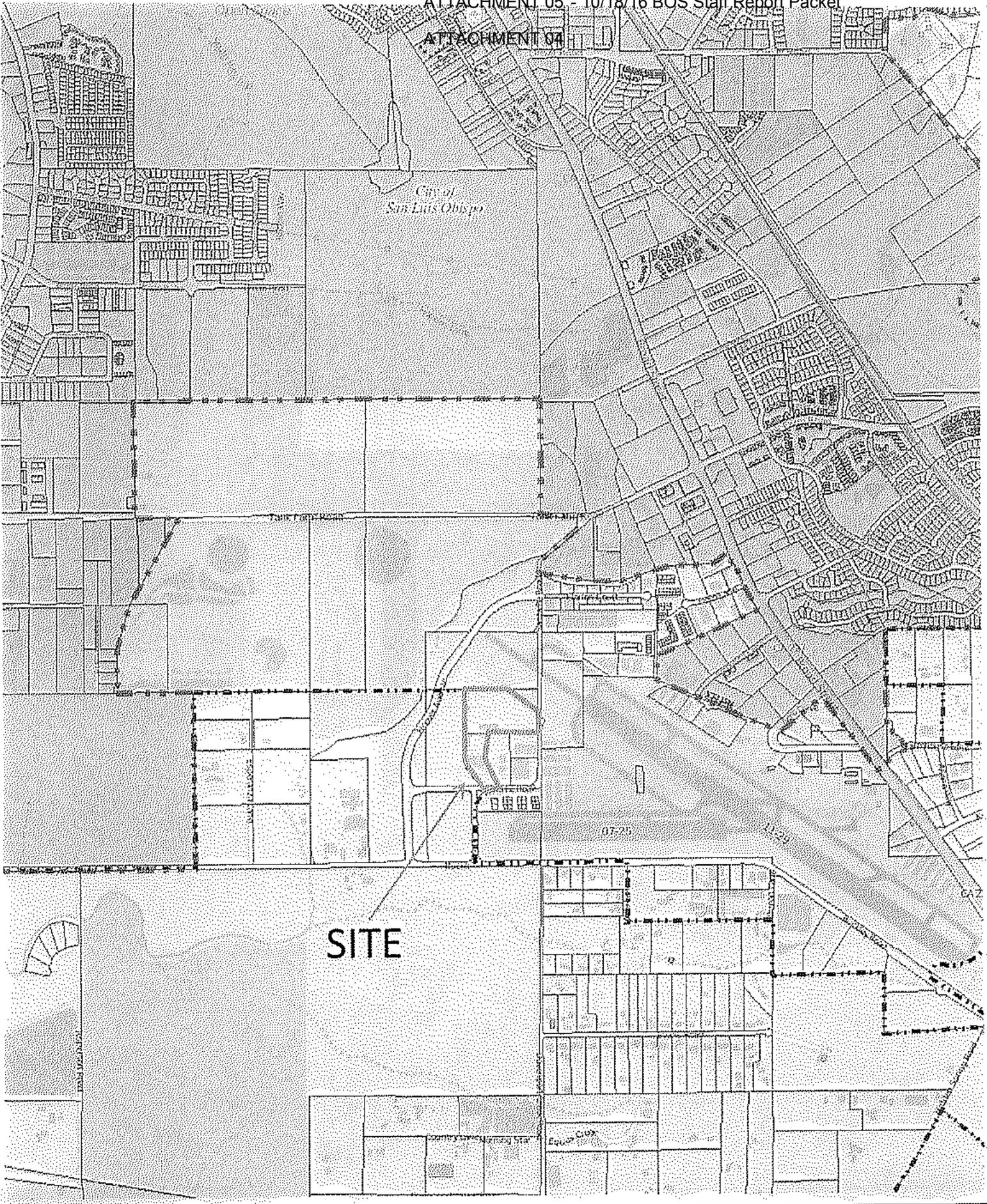
C.M. Florence, AICP

13 July 2016

**Signature of Applicant Agent**

**Name (Print)**

**Date**

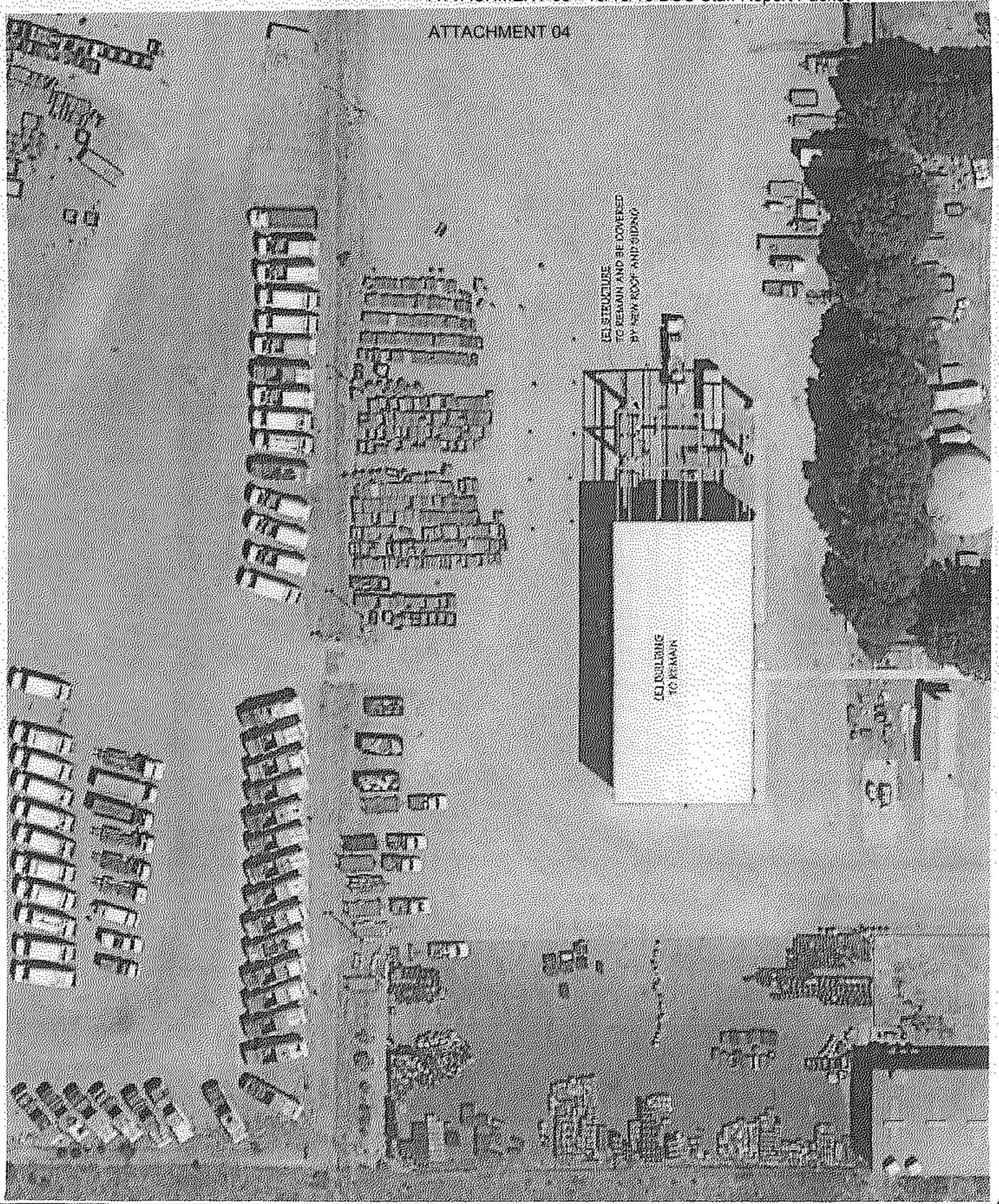


SITE

**PROJECT**  
 Hitachi Zosen Inova USA, LLC  
 DRC2015-00122

**EXHIBIT**  
 Vicinity Map

ATTACHMENT 04



PROJECT

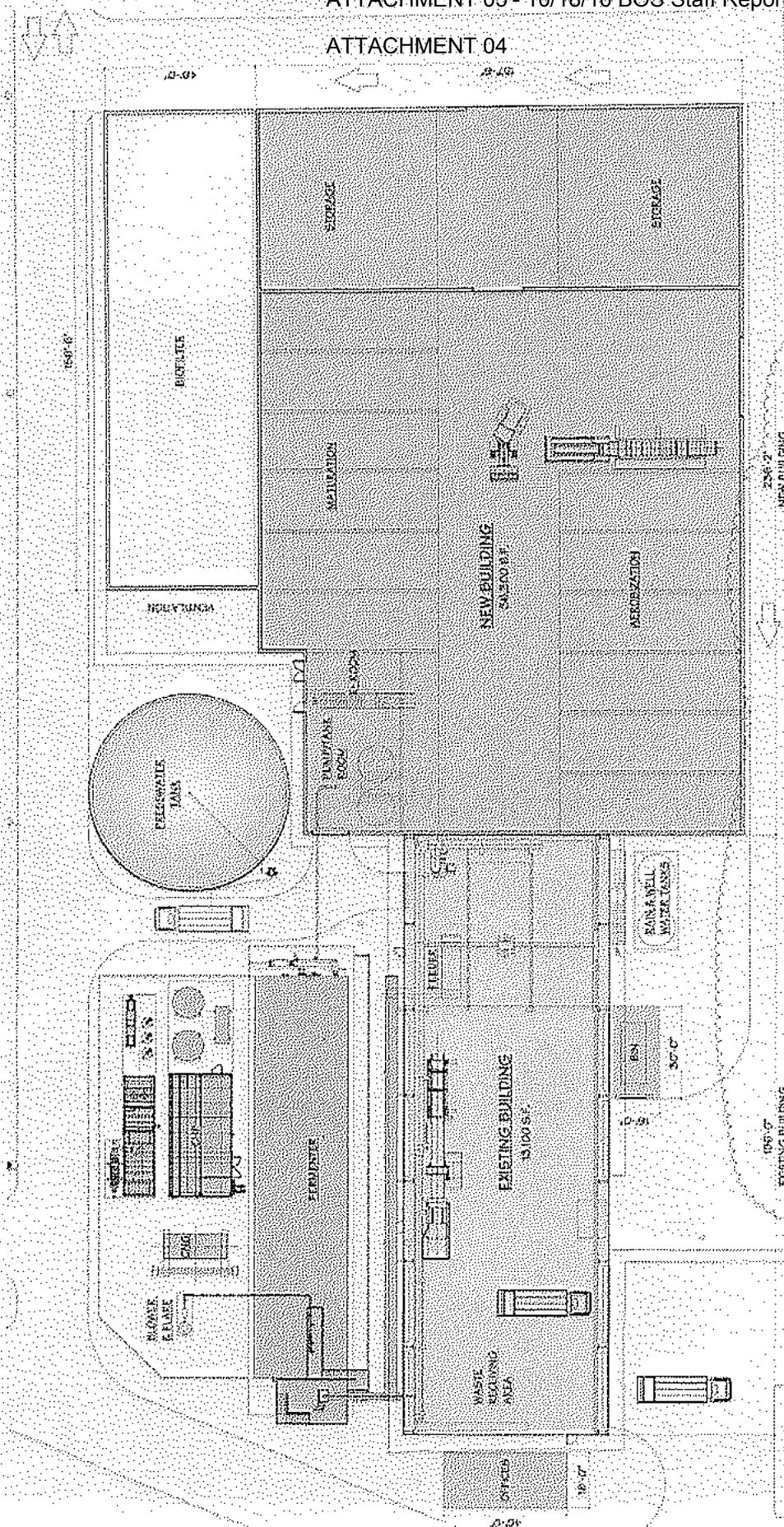
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

EXHIBIT

Existing Site Plan



ATTACHMENT 04

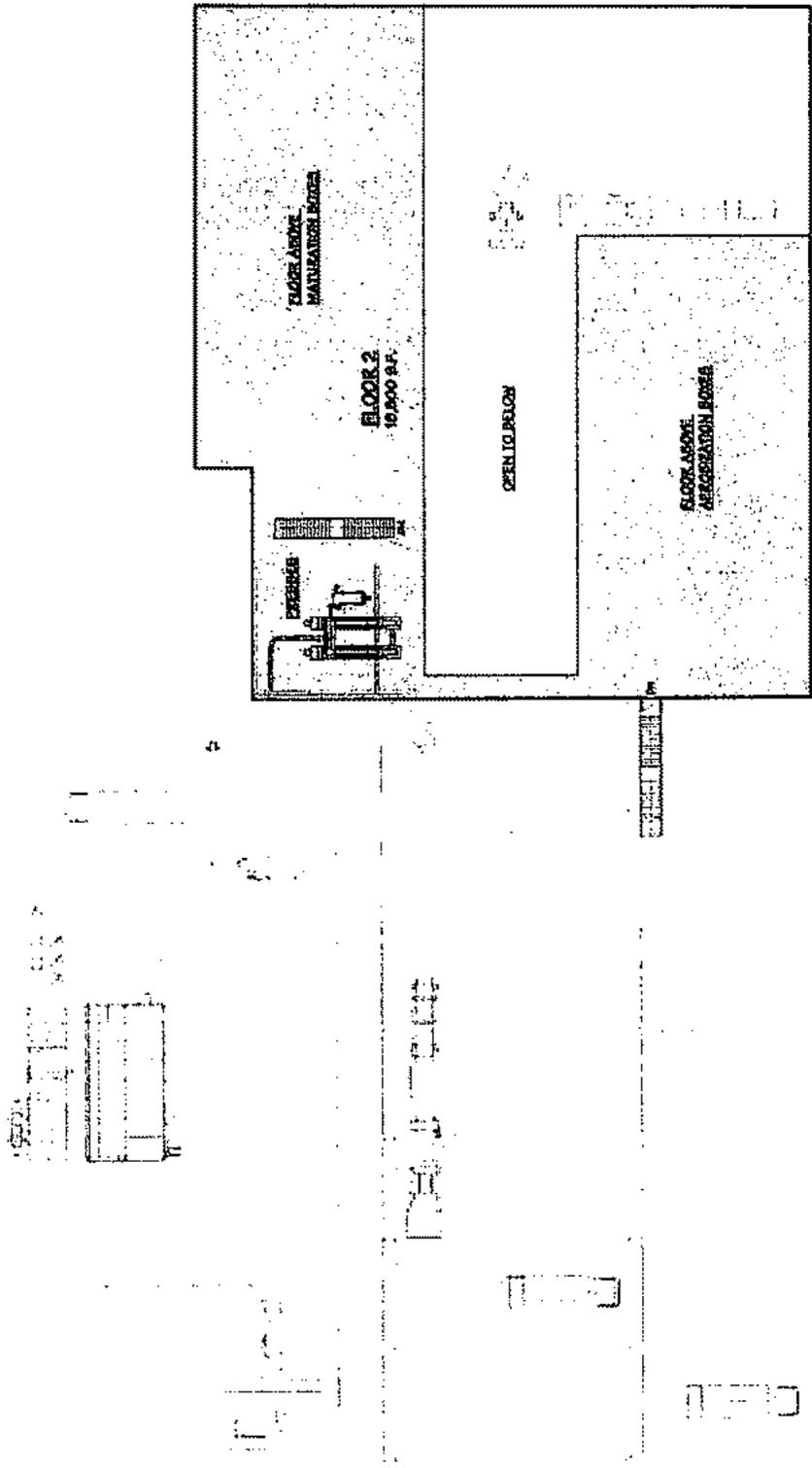


PROJECT

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

EXHIBIT

Lower Floor Plan

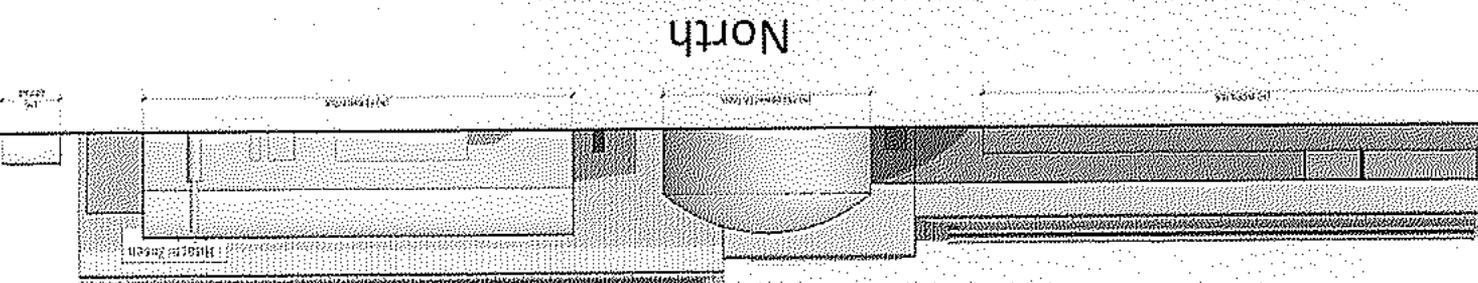
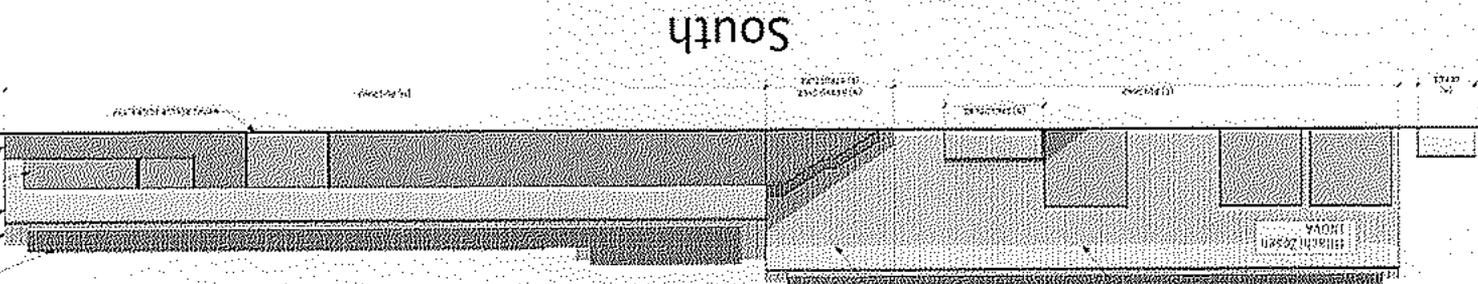
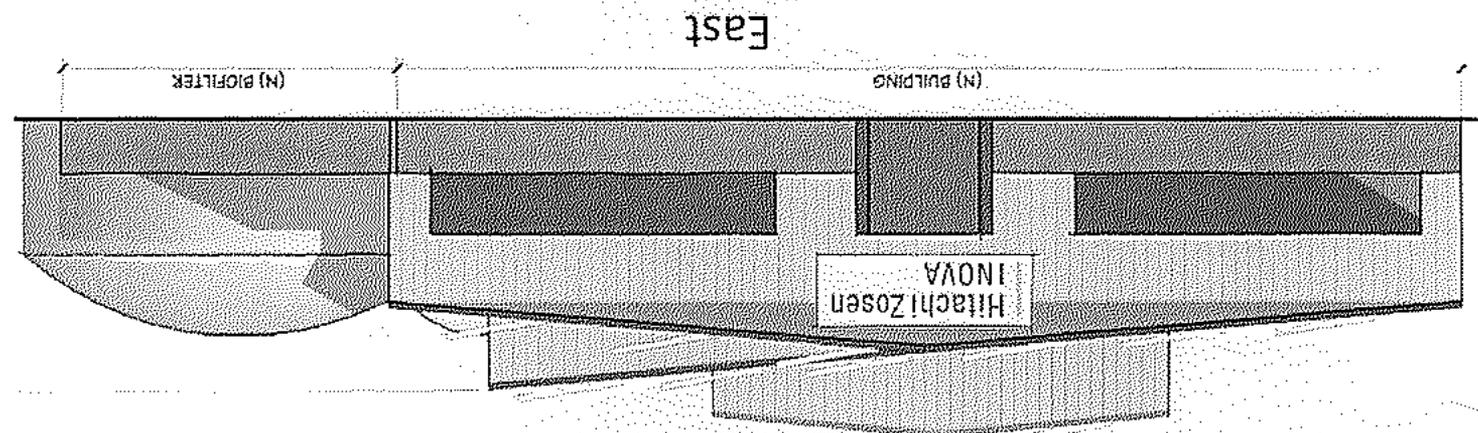
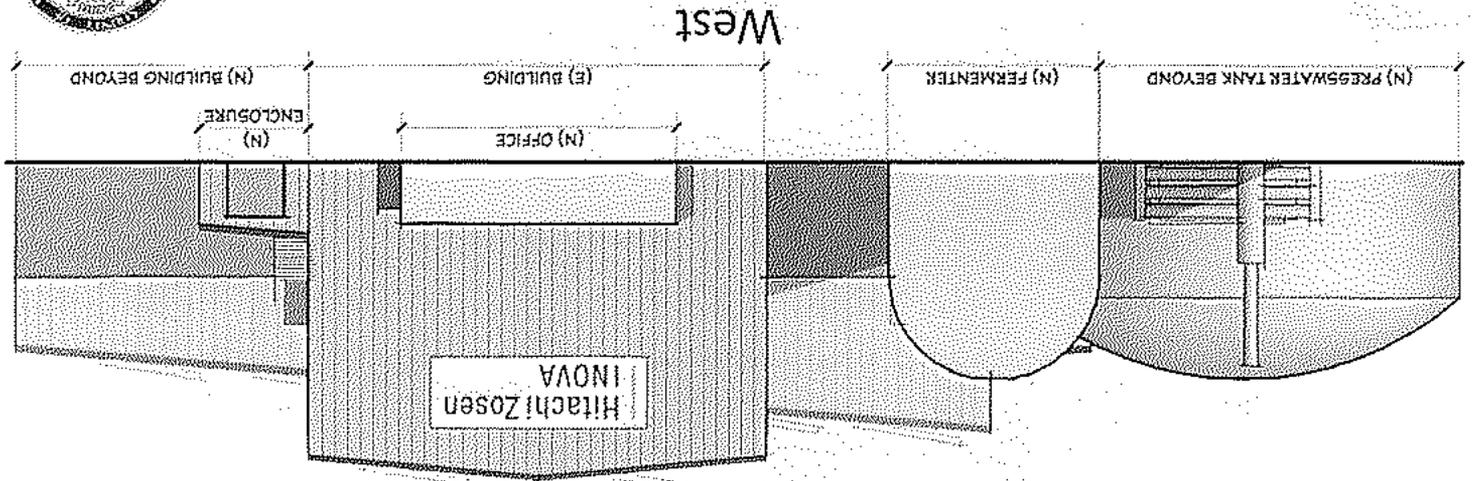


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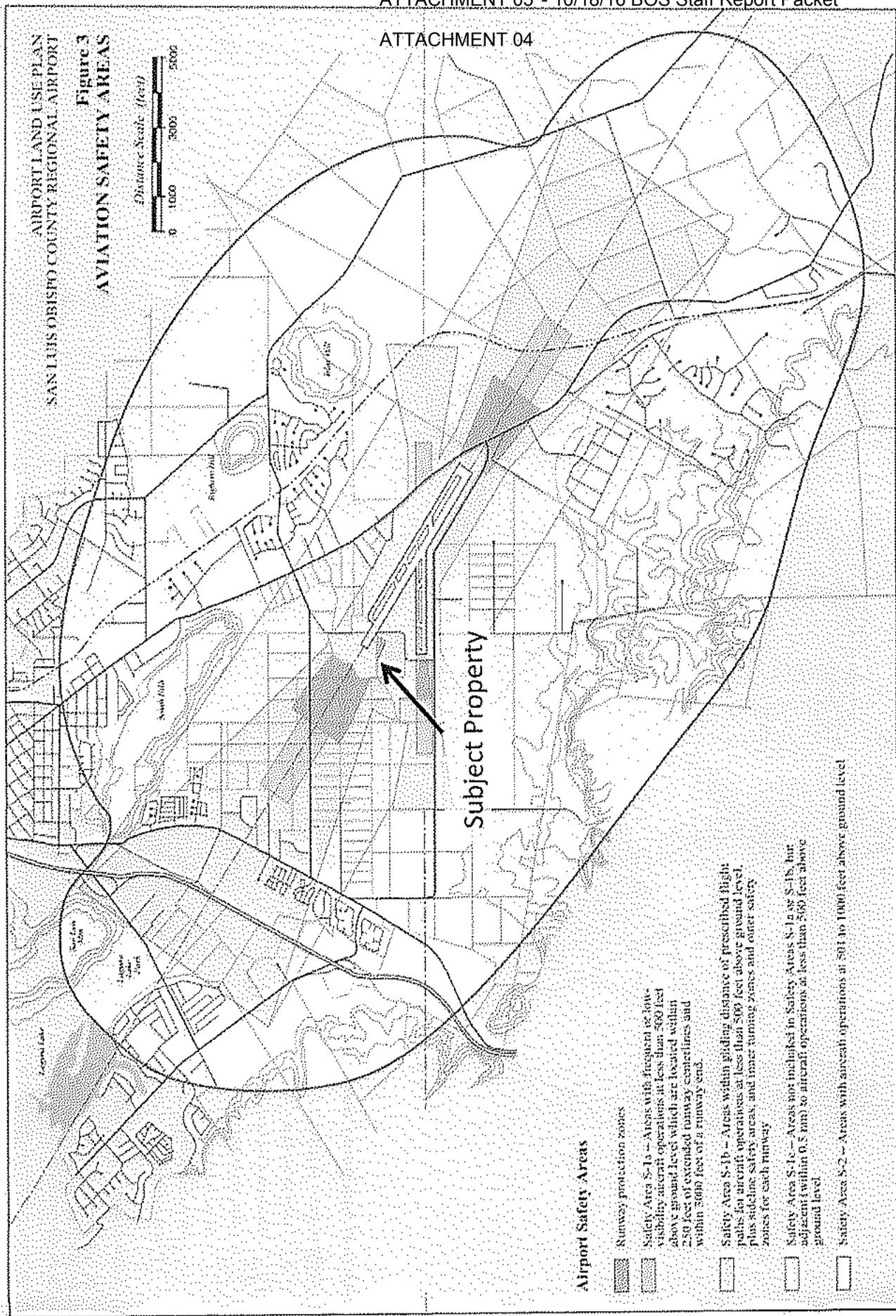
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Upper Floor Plan



ATTACHMENT 04



**PROJECT**

Hitachi Zosen Inova USA, LLC  
 DRC2015-00122

**EXHIBIT**

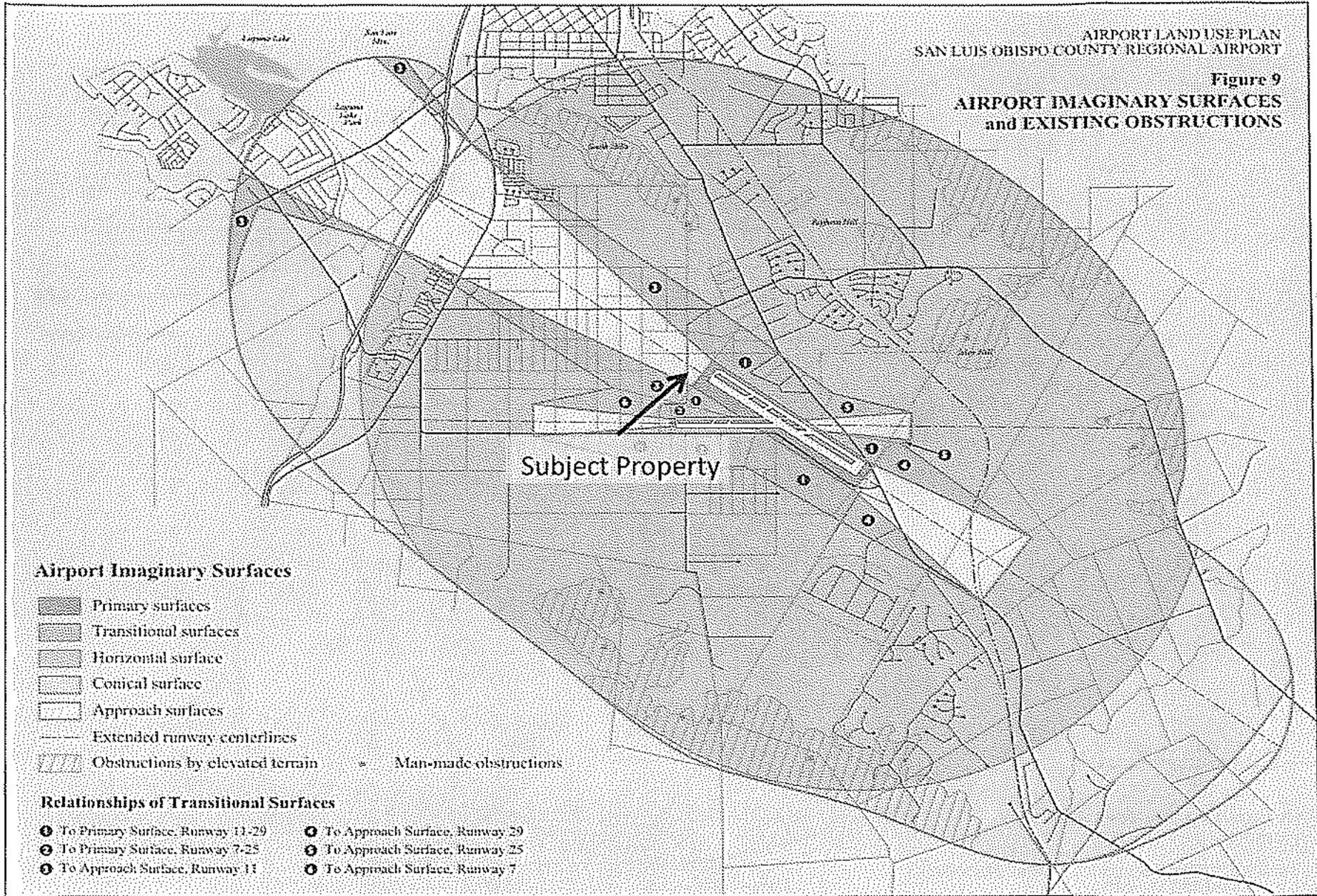
Airport Safety Areas

PROJECT  
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

EXHIBIT  
Airport Imaginary Surfaces  
and Existing Obstructions

AIRPORT LAND USE PLAN  
SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

Figure 9  
AIRPORT IMAGINARY SURFACES  
and EXISTING OBSTRUCTIONS





# RE: Anaerobic Digester

Craig Piper

Wed 6/29/2016 9:03 AM

To: Brandi Cummings <bcummings@co.slo.ca.us>;

Cc: Kevin Bumen <kbumen@co.slo.ca.us>;

Hi Brandi,

I can't find that I responded to you yet via email. I know we have exchanged voicemail messages.

We do have some concerns.

1. Any new structures/construction should undergo the FAA 7460 review for obstructions.
2. The airport is planning for an extension of Taxiway M which is the parallel taxiway on the west side of the runway. This will also include the relocation of the Glide Slope which is part of the Instrument Landing System (ILS). The developer/property owner needs to ensure that their project will not impact the operation the ILS as currently installed or as ultimately planned as shown in the Airport Layout Plan. This assurance will need to be coordinated with the FAA to ensure compliance.
3. Any lighting needs to be installed in such a way so as not to shine or be directed toward aircraft on approach to departure from the airport, especially during hours of darkness as this will affect pilots ability to operate aircraft.
4. Any development should be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violating airport security.

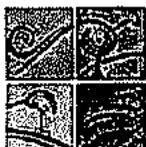
Craig Piper  
Assistant Director  
Department of Airports  
County of San Luis Obispo  
805-781-4376

From: Brandi Cummings  
Sent: Thursday, June 09, 2016 2:04 PM  
To: Craig Piper <capiper@co.slo.ca.us>  
Subject: Anaerobic Digester

Hi Craig,

I'm wondering if you would like to submit a formal referral response to this project? I know there were a few potential issues brought up at the meeting we all had.

Also, it's my understanding that ALUC is scheduled for June 29th, and their comments/recommendation will be listed as a separate response.



Brandi Cummings  
Planner  
Department of Planning & Building  
County of San Luis Obispo  
805.781.1006



Air Pollution Control District  
San Luis Obispo County

May 11, 2016

Brandi Cummings  
County of San Luis Obispo County Planning and Building  
Government Center  
San Luis Obispo ca 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant Initial Study / Mitigated Negative Declaration.

Dear Ms. Cummings,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced project located at 4388 Old Santa Fe Road in San Luis Obispo.

The project as proposed includes an anaerobic digestion plant to process green and food waste from Waste Connections' service area. The plant will utilize an existing 13,000 square foot (SF) building (formerly the plate cutting building) with 36,000 SF of new construction, including the introduction of equipment related to the anaerobic digestion process. A new office trailer for support staff will be located west of the existing plant cutting building. An 80 space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming and outgoing trucks. The site plan depicts a compressed natural gas (CNG) fueling station for the potential to fuel the increasing fleet of CNG -fueled trucks utilized by Waste Connections. Other alternative uses for the biogas include the combined heat and power unit (CHP), net metering and distribution into the existing power grids. The biogas is a by-product of the anaerobic digestion process. Other site improvements include grading to accommodate post construction storm water facilities.

*The following are APCD comments that are pertinent to this project.*

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text.**

## ATTACHMENT 04

*Initial Study / Mitigated Negative Declaration for Kompogas Anaerobic  
Digestion Plant  
May 11, 2016  
Page 2 of 6*

**CONSTRUCTION PHASE IMPACTS**

Based on the SLOCAPCD review of the Initial Study and associated Air Quality Technical Report, staff agrees the construction phase impacts will likely be less than the SLOCAPCD's significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook (available at the APCD web site: [www.slocleanair.org](http://www.slocleanair.org)). Staff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report. **Therefore, with the exception of the requirements below, the APCD is not requiring other construction phase mitigation measures for this project. SLOCAPCD staff recommends the requirement listed below be included as a mitigation measure to ensure compliance with the requirements.**

**Dust Control for Drought Conditions**

The SLOCAPCD agrees with the dust control measures outlined in mitigation measure AQ-1 ( Air Quality Technical Report on page 10 and 11). However, **please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

**Hydrocarbon Contaminated Soil**

**Should hydrocarbon contaminated soil be encountered during construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:**

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH -non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,
- Clean soil must be segregated from contaminated soil.

**The notification and permitting determination requirements shall be directed to the APCD Engineering Division at 781-5912.**

**Lead During Demolition**

Demolition, renovation, or retrofitting of structures coated with lead based paint is a concern for the APCD. Improper demolition can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. **Depending on the removal method, an APCD permit may be required. Contact the APCD Engineering Division at (805)**

## ATTACHMENT 04

*Initial Study / Mitigated Negative Declaration for Kompogas Anaerobic  
Digestion Plant  
May 11, 2016  
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**781-5912 for more information. Approval of a lead work plan by the APCD is required and must be submitted ten days prior to the start of the demolition. For more information, contact the APCD Enforcement Division at (805) 781-5912 or for specific information regarding lead removal, please contact Cal-OSHA at (818) 901-5403. Additional information can also be found on line at <http://www.epa.gov/lead>.**

#### Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2012 CEQA Handbook, Technical Appendix 4.4. The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), and therefore the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105), **prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the regulation. An exemption request must be filed with the APCD.** If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. More information on NOA can be found at [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php).

#### Demolition/Asbestos

Demolition, renovation, or retrofitting activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). **If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

#### Construction Permit Requirements

As indicated on page 12 of the Air Quality Technical Report, portable equipment may require a permit. Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

## ATTACHMENT 04

*Initial Study / Mitigated Negative Declaration for Kompogas Anaerobic  
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The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc.).

**To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.** SLOAPCD staff recommends this requirement be included as a mitigation measure to ensure compliance with the requirement.

#### Idling Restrictions

As indicated on page 12 of the Air Quality Technical Report, California Code of Regulation limits idling. **SLOAPCD staff recommends the requirements listed be included as a mitigation measures to ensure compliance with the requirement.**

#### **OPERATIONAL PHASE IMPACTS**

In order for the SLOAPCD to verify the operation phase emissions the following items will need to be addressed.

- **Biogas upgrading system**-The project description included a discussion of possible uses of the biogas. One being the use of the biogas as a fuel for the combined heat and power unit (CHP), or upgraded for in the CNG waste hauler trucks. However, the calculations do not appear to include the upgrading process or associated emissions that would be produced from the operation. **Please provide more information on how the biogas upgrading process works and what happens to the impurities that are removed from the gas (e.g. CO<sub>2</sub>, H<sub>2</sub>S). If the operational plans include this gas upgrade process then the equipment and emissions should be included in the calculations to determine the full impacts from the project.**
- **Press Water Storage Tank**-Page 9 of the project description discusses a press-water storage tank. What is the size of this tank? The project description indicates the storage tanks are covered by a gas and odor tight membrane. This would imply the system includes some sort of vapor recovery system. **Please provide more information about how this system works.**
- **Biofilter**-It was not clear from the description of the biofilter (page 12 of the project description) how the ammonia (NH<sub>3</sub>) in the exhaust gas will be monitored. **Please explain.**

## ATTACHMENT 04

Initial Study / Mitigated Negative Declaration for Kompostgas Anaerobic  
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May 11, 2016  
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- **CHP**-The size of the CHP to be used for the project is unclear from the documents presented with this application. The Air Quality Technical Report (page 13) indicates the CHP is expected to be less than 800 kW, however, it states the emission estimates assumed an 800 kW CHP to provide a maximum case. In the initial study, several different CHP sizes were analyzed (250 kW, 400kW, 826 kW, 1,069 kW and 1,200 kW). In the Initial study, page 6 the following statement is made:

*"The analysis assumed that the CHP unit would run continuously 24 hours per day. The daily operational emissions from the proposed project using an 826 kW CHP unit would be below the daily significance threshold levels established by APCD. The daily operational emissions from the proposed project utilizing a 1,069 kW or a 1,200 kW CHP unit would be slightly above the daily significance threshold of 25 pounds/day (lbs./day) for ROG + NOx. and would be potentially significant. Projects that exceed the 25 lbs./day threshold for ROG + NOx requires further mitigation, as established by the APCD. While the analysis includes a variety of alternative CHP unit sizes, emissions, and related mitigation, the final design will reflect the final CHP unit size, accordingly."*

What is meant by the last sentence, "The final design will reflect the final CHP unit size accordingly?" If the larger CHP units are selected, then additional mitigation should be proposed. In order for the SLOCAPCD to make a determination about the air quality impact the exact size of the equipment needs to be defined. **The initial study, supporting documentation, and any conditions of approval should make it clear as to which size CHP will be used and appropriate mitigation recommended as needed. Also, please provide the manufacturer's emission rates, emission factors and specification sheet for the CHP and flare.**

- **Odors**-As recommended in the initial study and Air Quality Technical Report, the SLOCAPCD agrees an Odor Management Plan should be prepared for this project. **The Odor Management Plan should be submitted to the SLOCAPCD for review and approval prior to the start of construction activities. In addition to the items listed on page 8 of the initial study, the SLOCAPCD also recommends that the Odor Management Plan include a section to address complaint notification and response.**
- **Greenhouse Gases**-The application of the GHG threshold has been misapplied in the GHG analysis on pages 30 and 31 of the Air Quality Technical Report and page 13 of the initial study. **All project GHG emissions including the mobile sources, energy usage, water, CHP and construction emissions (amortized over the life of the project) should be summed up and compared to the 10,000 tons/yr. threshold.**
- **Mobile sources**-As indicated in the Vehicle Trip Generation Report dated February 26, 2016, the total vehicle miles traveled (VMT) associated with the project will increase mainly due to the new commercial food waste trucks. The data for the new commercial food waste truck is presented on page 3 and 4 of this report. There appears to be an additional error for the total miles for the commercial trucks. Truck A is shown to travel 125 miles for the various routes and Truck B is shown to travel 85 miles for the various route, which adds up to a total of 210 miles, not 201 miles as show on the table, thus making daily vehicle miles travelled for

## ATTACHMENT 04

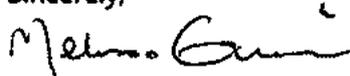
Initial Study / Mitigated Negative Declaration for Kompogas Anaerobic  
 Digestion Plant  
 May 11, 2016  
 Page 6 of 6

all trucks an increase of 155 miles, not 146 miles. **This should be checked and the calculations modified accordingly.**

- **Operational Emission: tons/yr.**-The Air Quality Technical Report provides summary tables for operational phase emissions on pages 14 and 15. However, Table 9 for the annual operating emissions (annual tons/year) does not include all the sources of emissions; it only lists the emissions for the CHP (with and without the SCR/oxicat). **All sources including mobile, energy usage, water, and CHP should be included on one summary table and compared to the SLOCAPCD annual thresholds, as was done for the daily emission summary Table 6, 7 and 8.**
- **Permit to Operate**-Based on the information provided, this project will be required to obtain a permit to operate from the SLOCAPCD. **To minimize potential delays prior to the start of the project, please contact the APCD Engineering Division at 805-781-5912 for specific information regarding permitting requirements.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 805-781-4667.

Sincerely,



Air Quality Specialist

MAG/ihs

cc: Dora Drexler, Enforcement Division, APCD  
 Tim Fuhs, Enforcement Division, APCD  
 Gary Willey, Engineering Division, APCD

Attachments:

1. Naturally Occurring Asbestos - Construction & Grading Project Exemption Request Form, Construction & Grading Project Form

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Air Pollution Control District  
San Luis Obispo County

June 14, 2016

Brandi Cummings  
County of San Luis Obispo Planning and Building Government Center  
San Luis Obispo, CA 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant-  
Comments on Technical Memorandum May 24, 2016

Dear Ms. Cummings:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced document and have the following comments.

Page 1 and 2 of the Technical Memorandum dated May 24, 2016

We appreciate the applicant's willingness to include the mitigation measures referenced in the APCD letter dated May 11, 2016. However, in a few cases we recommend the language be expanded to ensure all facets of the requirement are included in the conditions of approval.

1. For hydrocarbon contaminated soil, APCD staff recommend the following portion of standard language be added to the verbiage on page 1 of the Technical Memorandum dated May 24, 2016:
  - *Cover on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;*
  - *Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;*
  - *Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;*
  - *The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;*
  - *During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,*
  
2. For naturally occurring asbestos (NOA), APCD staff recommend the following addition to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM.*

3. For Demolition/Asbestos, APCD staff recommend adding the following to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*These requirements include, but are not limited to 1) written notification within at least 10 business days of activities commencing to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at 805 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php)*

Page 2 of the Technical Memorandum dated May 24, 2016

The applicant indicates that the biogas upgrading is no longer part of the project and all biogas will go to the CHP unit or flare during project start-up and maintenance. However, on page 3 (same document) the applicant recommends MM AQ-4 as possible mitigation which indicates the applicant shall construct an on-site CNG fueling station to reduce collection-truck vehicle miles travelled, if feasible. Since it was stated on the previous page that the upgrading facility was no longer part of the project measure, MM AQ-4 seems to contradict what was stated previously. Please explain. If an upgrading facility is intended for future installation, then potential emissions from the facility should be included in the evaluation.

Page 3 of the Technical Memorandum dated May 24, 2016

Under the CHP paragraph the applicant proposes MM AQ-3, AQ-4, and AQ-5. Mitigation Measure AQ-3 states that the applicant proposes replacing diesel fueled collection trucks with CNG if feasible. In the Air Quality Technical Report dated March 29, 2016, which was previously submitted MM AQ-3 addresses odors and proposes an Odor Control Plan. **San Luis Obispo County APCD requests that one comprehensive list of proposed mitigation measures be compiled and be submitted for clarification.**

On page 5 of the Technical Memorandum dated May 24, 2016

The APCD has two operational phase emission thresholds for ROG+NO<sub>x</sub>, and PM<sub>10</sub>, 25 lbs/day and 25 tons/year. For the CEQA evaluation the project emissions should be compared to both the daily and annual thresholds. Mitigation is required if the project emissions exceed either threshold and offsite mitigation may be required if the project exceeds the 25 ton/year threshold. The data presented on page 5 only evaluated the tons/year.

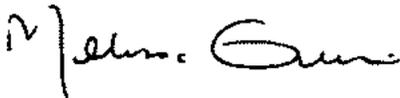
Based on the APCD review of the data presented it appears the operational phase emissions will exceed the daily threshold of 25 lbs/day for ROG +NO<sub>x</sub> without an SCR oxidation catalyst system. The project proponent should demonstrate that the proposed mitigation measures will reduce the emissions to below the thresholds. If CNG vehicles are being proposed to reduce emissions, then the reduction should be quantified. As noted above, with regard to onsite CNG refueling, MM AQ-4 page 2 of this document indicates that a biogas upgrading system was no longer being considered as part of the project, which makes any emission reductions from this measure unlikely. As shown in the calculations and supporting documentation an SCR oxidation catalyst system would provide

approximately 75% reduction in NOx. The APCD recommends an SCR oxidation catalyst, or other equivalent measures be proposed, that will provide real quantifiable emission reduction on site.

This project will require a permit from the APCD and will be subject to the New Source Review Rule 204. Under Rule 204 equipment emitting more than 25 lbs/day of NOx requires Best Available Control Technology.

Please contact the APCD Engineering Division at 805 781-5912 for specific information regarding permitting requirements and for any other questions or comments you may have regarding this letter, please feel free to contact me at 805-781-4667.

Sincerely,



Melissa Guise  
Air Quality Specialist  
MAG/his

cc: Dora Drexler, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

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# RE: Hitachi Zosen Anaerobic Digester

Byrnes, Dennis@CALFIRE <Dennis.Byrnes@fire.ca.gov>

Fri 6/10/2016 1:35 PM

Inbox

To Brandi Cummings <bcummings@co.slo.ca.us>;

Cc: Salas, Mike@CALFIRE <Mike.Salas@fire.ca.gov>; Laurie Donnelly <laurie.donnelly@fire.ca.gov>; Tony.Gomes\_fire.ca.gov <Tony.Gomes@fire.ca.gov>; Jerilyn Moore <jerilyn.moore@fire.ca.gov>;

Brandi,  
Yes I am the lead on this project for CAL FIRE.  
Due to the unique nature of this project CAL FIRE/ San Luis Obispo County Fire Department is working closely with the applicant and the applicants Fire Protection Engineer to develop Fire/Life Safety standards. This is the first anaerobic digester (wet) designed by this company being constructed in the United States, so research is being conducted to developed standards and mitigate concerns. I anticipate meeting with the applicants Fire Protection Engineer the second week in July to start the primary review.

Regards

Dennis Bymes  
Fire Captain / Fire Prevention  
**CAL FIRE** San Luis Obispo  
635 N. Santa Rosa  
San Luis Obispo, CA. 93405  
805-543-4244 Office  
805-543-4248 Fax

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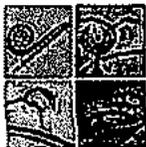
**From:** Brandi Cummings [bcummings@co.slo.ca.us]  
**Sent:** Thursday, June 09, 2016 9:00 PM  
**To:** Byrnes, Dennis@CALFIRE  
**Cc:** Salas, Mike@CALFIRE  
**Subject:** Hitachi Zosen Anaerobic Digester

Hi Dennis,

I'm not sure who is officially working on this project, but I believe you were the last one I spoke with about it.

I know Cal Fire and Building are working with the applicant team to address potential issues, but I am wondering if Cal Fire would like to submit a formal referral response for the staff report and file. If there are any special project conditions needed, those could be included as well.

Thanks,



Brandi Cummings  
Planner  
Department of Planning & Building  
County of San Luis Obispo  
805.781.1006



SAN LUIS OBISPO COUNTY

DEPARTMENT OF PLANNING AND BUILDING

Promoting the wise use of land - Helping to build great communities

THIS IS A NEW PROJECT REFERRAL

DATE: 4/28/2016

TO: ENV. HEALTH

FROM: Brandi Cummings (805-781-1006 or bcummings@co.slo.ca.us)  
South County Team / Development Review

MAY 2 2016  
SR 15082

PROJECT DESCRIPTION: DRC2015-00122 HITACHI ZOSEN INOVA - Request for a conditional use permit to allow construction of an anaerobic digestion plant to process green and food waste. The project includes removal of an existing 13,000 SF building and a new 36,000 SF building and related equipment. APN(s): 076-371-025 & 031

Return this letter with your comments attached no later than 14 days from receipt of this referral. CACs please respond within 60 days. Thank you.

PART 1 - IS THE ATTACHED INFORMATION ADEQUATE TO COMPLETE YOUR REVIEW?

- YES (Please go on to PART II.)
- NO (Call me ASAP to discuss what else you need. We have only 10 days in which we must obtain comments from outside agencies.)

PART II - ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?

- YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter.)
- NO (Please go on to PART III.)

PART III - INDICATE YOUR RECOMMENDATION FOR FINAL ACTION.

Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial.

IF YOU HAVE "NO COMMENT," PLEASE SO INDICATE, OR CALL.

Please see attached Thank you

5/20/16  
Date

[Signature]  
Name

X 5551  
Phone

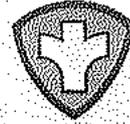
## COUNTY OF SAN LUIS OBISPO HEALTH AGENCY



## Public Health Department

Jeff Hamm  
Health Agency Director

Penny Borenstein, M.D., M.P.H.  
Health Officer



**Public Health**  
Prevent. Promote. Protect.

May 20, 2016

To: Brandi Cummings  
South County Team / Development Review

From: Environmental Health  
Leslie Terry

Project Description: DRC2015-00122, Hitachi Zosen INOVA CUP  
APN 076-371-025 & 031

Prior to construction final, applicant to obtain appropriate level of permitting from this office for process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including a potential for a Risk Management Plan). Project may necessitate updates to the Waste Connections, Inc. Business Plan including but not limited to the site plan.

Confirm separation distances between water wells, basins, and septic system components.

If plan review for cross connection determines a device is necessary, then an annual device test requirement shall be added as a condition of this CUP.

Prior to construction final, the site shall have a permit for a Non-Transient Non-Community water system in process (reactivation of the CBI water system permit).



ATTACHMENT 04  
 SAN LUIS OBISPO COUNTY  
**DEPARTMENT OF PUBLIC WORKS**

Wade Horton, Director

County Government Center, Room 206 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: [pwd@co.slo.ca.us](mailto:pwd@co.slo.ca.us)



Date: May 6, 2016  
 To: Brandi Cummings, Project Planner  
 From: Tim Tomlinson, Development Services  
 Subject: **Public Works Comments on DRC2015-00122 Hitachi Zosen Inova CUP, Old Santa Fe Rd., SLO, APN 076-371-025 & 031**

Thank you for the opportunity to provide information on the proposed subject project. It has been reviewed by several divisions of Public Works, and this represents our consolidated response.

**Public Works Comments:**

- A. Project site may be located within the City of San Luis Obispo Sphere of Influence per Memorandum of Agreement (MOA) approved by the Board on October 18, 2005. City road impact fees may be applicable to this project.
- B. The proposed project is within a drainage review area as there is an area of considerable flooding down stream of this project. A drainage plan is required to be prepared by a registered civil engineer and it will be reviewed at the time of Building Permit submittal by Public Works. The applicant should review Chapter 22.52.110 of the Land Use Ordinance prior to future submittal of development permits. Additional detention of storm water for flood control purposes may be required.
- C. The project meets the applicability criteria for Storm Water Management. Therefore, the project is required to submit a Storm Water Control Plan Application and Coversheet. The Storm Water Control Plan application and template can be found at:  
<http://www.slocounty.ca.gov/Assets/PL/Forms+and+Information+Library/Construction+Permit+Documents/Grading+and+Drainage+Documents/SWCP+Application+Pkg.pdf>

The Post Construction Requirement (PCR) Handbook can be found at:  
<http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new+stormwater/PCR+Handbook+1.1.pdf>

The provided SWCP appears adequate

**Recommended Project Conditions of Approval:****Access**

1. **At the time of application for construction permits, the applicant shall provide evidence to the Department of Planning and Building that onsite circulation and pavement structural sections have been designed and shall be constructed in conformance with Cal Fire standards and specifications back to the nearest public maintained roadway.**
2. **At the time of application for construction permits, and in accordance with Streets and Highway Code Section 1480.5 & 1481 the applicant shall submit an application to the Department of Public Works for an Encroachment Permit to reconstruct, if necessary, all deteriorated or non-compliant parent parcel frontage improvements.**

**Drainage**

3. **At the time of application for construction permits, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) of the Land Use Ordinance. Provide calculations to determine if all drainage must be retained or detained on-site (the design of the basin shall be approved by the Department of Public Works).**

**Storm Water Control Plan**

4. **At the time of application for construction permits, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.**
5. **At the time of application for construction permits, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.**
6. **Prior to issuance of construction permits, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.**



## Community Development

919 Palm Street, San Luis Obispo, CA 93401-3249  
805.781.7170  
slocity.org

June 8, 2016

Brandi Cummings  
Department of Planning and Building  
County of San Luis Obispo  
976 Osos St., Rm. 300  
San Luis Obispo, CA 93408

**SUBJECT: Proposed Conditional Use Permit for an anaerobic digestion plant to process green and food waste; 4388 Old Santa Fe Road, San Luis Obispo (DRC 2015-000122 HITACHI ZOSEN INOVA)**

This letter serves as the City of San Luis Obispo's comment letter on the conditional use permit review to allow construction of an anaerobic digestion plant to process green and food waste.

The 2005 City/County Memorandum of Understanding states that the County and City should work cooperatively to plan for future uses and public services and facilities to improve and maintain area circulation, connections, and to preserve agricultural land and open space, and we appreciate this opportunity to provide input. The project is located within the City of San Luis Obispo's Airport Area Specific Plan (AASP) and is designated for annexation.

This letter includes comments and recommended conditions of approval which should be included with any project approvals.

### Airport Land Use Plan

Due to the proposed project's close proximity to County Airport runways 7-25 & 11-29, and proposed installation of the new blower and flare, and rooftop photovoltaics, staff recommends consultation with the County staff liaison to the Airport Land Use Commission to verify conformance with any overflight safety provisions of the Airport Land Use Plan (glare, emissions, etc.) and to determine whether the project should be reviewed by the County Airport Land Use Commission.

### Airport Area Specific Plan

The project site is located within the Airport Area Specific Plan (AASP) and is designated for annexation to the City of San Luis Obispo. Project approvals in this area should be coordinated with planned development and infrastructure improvements in the AASP. The AASP provides a framework to guide development decisions in the

City of San Luis Obispo referral response  
Hitachi Zosen Inova (DRC2015-00122)

planning area and conditions of approval to accommodate planned infrastructure should be applied accordingly (please see Public Works comments and conditions below).

For the complete Airport Area Specific Plan, please see the following link:

<http://www.slocity.org/government/department-directory/community-development/planning-zoning/specific-area-plans/airport-area>

## **Public Works Department Comments**

### ***Comments for the County Referral Projects accessed from Buckley Road***

1. All projects should be conditioned to be consistent with the City's Airport Area Specific Plan (AASP) street and infrastructure recommendations.
2. Transportation Impact fees are primarily for off-site mitigation needed to serve development in this area. This includes the Buckley Road extension to Higuera, work at Broad/TFR and the LOVR interchange location. AASP fees do not include collections of funds for this section of Buckley Road. The County no longer collects Fringe Fees for these purposes and has turned responsibility over to the City to implement many of the area projects.

### ***Recommended Condition of Approval***

*Should the County consider approval of the application to construct the commercial building, the City requests the following conditions be required:*

1. In order to mitigate offsite traffic impacts, fees shall be required for City transportation Impact fees for various programs. These fees will need to be paid at time of building permit issuance but may also be paid prior to map recordation consistent with County policies. These fees should include:
  - a. Citywide Transportation Impact Fee
  - b. Airport Area Specific Plan Fee
  - c. LOVR Interchange Mitigation Fee

**The City requests to continue to be notified/consulted on further project review such as any significant project modifications, environmental review, and upcoming hearings.**

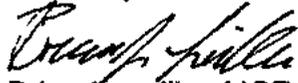
Please feel free to contact me if you have any questions or would like to arrange a meeting. I can be contacted by phone at 805-781-7166, or by e-mail: [bleveille@slocity.org](mailto:bleveille@slocity.org)

Thank you for considering City Community Development Department comments on the proposed project.

ATTACHMENT 04

**City of San Luis Obispo referral response  
Hitachi Zosen Inova (DRC2015-00122)**

Sincerely,



**Brian Leveille, AICP**

**Senior Planner**

**Long Range Planning**

**City of San Luis Obispo, Community Development Department**

**CC: San Luis Obispo City Council  
Xzandrea Fowler, Deputy Director of Community Development  
Tim Bochum, Deputy Director of Public Works  
Hal Hannula, Supervising Civil Engineer  
Jake Hudson, Traffic Operations Manager**

## STAFF REPORT SAN LUIS OBISPO COUNTY AIRPORT LAND USE COMMISSION

**DATE:** JUNE 29, 2016

**TO:** AIRPORT LAND USE COMMISSION (ALUC)

**FROM:** BRIAN PEDROTTI, COUNTY PLANNING AND BUILDING

**REFERRING  
AGENCY:**

**COUNTY OF SAN LUIS OBISPO  
APPLICANT: HITACHI ZOSEN INOVA, U.S.A., LLC  
COUNTY FILE NUMBER: DRC2015-00122  
PROJECT MANAGER: BRANDI CUMMINGS**

**SUBJECT:** A REFERRAL BY THE COUNTY OF SAN LUIS OBISPO (COUNTY) FOR A DETERMINATION OF CONSISTENCY OR INCONSISTENCY REGARDING A CONDITIONAL USE PERMIT (CUP) TO ALLOW FOR THE CONSTRUCTION OF AN ANAEROBIC DIGESTION PLANT TO PROCESS GREEN AND FOOD WASTE. THE PROJECT INCLUDES AN EXISTING 13,000 SQUARE FOOT BUILDING AND A NEW 36,000 SQUARE FOOT BUILDING AND RELATED EQUIPMENT.

**LOCATION:** THE 12.5-ACRE PROPERTY (APNs: 076-371-025 AND 031) IS LOCATED AT 4388 OLD SANTA FE ROAD, AND IS WITHIN THE INDUSTRIAL LAND USE CATEGORY. THE PROPOSED PROJECT IS LOCATED IN THE SAN LUIS OBISPO COUNTY REGIONAL AIRPORT LAND USE PLAN (ALUP) – AVIATION SAFETY AREAS S-1B AND THE RPZ (RUNWAY PROTECTION ZONE).

**RECOMMENDATION:**

Recommend a determination of consistency with the ALUP to the County of San Luis Obispo for a Conditional Use Permit (CUP) to allow for the construction of an anaerobic digestion plant to process green and food waste subject to the conditions of approval set forth below.

**Finding(s):**

- a) The proposed project is consistent with General Land Use Policies, G-1 through G-3 because: all information required for review of the proposed local action was provided by the referring agency; the project (as conditioned) would not result in any incompatibilities to the continued economic vitality and efficient operation of the Airport with specific respect to safety, noise, overflight or obstacle clearance; and since some of the lots affected by the proposed project or local action are located in more than one noise exposure area or aviation safety area, the standards for each such area will be applied separately to the land area lying within each noise or safety zone;
- b) The proposed project is consistent with the Specific Land Use Policies for Noise because the area affected by the project or local action is located within the 60 dB CNEL airport noise contour and development of any moderately noise-sensitive uses such as offices shall meet the requirements of interior noise levels specified in Table 4 and Section 4.3.3 of the ALUP;
- c) The proposed project is consistent with the Specific Land Use Policies for Safety because the proposed development would not result in a density greater than specified in Table 7; the proposed development would not result in a greater building

HITACHI ZOSEN INOVA PROJECT  
ALUC June 29, 2016

- coverage than permitted by Table 7; and the proposed development would not result in high intensity land uses or special land use functions as conditioned;
- d) The proposed project is consistent with the Specific Land Use Policies for Airspace Protection because the proposed gas flare is fully enclosed in a concrete foundation and is only used occasionally for excess biogas combustion, and the proposed development shall not include any structure, landscaping, glare, apparatus, or other feature, whether temporary or permanent in nature to constitute an obstruction to air navigation or a hazard to air navigation;
- e) The proposed project is consistent with the Specific Land Use Policies for Overflight because the proposed development has been conditioned to record avigation easements for each property developed within the project area prior to the issuance of any building permit or minor use permit; and all owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the Airport Area; and
- f) The proposed development within the project area will not exceed the maximum building coverage nor increase densities greater than what is allowed per Table 7 of the ALUP, because the square footage of the space and maximum number of people per acre do not surpass the requirements set by the ALUP as discussed in the report, and will be incorporated into the conditions of approval for the development permits.

#### **PROJECT DESCRIPTION:**

Proposal: Construction of an anaerobic digestion plant to process green and food waste

Setting: Industrial and commercial uses

Existing Uses: Four buildings, including a manufacturing building [21,382 square feet (sq.ft.)] and office area (5,000 sq.ft.), a paint booth building (7,160 sq.ft.), a manufactured building/portable restroom, and a 47-foot tall one-story manufacturing building (13,128 sq. ft.), also known as the "plate cutting" building

Site Area: Approximately 12.5 acres

#### **DISCUSSION:**

##### Anaerobic Digestion Plant

The applicant has submitted a proposal for the construction of an anaerobic digestion plant to process green and food waste. The plant will utilize the existing 13,128 square foot building (formerly, the plate cutting building) with the addition of 36,000 square feet of new construction, including the introduction of equipment related to the anaerobic digestion process. A new office trailer will be located west of the existing plate cutting building. An 80-space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming/outgoing trucks. As initially referred, the project includes a compressed natural gas ("CNG") fueling station for the potential to fuel the increasing fleet of CNG-fueled trucks. However, the applicant has indicated that the fueling station is longer going to be included in the project.

##### Setting/Existing Uses/Site Area

The project site consists of two parcels totaling 12.5 acres located at 4388 Old Santa Fe Road, east of Hoover Road. The subject parcels (APNs: 076-371-025 and 031) are in the Industrial land use category. The site is developed with four buildings as described above. Surrounding land uses include: the SLO Regional Airport to the north, light industrial and Airport to the south and east, and vacant County-owned land to the west.

Airport Land Use Plan Applicability

The project site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29 and approximately 400 feet from active runway 11. The project site is within the 60 dB Airport Land Use Plan Noise Contour, as shown on ALUP Figure 1 (Airport Noise Contours) and the 75 dB Single Event Noise Contour, as shown on ALUP Figure 2 (Single Event Noise Contours). A portion of the property is located within the RPZ, however, no development is proposed within the RPZ.

ALUP 5.3 Land Use Compatibility Table

Staff has identified the primary use as Agricultural Processing, as defined in Section 8 of the ALUP, because the project involves "receiving and processing of green material which is not produced on-site (commercial composting)." The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to the values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited within the RPZ, but no portion of the operation is proposed in this area.

Although the fueling station constitutes a special function land use, specifically an unusually hazardous use (defined to include "fuel pumping facilities") which is prohibited within S-1b, the applicant has indicated that the fueling station will not be included in the project. The ALUP defines "unusually hazardous uses" as follows: "land uses which include features which could substantially contribute to the severity of an aircraft accident if they were to be involved in one; includes above ground storage of substantial quantities of flammable materials, fuel pumping facilities, above ground electric transmission lines or switching facilities, above ground pipelines carrying flammable materials, and other similar uses." Aside from the fueling station, the only other proposed uses potentially falling within this definition include the above ground storage tank and pipelines storing/carrying flammable materials. The proposed tank includes a secondary biogas storage unit in the upper portion of the tank which is intended to be used as occasional backup storage, and will not be continuously filled with flammable material. Based on the foregoing and as conditioned, the project does not include features that could "substantially contribute" to the severity of an aircraft accident nor does it include the above ground storage of "substantial quantities" of flammable materials. This is an issue the Commission should deliberate further during this hearing so the Applicant and Airports Manager can work toward a final resolution. A finding will need to be made to address this conclusion.

ALUP Table 7 – Density Adjustment

Based on review of the ALUP Table 7 (Planning Requirements and density adjustments for Land Uses within the Aviation Safety Areas for the San Luis Obispo County Regional Airport): 1) the maximum building coverage (% of gross area) is 10 percent for Airport Safety Area S-1b; 2) the maximum density of use (non-residential) is 40 persons/acre for Airport Safety Area S-1b; and 3) Special Function and High Intensity Land Uses are not allowed within the Airport Safety Area S-1b.

ALUP Table 8 – Non-Residential Land Use Densities

Based on review of ALUP Table 8 – Non-Residential Land Use Densities: 1) Agriculture (Agricultural processing) maximum density is 1 person per 200 sq. ft. gross floor area, plus one person per 1000 sq. ft. outdoor processing area is allowable; and 2) Offices maximum density is 1 person per 200 sq. ft. gross floor area.

Density and Building Coverage Calculations

The applicant's requested density for the anaerobic digester facility is based on 8.83 gross acres within the S-1b Airport Safety Area. Based on ALUP Table 7, a maximum non-residential density of up to 40 persons per acre is allowed. Based on ALUP Table 8, density is determined for the facility as 1 person per 200 sq.ft; and 1 person per 200 sq.ft. gross floor area for Office.

Airspace Protection

The construction of tall structures, including buildings and construction cranes – in the vicinity of an airport can be hazardous to the navigation of airplanes. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from penetration by obstructions in order to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage needing to be evaluated for tall structure impacts can extend miles from an airport facility. The proposed digester facility, as well as any tall structure(s) proposed as future development for other parcels, shall be reviewed by the Air Traffic Division of the FAA to determine compliance with the provisions of FAR Part 77.

The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport. Draft revisions to the ALP, which are currently under review but not yet finalized by the FAA, show that a portion of the proposed building will potentially encroach on the critical area associated with the glideslope antenna signals. The primary concern associated with interference in the critical area is with moving vehicles or aircraft that could affect radio frequencies. According to the consultant for the revised ALP, buildings are less likely to interfere with these frequencies, but any proposed building should be reviewed by the FAA. In addition, the ALP also includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future road alignments.

The proposed plan also includes an emergency gas flare for excess biogas that can accumulate, and is used on an occasional and limited basis in case of emergency or for routine maintenance purposes. The gas flare is entirely located within a concrete foundation. In addition, exhaust air from the digester is released in a large open concrete tank filled with pieces of tree roots to absorb odors. The applicant has indicated that airflow through the tree roots is continuous and will discourage birds, which can be a hazard to airplanes, from foraging for wood.

**Maximum Non-residential density (S1b):**

$$\underline{8.83 \text{ gross acres} \times 40 \text{ person per acre} = 353 \text{ persons total}}$$

**Maximum Agricultural Processing density:**

Indoor Production = 49,000 sq.ft

1 person per 200 sq.ft. of indoor processing =

$$1 \text{ person} \times 49,000 \text{ sq.ft.} / 200 \text{ sq.ft.} (245) = 245 \text{ persons}$$

$$\underline{Aq \text{ Processing Density} = 245 \text{ persons}}$$

**Maximum Office density:**

Offices = 1,000 sq.ft.

1 person per 200 sq.ft. of gross floor area for office =

$$1 \text{ person} \times 1,000 \text{ sq.ft.} / 200 \text{ sq.ft.} (5) = 5 \text{ persons}$$

$$\underline{Office \text{ Density} = 5 \text{ persons}}$$

**Maximum Building Coverage: (includes total acreage in S1b and RPZ)**

$$\underline{12.53 \text{ gross acres} \times 10\% = 1.25 \text{ acres (54,450 sq.ft.)}}$$

**Conditions of Approval to be incorporated into any use permit(s) for development:**

1. The non-residential density for the property is limited to 353 persons, the maximum agricultural processing density is limited to 245 persons, and the maximum office density is limited to 5 persons.

2. The building coverage for the property is limited to 1.25 acres (54,450 sq.ft.).
3. All tall structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities must be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for a building permit. The applicant shall also coordinate with the FAA on potential structural encroachments into the glidescope critical areas as shown on the draft Airport Layout Plan.
4. All moderately noise sensitive land uses on the Project Site shall include noise mitigation as required by the ALUP.
5. No structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
6. Any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
  - creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - lighting which is difficult to distinguish from airport lighting;
  - glare in the eyes of pilots using the airport;
  - uses which attract birds and create bird strike hazards;
  - uses which produce visually significant quantities of smoke; and
  - uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).
7. Avigation easements shall be recorded for each property developed within the area included in the proposed local action prior to the issuance of any building permit or conditional use permit.
8. All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area.
9. Consistent with the representations of the application, no fueling station shall be included in the project.

**EXHIBITS:**

- Ex. 1-8: Project Graphics  
Ex. 9: Project Description Package



August 30, 2016

**SAN LUIS OBISPO COUNTY**  
**DEPARTMENT OF PLANNING AND BUILDING**

Hitachi Zosen Inova USA, LLC  
3740 Davinci Court, Ste. 250  
Norcross, GA 30092

Carol Florence  
c/o Oasis Associates  
3247 Miguelito Court  
San Luis Obispo, CA 93401

**NOTICE OF FINAL COUNTY ACTION**

SUBJECT: HITACHI ZOSEN INOVA USA, LLC  
COUNTY FILE NUMBER: DRC2015-00122

At the meeting of November 8, 2012, the County Planning Commission approved your application and adopted an official resolution. A copy of this resolution is enclosed for your records. The approved Findings, shown in Exhibit A, and the Conditions, shown in Exhibit B, are attached to the resolution. The conditions of approval must be carried out as set forth therein.

If you disagree with this action, pursuant to County Land Use Ordinance Section 22.70.050, you have the right to appeal this decision to the Board of Supervisors up to 14 calendar days after the date of the action, in writing on the proper department appeal form, to the Department of Planning and Building. The appeal fee is \$850.00 and must accompany your appeal form. We will only accept the original appeal form with an original signature; a FAX will not be accepted.

If you have any questions regarding this matter, please contact me at (805) 781-5612.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. Hedges".

Ramona Hedges  
Secretary, Planning Commission

**FINDINGS - EXHIBIT A (REVISED 8/25/16)  
HITACHI ZOSEN INOVA USA, LLC – DRC2015-00122**

Environmental Determination

- A. The Environmental Coordinator, after completion of the initial study, finds that there is no substantial evidence that the project may have a significant effect on the environment, and the preparation of an Environmental Impact Report is not necessary. Therefore, a Negative Declaration (pursuant to Public Resources Code Section 21000 et seq., and CA Code of Regulations Section 15000 et seq.) has been issued on July 21, 2016 for this project. Mitigation measures are proposed to address Air Quality, Geology and Soils, Hazards/Hazardous Materials, Transportation/Circulation, and Water/Hydrology and are included as conditions of approval. Anyone interested in commenting or receiving a copy of the proposed Environmental Determination should submit a written statement. Comments will be accepted up until completion of the public hearing(s).

Conditional Use Permit

- B. The proposed project or use is consistent with the San Luis Obispo County General Plan because Commercial Composting (Ag Processing) is an allowed use and as conditioned is consistent with all of the General Plan policies.
- C. As conditioned, the proposed project or use satisfies all applicable provisions of Title 22 of the County Code.
- D. The establishment and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use because the anaerobic digester plant does not generate activity that presents a potential threat to the surrounding property and buildings. This project is subject to Ordinance and Building Code requirements designed to address health, safety and welfare concerns.
- E. The proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development because the anaerobic digester is similar to, and will not conflict with, the surrounding lands and uses.
- F. The proposed project or use will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved with the project because the project is located on Santa Fe Road, a local road constructed to a level able to handle any additional traffic associated with the project.

Article 4 Exception

- G. Modification of Land Use Ordinance Section 22.30.070.D.3.c. to allow setbacks less than 200 feet from the left and rear property lines is justified because specific conditions of the site make the standard unnecessary. The location of an existing drainage channel (east-west) through the middle of the site and the current location of the existing building proposed to be utilized for this project make it impractical to locate the plant 200 feet from all property lines. Additionally, the rear property line abuts a vacant/undeveloped County-owned parcel that is utilized as a drainage detention basin for the airport, and the left property line neighbors two Industrial properties, making it unnecessary to be located 200 feet from the property line.

**EXHIBIT B - CONDITIONS OF APPROVAL (REVISED 8/25/16)  
HITACHI ZOSEN INOVA USA, LLC – DRC2015-00122**

**Approved Development**

1. This approval authorizes
  - a. construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area. The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,062 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities. The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres.
  - b. modification to the 200 foot setback requirement for structures to left side and rear property lines to allow a 37 foot left side setback, and a 173 foot rear setback.
  - c. maximum height is 45 feet from average natural grade.

**Conditions required to be completed at the time of application for construction permits**

***Site Development***

2. **At the time of application for construction permits** plans submitted shall show all development consistent with the approved site plan, floor plan, and architectural elevations.
3. **At the time of application for construction permits**, the applicant shall provide details on any proposed signs. The number and area of signs allowed shall comply with Section 22.20.060 of the Land Use Ordinance. Freestanding signs shall be monument signs under six feet in height.

***Fire Safety***

4. **At the time of application for construction permits**, all plans submitted to the Department of Planning and Building shall meet the fire and life safety requirements of the California Fire Code. Requirements shall include, but not be limited to those outlined in the Fire Safety Plan, prepared by the Cal Fire/County Fire Department for this proposed project.

***Services***

5. **At the time of application for construction permits**, the applicant shall submit evidence that there is adequate water to serve the proposal, on the site.
6. **At the time of application for construction permits**, the applicant shall submit evidence that a septic system, adequate to serve the proposal, can be installed on the site.

**Access**

7. **At the time of application for construction permits**, the applicant shall provide evidence to the Department of Planning and Building that onsite circulation and pavement structural sections have been designed and shall be constructed in conformance with Cal Fire standards and specifications back to the nearest public maintained roadway.
8. **At the time of application for construction permits**, and in accordance with Streets and Highway Code Section 1480.5 & 1481 the applicant shall submit an application to the Department of Public Works for an Encroachment Permit to reconstruct, if necessary, all deteriorated or non-compliant parent parcel frontage improvements.

**Drainage**

9. **At the time of application for construction permits**, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) of the Land Use Ordinance. Provide calculations to determine if all drainage must be retained or detained on-site (the design of the basin shall be approved by the Department of Public Works).

**Storm Water Control Plan**

10. **At the time of application for construction permits**, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.
11. **At the time of application for construction permits**, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.

**Conditions to be completed prior to issuance of a construction permit**

**Fees**

12. **Prior to issuance of a construction permit**, the applicant shall pay all applicable school and public facilities fees.

**Air Quality**

13. **AQ-1: Odor Control. Prior to issuance of construction permits**, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:
  - Identification and description of the most likely sources of odor;
  - A list of odor controls and best management practices that could be implemented to minimize odor releases. These best management practices shall include the establishment of the following criteria:

- Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.
14. **AQ-2: Portable Equipment.** Prior to issuance of construction permit, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

#### ***Hazards and Hazardous Materials***

15. **HZ-1: Fire Safety.** Prior to issuance of a construction permit, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection Hazard Evaluation* prepared by Collings & Associates, July 30, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented **prior to final occupancy**, and/or on-going for the life of the project.
16. **HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 **at least 30 days before proposed construction or application for building permit**. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.
17. **HZ-3: Prior to the issuance of construction permits;** the applicant shall provide a recorded avigation easement for each property developed within the area included in the proposed local action.
18. **HZ-4: Exterior Light Plan.** Prior to issuance of construction permits, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned "down and into" the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

#### ***Transportation and Circulation***

19. **TR-1: Traffic Impacts.** In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be provided to the County, **prior to construction permit issuance**. These fees shall include:
- a. Citywide Transportation Impact Fee

- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

***Storm Water Control Plan***

20. **Prior to issuance of construction permits**, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.

**Conditions to be completed during project construction**

***Site Development***

21. The project shall provide for utilities being placed underground.

***Building Height***

22. The maximum height of the project is 45 feet from average natural grade.
- a. **Prior to any site disturbance**, a licensed surveyor or civil engineer shall stake the lot corners, building corners, and establish average natural grade and set a reference point (benchmark).
  - b. **Prior to approval of the foundation inspection**, the benchmark shall be inspected by a licensed surveyor prior to pouring footings or retaining walls, as an added precaution.
  - c. **Prior to approval of the roof nailing inspection**, the applicant shall provide the building inspector with documentation that gives the height reference, the allowable height and the actual height of the structure. This certification shall be prepared by a licensed surveyor or civil engineer.

***Air Quality***

23. **AQ-3: Fugitive Dust Mitigation Measures.**
- a. Reduce the amount of the disturbed area where possible;
  - b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
  - c. All dirt stock-pile areas should be sprayed daily as needed;
  - d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
  - e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
  - f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
  - g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
- n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

24. **AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.

25. **AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered during construction activities, the APCD shall be notified as soon as

possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and
- Clean soil shall be segregated from contaminated soil.

26. **AQ-6: Lead During Demolition.** The applicant shall contact APCD **ten days prior to the start** of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.

27. **AQ-7: Naturally Occurring Asbestos. Prior to any construction activities at the site,** the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.

28. **AQ-8: Demolition Asbestos. Prior to any construction activities at the site,** the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:

- a. written notification, within at least 10 business days of activities commencing to the APCD
- b. asbestos survey conducted by a certified Asbestos Consultant and
- c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at(805) 781-591 2 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the " Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

29. **AQ-9: Idling Restrictions.**

- a. Driver's shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- b. Driver's shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers

- of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
  - e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

### ***Geology and Soils***

30. **GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

### **Conditions to be completed prior to occupancy or final building inspection / establishment of the use**

31. **Prior to occupancy or final inspection**, which ever occurs first, the applicant shall obtain final inspection and approval from CDF of all required fire/life safety measures.
32. **Prior to occupancy of any structure associated with this approval**, the applicant shall contact the Department of Planning and Building to have the site inspected for compliance with the conditions of this approval.

### ***Air Quality***

33. **AQ-10: Permit to Operate.** Prior to final inspection or occupancy, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

### ***Hazards and Hazardous Material***

34. **HZ-5: Environmental Health.** Prior to occupancy or final inspection, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

### ***Water and Hydrology***

35. **WR-2: Water System.** Prior to occupancy or final inspection, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

### ***Notice of Use***

36. A notice listing the authorized land uses for a site shall be recorded in the Office of the County Recorder **prior to occupancy or final inspection.**

### **On-going conditions of approval (valid for the life of the project)**

37. This land use permit is valid for a period of 24 months from its effective date unless time extensions are granted pursuant to Land Use Ordinance Section 22.64.070 or the land use permit is considered vested. This land use permit is considered to be vested once a

construction permit has been issued and substantial site work has been completed. Substantial site work is defined by Land Use Ordinance Section 22.64.080 as site work progressed beyond grading and completion of structural foundations; and construction is occurring above grade.

38. All conditions of this approval run with the land and shall be strictly adhered to, within the time frames specified, and in an on-going manner for the life of the project. Failure to comply with these conditions of approval may result in an immediate enforcement action by the Department of Planning and Building. If it is determined that violation(s) of these conditions of approval have occurred, or are occurring, this approval may be revoked pursuant to Section 22.74.160 of the Land Use Ordinance.

***Hazards and Hazardous Material***

39. **HZ-6:** The non-residential density for this property shall be limited to 353 persons.
40. **HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).
41. **HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.
42. **HZ-9:** **For the life of the project**, no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
43. **HZ-10:** **For the life of the project**, any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
- Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - Lighting which is difficult to distinguish from airport lighting;
  - Glare in the eyes of pilots using the airport;
  - Uses which attract birds and create bird strike hazardous;
  - Uses which produce visually significant quantities of smoke; and
  - Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)
44. **HZ-11:** All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.
45. **HZ-12:** **For the life of the project**, any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall require, at a minimum, referral to and recommendation from the Airport Land Use Committee.
46. **HZ-13:** **For the life of the project**, any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system

project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.

47. **HZ-14: For the life of the project,** any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.

***Water and Hydrology***

48. **WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

Brandi Cummings, Project Manager: presents staff report via a Power Point presentation.

Commissioners: disclose their ex-party contacts. Begin asking questions of staff.

Carol Florence, agent:

William Skinner, Project Manager for HZI: shows presentation.

Emily Ewer, agent: Jack Collings (Fire Protection Engineer) letter read into the record.

Pat Fenton, District Manager for Waste Connections: discusses the relations had between the Cities in San Luis Obispo county and HZI.

Commissioners: ask questions of the agent/applicants such as control of "flare", heat emissions, service in north county (none as this is not in Waste Connections service area); odor,

Don Campbell: opens Public Comment

Norman Becco, Keith Miller, Kathy Borland, Myron Amorine, Leah Brooks, David Smith, Paul Reece, Dawn Seroice and Bill Worell: speak.

Brandi Cummings, Project Manager: addresses Public Comment.

Commissioners: discuss noise in reference to LEQ and the measurement of such and the definition of such.

William Skinner, HZI: addresses training concern brought forth at Public Comment.

Brandi Cummings, Project Manager: provides reasoning for staff preparation of a Mitigated Negative Declaration vs an EIR.

Glenn Marshall, Public Works: addresses Public Comment regarding off site improvements.

Commissioners: begin questioning staff about, noticing requirements, Airport Land Use Commission meeting noticing and direction, proximity of the Industrial zoning, airport expansion areas, AB1826 in reference to how this is triggering this proposal.

Bill Worell, Integrated Waste Management Authority: addresses organic limitation amounts in terms of how this program is being mandated. Discusses AB939 in terms of compliance.

Bill Robeson, Executive Director of Planning & Building: discusses the airport specific plan and what jurisdiction it covers (SLO city only). Comments on ALUC noticing requirements and solar panel installation.

William Skinner, HZI: reports currently solar panels are not part of this proposal.

Brandi Cummings, Project Manager: adds that Condition 46 addresses solar panel installation.

Ken Topping: would like Condition 46 analyzed in terms of who will be maintaining solar panels with Mr. Skinner responding.

Thereafter on **Motion by: Eric Meyer, Second by: James Harrison**, and on the following vote:

COMMISSIONERS:	AYES:	NOES:	ABSTAIN:	RECUSE:
Harrison, James	x			
Irving, Jim				
Campbell, Don	x			
Meyer, Eric	x			
Topping, Ken	x			

(Commissioner Irving absent for meeting)

The Commission adopts the Negative Declaration in accordance with the applicable provisions of the California Environmental Quality Act, Public Resources Code Section 21000 et seq. and approves Conditional Use Permit DRC2015-00122 based on the finding listed in Exhibit A, deleting Finding F, and subject to the Condition in Exhibit B, changing Condition 1. a. to indicate 1062 KW; changing Condition 1. c. to indicate 45 feet; changing Condition 3. To read: “3. At the time of application for construction permits the applicant shall provide details on any proposed signs. The number and area of signs allowed shall comply with Section 22.20.060 of the Land Use Ordinance. Free standing signs shall be monument signs under six feet in height.”; changing Condition 15 to strike the reference to April 12 and replace with July 30, 2016; changing Condition 22 to strike 40 and replace with 45 feet; Adopted.

**COUNTY OF SAN LUIS OBISPO**  
**DEPARTMENT OF PLANNING AND BUILDING**  
**STAFF REPORT**



**PLANNING COMMISSION**

*Promoting the wise use of land  
 Helping build great communities*

<b>MEETING DATE</b> August 25, 2016	<b>CONTACT/PHONE</b> Brandi Cummings, Project Manager 805-781-1006 bcummings@co.slo.ca.us	<b>APPLICANT</b> Hitachi Zosen Inova USA, LLC	<b>FILE NO.</b> DRC2015-00122
<b>SUBJECT</b> A hearing to consider a request by <b>HITACHI ZOSEN INOVA USA, LLC</b> for a Conditional Use Permit to allow for the construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area. The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities. The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres. The proposed project is within the Industrial land use category and is located at 4388 Old Santa Fe Road, approximately 850 feet east of Hoover Avenue and Old Santa Fe Road, south of the community of San Luis Obispo. The site is in the San Luis Obispo Sub Area (North) of the San Luis Obispo planning area.			
<b>RECOMMENDED ACTION</b> <ol style="list-style-type: none"> <li>1. Adopt the Negative Declaration in accordance with the applicable provisions of the California Environmental Quality Act, Public Resources Code Section 21000 et seq.</li> <li>2. Approve Conditional Use Permit DRC2015-00122 based on the findings listed in Exhibit A and the conditions listed in Exhibit B</li> </ol>			
<b>ENVIRONMENTAL DETERMINATION</b> The Environmental Coordinator, after completion of the initial study, finds that there is no substantial evidence that the project may have a significant effect on the environment, and the preparation of an Environmental Impact Report is not necessary. Therefore, a Negative Declaration (pursuant to Public Resources Code Section 21000 et seq., and CA Code of Regulations Section 15000 et seq.) has been issued on July 21, 2016 for this project. Mitigation measures are proposed to address Air Quality, Geology and Soils, Hazards/Hazardous Materials, Transportation/Circulation, and Water/Hydrology and are included as conditions of approval. Anyone interested in commenting or receiving a copy of the proposed Environmental Determination should submit a written statement. Comments will be accepted up until completion of the public hearing(s).			
<b>LAND USE CATEGORY</b> Industrial	<b>COMBINING DESIGNATION</b> Airport Review Area (AR)	<b>ASSESSOR PARCEL NUMBER</b> 076-371-025 076-371-031	<b>SUPERVISOR DISTRICT(S)</b> 3
<b>PLANNING AREA STANDARDS:</b> San Luis Obispo Planning Area, Airport Review Area,			
<b>EXISTING USES:</b> Waste Connections (solid waste hauling company)			
<b>SURROUNDING LAND USE CATEGORIES AND USES:</b> <i>North:</i> Recreation / airport runway & vacant <i>East:</i> Industrial & Public Facilities / airport, offices <i>South:</i> Public Facilities / airport <i>West:</i> Agriculture / undeveloped			
ADDITIONAL INFORMATION MAY BE OBTAINED BY CONTACTING THE DEPARTMENT OF PLANNING & BUILDING AT: COUNTY GOVERNMENT CENTER γ SAN LUIS OBISPO γ CALIFORNIA 93408 γ (805) 781-5600 γ FAX: (805) 781-1242			

**FINDINGS - EXHIBIT A**  
**HITACHI ZOSEN INOVA USA, LLC – DRC2015-00122**

Environmental Determination

- A. The Environmental Coordinator, after completion of the initial study, finds that there is no substantial evidence that the project may have a significant effect on the environment, and the preparation of an Environmental Impact Report is not necessary. Therefore, a Negative Declaration (pursuant to Public Resources Code Section 21000 et seq., and CA Code of Regulations Section 15000 et seq.) has been issued on July 21, 2016 for this project. Mitigation measures are proposed to address Air Quality, Geology and Soils, Hazards/Hazardous Materials, Transportation/Circulation, and Water/Hydrology and are included as conditions of approval. Anyone interested in commenting or receiving a copy of the proposed Environmental Determination should submit a written statement. Comments will be accepted up until completion of the public hearing(s).

Conditional Use Permit

- B. The proposed project or use is consistent with the San Luis Obispo County General Plan because Commercial Composting (Ag Processing) is an allowed use and as conditioned is consistent with all of the General Plan policies.
- C. As conditioned, the proposed project or use satisfies all applicable provisions of Title 22 of the County Code.
- D. The establishment and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use because the anaerobic digester plant does not generate activity that presents a potential threat to the surrounding property and buildings. This project is subject to Ordinance and Building Code requirements designed to address health, safety and welfare concerns.
- E. The proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development because the anaerobic digester is similar to, and will not conflict with, the surrounding lands and uses.
- F. The proposed project or use will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved with the project because the project is located on Santa Fe Road, a local road constructed to a level able to handle any additional traffic associated with the project.

Article 4 Exception

- G. Modification of Land Use Ordinance Section 22.30.070.D.3.c. to allow setbacks less than 200 feet from the left and rear property lines is justified because specific conditions of the site make the standard unnecessary. The location of an existing drainage channel (east-west) through the middle of the site and the current location of the existing building proposed to be utilized for this project make it impractical to locate the plant 200 feet from all property lines. Additionally, the rear property line abuts a vacant/undeveloped County-owned parcel that is utilized as a drainage detention basin for the airport, and the left property line neighbors two Industrial properties, making it unnecessary to be located 200 feet from the property line.

ATTACHMENT 01

- F. Modification of Land Use Ordinance Section 22.20.060.A.1 to allow up to four (4) wall signs of 320 square-feet each. The standard is in effective because though the proposed site has two public entrances, the structure is visible on all four sides from both public roads and the airport. Additionally, the structure will be 49,128 square-feet and 40 to 47 feet tall at build-out. The requested modification to the sign standards will allow for signs more in proportion to the structure.

**EXHIBIT B - CONDITIONS OF APPROVAL  
HITACHI ZOSEN INOVA USA, LLC – DRC2015-00122**

**Approved Development**

1. This approval authorizes
  - a. construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area. The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities. The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres.
  - b. modification to the 200 foot setback requirement for structures to left side and rear property lines to allow a 37 foot left side setback, and a 173 foot rear setback.
  - c. modification to sign ordinance to allow up to four (4) wall signs of 320 square-feet each.
  - d. maximum height is 40 feet from average natural grade.

**Conditions required to be completed at the time of application for construction permits**

***Site Development***

2. **At the time of application for construction permits** plans submitted shall show all development consistent with the approved site plan, floor plan, and architectural elevations.
3. **At the time of application for construction permits**, the applicant shall provide details on any proposed signs. The number of such signs allowed is four (4). The allowed area for the wall signs shall be 320 square-feet each. Such wall signs may be located on building faces other than those with public entrances. Freestanding signs shall be monument signs under six feet in height.

***Fire Safety***

4. **At the time of application for construction permits**, all plans submitted to the Department of Planning and Building shall meet the fire and life safety requirements of the California Fire Code. Requirements shall include, but not be limited to those outlined in the Fire Safety Plan, prepared by the Cal Fire/County Fire Department for this proposed project.

***Services***

5. **At the time of application for construction permits**, the applicant shall submit evidence that there is adequate water to serve the proposal, on the site.

6. **At the time of application for construction permits**, the applicant shall submit evidence that a septic system, adequate to serve the proposal, can be installed on the site.

#### **Access**

7. **At the time of application for construction permits**, the applicant shall provide evidence to the Department of Planning and Building that onsite circulation and pavement structural sections have been designed and shall be constructed in conformance with Cal Fire standards and specifications back to the nearest public maintained roadway.
8. **At the time of application for construction permits**, and in accordance with Streets and Highway Code Section 1480.5 & 1481 the applicant shall submit an application to the Department of Public Works for an Encroachment Permit to reconstruct, if necessary, all deteriorated or non-compliant parent parcel frontage improvements.

#### **Drainage**

9. **At the time of application for construction permits**, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) of the Land Use Ordinance. Provide calculations to determine if all drainage must be retained or detained on-site (the design of the basin shall be approved by the Department of Public Works).

#### **Storm Water Control Plan**

10. **At the time of application for construction permits**, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.
11. **At the time of application for construction permits**, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.

#### **Conditions to be completed prior to issuance of a construction permit**

##### **Fees**

12. **Prior to issuance of a construction permit**, the applicant shall pay all applicable school and public facilities fees.

##### **Air Quality**

13. **AQ-1: Odor Control. Prior to issuance of construction permits**, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

14. **AQ-2: Portable Equipment. Prior to issuance of construction permit**, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

#### ***Hazards and Hazardous Materials***

15. **HZ-1: Fire Safety. Prior to issuance of a construction permit**, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection Hazard Evaluation* prepared by Collings & Associates, April 12, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented **prior to final occupancy**, and/or on-going for the life of the project.
16. **HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 **at least 30 days before proposed construction or application for building permit**. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.
17. **HZ-3: Prior to the issuance of construction permits**; the applicant shall provide a recorded avigation easement for each property developed within the area included in the proposed local action.
18. **HZ-4: Exterior Light Plan. Prior to issuance of construction permits**, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned “down and into” the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

#### ***Transportation and Circulation***

19. **TR-1: Traffic Impacts**. In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be

provided to the County, **prior to construction permit issuance**. These fees shall include:

- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

### ***Storm Water Control Plan***

20. **Prior to issuance of construction permits**, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.

### **Conditions to be completed during project construction**

#### ***Site Development***

21. The project shall provide for utilities being placed underground.

#### ***Building Height***

22. The maximum height of the project is 40 feet from average natural grade.
  - a. **Prior to any site disturbance**, a licensed surveyor or civil engineer shall stake the lot corners, building corners, and establish average natural grade and set a reference point (benchmark).
  - b. **Prior to approval of the foundation inspection**, the benchmark shall be inspected by a licensed surveyor prior to pouring footings or retaining walls, as an added precaution.
  - c. **Prior to approval of the roof nailing inspection**, the applicant shall provide the building inspector with documentation that gives the height reference, the allowable height and the actual height of the structure. This certification shall be prepared by a licensed surveyor or civil engineer.

#### ***Air Quality***

23. **AQ-3: Fugitive Dust Mitigation Measures.**
  - a. Reduce the amount of the disturbed area where possible;
  - b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
  - c. All dirt stock-pile areas should be sprayed daily as needed;
  - d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
  - e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
  - f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance

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- by the APCD;
  - g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
  - h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
  - i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
  - j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
  - k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
  - l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
  - m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
  - n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.
24. **AQ-4: Combustion Emission Mitigation Measures.**
- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
  - b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
  - c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
  - d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
  - e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
  - f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
  - g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
  - h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
  - i. Electrify equipment when feasible;
  - j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
  - k. Use alternatively fueled construction equipment on-site where feasible, such as

CNG, liquefied natural gas (LNG), propane or biodiesel.

25. **AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered **during construction activities**, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:
- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
  - Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
  - Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
  - The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD’s construction phase thresholds;
  - During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and
  - Clean soil shall be segregated from contaminated soil.
26. **AQ-6: Lead During Demolition.** The applicant shall contact APCD **ten days prior to the start** of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.
27. **AQ-7: Naturally Occurring Asbestos. Prior to any construction activities at the site,** the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.
28. **AQ-8: Demolition Asbestos. Prior to any construction activities at the site,** the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:
- a. written notification, within at least 10 business days of activities commencing to the APCD
  - b. asbestos survey conducted by a certified Asbestos Consultant and
  - c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at(805) 781-591 2 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the” Other Forms” section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).
29. **AQ-9: Idling Restrictions.**
- a. Driver’s shall not idle the vehicle’s primary diesel engine for greater than 5 minutes at any location;
  - b. Driver’s shall not operate a diesel-fueled auxiliary power system (APS) to power a

- heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling **limit**;
  - d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
  - e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

### ***Geology and Soils***

30. **GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

### **Conditions to be completed prior to occupancy or final building inspection /establishment of the use**

31. **Prior to occupancy or final inspection**, which ever occurs first, the applicant shall obtain final inspection and approval from CDF of all required fire/life safety measures.
32. **Prior to occupancy of any structure associated with this approval**, the applicant shall contact the Department of Planning and Building to have the site inspected for compliance with the conditions of this approval.

### ***Air Quality***

33. **AQ-10: Permit to Operate. Prior to final inspection or occupancy**, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

### ***Hazards and Hazardous Material***

34. **HZ-5: Environmental Health. Prior to occupancy or final inspection**, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

### ***Water and Hydrology***

35. **WR-2: Water System. Prior to occupancy or final inspection**, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

### ***Notice of Use***

36. A notice listing the authorized land uses for a site shall be recorded in the Office of the County Recorder **prior to occupancy or final inspection**.

### **On-going conditions of approval (valid for the life of the project)**

37. This land use permit is valid for a period of 24 months from its effective date unless time extensions are granted pursuant to Land Use Ordinance Section 22.64.070 or the land use permit is considered vested. This land use permit is considered to be vested once a construction permit has been issued and substantial site work has been completed. Substantial site work is defined by Land Use Ordinance Section 22.64.080 as site work progressed beyond grading and completion of structural foundations; and construction is occurring above grade.
38. All conditions of this approval run with the land and shall be strictly adhered to, within the time frames specified, and in an on-going manner for the life of the project. Failure to comply with these conditions of approval may result in an immediate enforcement action by the Department of Planning and Building. If it is determined that violation(s) of these conditions of approval have occurred, or are occurring, this approval may be revoked pursuant to Section 22.74.160 of the Land Use Ordinance.

***Hazards and Hazardous Material***

39. **HZ-6:** The non-residential density for this property shall be limited to 353 persons.
40. **HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).
41. **HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.
42. **HZ-9: For the life of the project,** no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
43. **HZ-10: For the life of the project,** any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
  - Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - Lighting which is difficult to distinguish from airport lighting;
  - Glare in the eyes of pilots using the airport;
  - Uses which attract birds and create bird strike hazardous;
  - Uses which produce visually significant quantities of smoke; and
  - Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)
44. **HZ-11:** All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.
45. **HZ-12: For the life of the project,** any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall require, at a minimum, referral to and recommendation from the Airport Land Use

Committee.

46. **HZ-13: For the life of the project,** any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.
47. **HZ-14: For the life of the project,** any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.

***Water and Hydrology***

48. **WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

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OTHER AGENCY / ADVISORY GROUP INVOLVEMENT: The project was referred to: Public Works, Environmental Health Services, Airport Manager, Airport Land Use Commission, Air Pollution Control District, City of San Luis Obispo, Building Division, Cal Fire	
TOPOGRAPHY: Nearly Level	VEGETATION: Ornamental/developed site
PROPOSED SERVICES: Water supply: On-site well Sewage Disposal: Individual septic system Fire Protection: Cal Fire	ACCEPTANCE DATE: May 23, 2016

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## PROJECT HISTORY AND CONDITIONS

The project site has been in industrial use since the early 1980's when Trusco Tank, a steel tank manufacturing company owned and developed the site. Chicago Bridge & Ironworks (CB&I) purchased and further developed the site. The property is currently utilized by Waste Connections, a solid waste hauling company, who took over the site in 2012 (DRC2012-00030). The site is characterized by buildings, waste container and dumpster storage, haul trucks, and related maintenance equipment.

A geotechnical company, a medical manufacturing and wholesale distribution company, and mold fabrication and injection company are all located adjacent to the proposed project site. County owned land is located directly west, and serves as a drainage detention basin for the airport.

## PROJECT DESCRIPTION

Hitachi Zosen Inova USA, LLC proposes the establishment of an anaerobic digestion plant that will process green and food waste from the Waste Connection service area. Waste Connections will continue to operate waste hauling, including storage of waste containers, haul trucks, and related maintenance.

**Construction:** The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities.

**Plant Operations:** The ADP will be manned five days a week in a single-shift. All maintenance and service tasks will be carried out during this time. Brief inspections will be made on weekends and during emergency and stand-by times. The actual digestion process takes place automatically around-the-clock without maintenance. Biogas production and utilization will also take place around-the-clock.

The organic material, which consists of approximately 80% - 90% organic green waste and 10% - 20% food waste, will be delivered to the plant and deposited in the reception hall. All handling of organic materials will take place in closed and ventilated rooms. Automatic roll doors will allow trucks to enter the facility and close immediately upon safe entry. From there, the material will be fed into the processing area using a wheel loader. The material will be pre-processed through a star screen that will remove contaminants such as plastic, paper and other non-organic items. Ferromagnetic particles will also be removed. The material will then be shredded and screened to pieces of approximately 2-inch in size. The pre-treated material will then be transported to an intermediate storage bunker. The dosing unit will be equipped with a conveyor chain (alternative: push floor) feeding the material in batches to the digester via conveyor belts or screw conveyors. The dosing unit will be equipped with a scale to monitor the amount of material fed into the digester.

**The Kompogas Digester.** The continuously fed, horizontal PF1800 plug-flow digester has a capacity of 1,800 m<sup>3</sup> (64,000 cubic feet±) at a filling level of approximately 85%. The digester is a patented steel structure with inner dimensions of approximately 38.3 m (126 feet) / 44m (144 feet) x 8.5m (28 feet) (length x diameter). A heating system, consisting of a central heat distribution system installed underneath the digester and a series of heating lances inserted through the digester, ensures that the process temperature is reached rapidly and is constantly maintained. Hot water supplied by the combined heat and power unit (CHP) is used as the

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heating media. In order to minimize heat losses, the steel tank is enclosed by thermal insulation. The central heat distribution system is installed underneath the digester within the enclosure, accessible by doors from both ends.

The digestion process is based on anaerobic-thermophilic dry digestion at a temperature of approx. 55°C / 131°F and a retention time of approximately fourteen (14) days. Any unwanted seeds, germ buds and micro-organisms are eliminated inside the gas-tight digester. A slowly turning agitator device results in de-gasification, while sedimentation of heavy matter in the digestion substrate is addressed due to special positioning of the agitator paddles.

**Dewatering.** The digested remainder material will be removed out of the reactor by the outlet pump and dewatered by screw presses, which separate the digested substrate into press cake (ultimately compost) and press water (ultimately liquid digestate/compost tea). The liquid digestate/compost tea will be piped into the press water tank, where it will be stored for future use off-site. A portion of the presswater will be treated by advanced mechanical press water treatment and recirculated for moistening the input feedstock material. The water surplus can also be stored for the further utilization. The press water can be used for moistening compost piles.

**Presswater and Loading.** Liquid digestate from the presswater feeding tank will be pumped to one large presswater storage tank outside of the main building. Storage tanks are covered by a gas and odor tight membrane and equipped with a water tight door. This allows access for periodic removal of sediments with equipment (e.g., Bobcat). The head space above the presswater tank (within the gas membrane) will be used for secondary biogas storage. Presswater can be used as liquid organic amendment in the agriculture industry. Agriculturists will pick up liquid digestate and fill their trucks directly at the storage tank, by means of a digestate loading station.

**Post-Treatment of Solid Digestate.** Solid digestate will be taken from underneath the dewatering presses (dripping cone) with a shovel loader and deposited into one of several open boxes, located in the compost hall. The digestate will be subject to aerobic stabilization and removal of volatile organic compounds. Air will be blown for approximately twenty-one (21) days through the material by means of ventilation channels in the floor, therefore allowing a rapid aerobic stabilization. The exhaust air of those boxes, as well as the air of the whole post-treatment hall, will be collected and piped to the waste air treatment plant (i.e., a system including piping, bio-filter, exhaust, humidification, etc.).

**Biogas Utilization.** The space in the head section of the digester is used as a storage buffer for the continuously produced biogas. This ensures optimal operation of the biogas utilization equipment and hence efficient energy use. The biogas is extracted from the digester/gas storage through stainless steel pipes and fed first into a biogas pretreatment/cleaning system, or directly into the CHP.

Raw biogas from the digester is first desulfurized and then dewatered to an acceptable level for the following biogas utilization systems. The biogas is analyzed for its content of methane (CH<sub>4</sub>), carbon dioxide (CO<sub>2</sub>), oxygen (O<sub>2</sub>) and hydrogen sulfide (H<sub>2</sub>S). The following describes the quantity and quality of the raw biogas during the operational phases of the process.

Heating of Liquid Digestate (inoculum): Little biogas is produced in this phase, but what gas is produced is flared. The duration of this phase of the process is approximately four (4) to six (6) weeks depending upon the quality of the liquid digestate and climatic conditions.

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**Digester Feeding:** The digester is temperature controlled for enhanced degradation stability and rate. Shortly after the first feedstock is added to the digester and once the target temperature is reached, the biogas quality is typically good (i.e., >50% CH<sub>4</sub>).

The pre-treated biogas is lead to a combined heat and power (CHP) unit. The CHP unit is a complete module with gas controller, gas engine, generator, exhaust funnel, heat recovery, cooling unit, catalyst and control unit. It is installed in a container, ready for connection and supplied for outdoor installation. The CHP is designed to ensure maximum possible electrical efficiency and high availability. The electrical power can be fed into the grid, while a small amount of heat (approximately 25%) is used for heating the fermenter.

**Exhaust Air.** The digester is a completely closed system, as the process operates under anaerobic conditions (i.e., in the absence of air). Therefore, no emissions are released into the surrounding environment by the digestion plant. Exhaust air collected from the various halls is moistened with water by means of a nozzle system operated with compressed air. Reaching humidity levels of 95% guarantees an optimal operation of the subsequent biofilter, requiring minimal maintenance. To lower the total air volume to be treated by the biofilter, the total exhaust air collected in the waste treatment hall is directed to the composting hall as inlet air. The air from the treatment hall is reused for aeration of the composting hall before it is led to the biofilter for treatment.

The biofilter consists of a large open concrete tank with a permeable floor to allow for air flow, and is filled completely with pieces of tree roots. Root wood will consist of 70 – 90% coniferous (e.g., spruce, fir, pine) and 10 – 30% hardwood. After being shredded and sieved to between 40 – 120 mm, the wood chunks offer a large surface as a breeding ground for natural micro-organisms which absorb the volatile organic compounds contained in the exhaust air. The loosely stacked biofilter results in a minimal pressure loss of the exhaust air stream.

To prevent the air from penetrating into the environment, both the treatment hall and the composting hall are kept in a state of slight under-pressure. In the areas of the dewatering and digestate storage of residues, higher odor emissions, such as NH<sub>3</sub>, are expected. Therefore, in the area of the dewatering screw press and the decanter, an air exchange rate of approximately four (4) per hour is anticipated. Further, the feeding and transfer hopper of the screw presses are connected to the exhaust system to evacuate the odor emissions at their source. Blinds/shutters are installed in the back wall of the screw presses to minimize the odor emission in the area of the dewatering presses and decanter.

The waste water collecting shaft is also connected to the exhaust air system. For the area on front of the composting boxes, the overall exchange rate is approximately three (3) per hour. Both liquid storage tanks are connected to the exhaust air system. To prevent an ex-zone within the tanks, an emergency aspiration will be installed in case of failure of the main air exhaust system. Besides the exhaust air coming from the treatment hall, another part of fresh air must be entrained by blinds/shutters or hall-gates into the composting hall.

Before the exhaust air reaches the biofilter, it is humidified. This can be performed by introducing an injection nozzle system into the air duct and applying air and water into the opposite direction of the exhaust air stream. The ADP will be installed with an ammonia scrubber which will prevent inhibition and high odor emissions in the biofilter.

## PROJECT ANALYSIS

The anaerobic digester project is considered an 'Ag Processing' land use because it consists of receiving and processing of green material (commercial composting). Ag Processing is

considered an 'A1' use in Industrial Land Use Categories, which means it is an allowable use. The proposed project requires a Conditional Use Permit because it involves more than 40,000 square-feet of gross floor area, and more than 3 acres of site disturbance and impervious area.

**Ordinance Compliance:**

<i>Standard</i>	<i>Allowed/Required</i>	<i>Proposed</i>
Minimum Site Area	5 acres	12.53 acres
Setbacks		
Front	200 feet	218 feet
Left Side	200 feet	37 feet*
Right Side	200 feet	207 feet
Rear	200 feet	173 feet*
Residence	500 feet	± 1,500 feet
Height	45 feet	47 feet (existing) 40 feet (addition)
Parking	None, enough area to park all employees 100 feet from property line	62 spaces with 2 accessible spaces Existing legal non-conforming
Sign	100 square-feet per site Wall sign – one per public face, 15% of building face or 80 square-feet	Modification requested 4 wall signs 320 square-feet each 1,280 square-feet total

- Setback modification required (see Modification discussion below)

*Agricultural Processing Uses*

Permit Requirements. Minor Use Permit approval is required for agricultural processing activities, including but not limited to wineries, packing and processing plants, fertilizer plants, and commercial composting, unless Section 22.08.030 (Project-Based Permit Requirements) or Subsection D. would otherwise require Conditional Use Permit approval.

*Staff comments: The proposed project requires conditional use permit approval under Section 22.08.030 because it involves more than 40,000 square-feet of gross floor area, and more than 3 acres of site disturbance and impervious area.*

Commercial Composting. The following standards apply to the establishment of a commercial composting operation in addition to any applicable standards or permits that may be required from the California Integrated Waste Management Board or the County Environmental Health Department:

- a) Minimum site area. Five acres.
- b) Parking requirement. None, provided that sufficient usable area is available to permanently accommodate all employee and user parking needs entirely on-site. Parking areas shall be located no closer than 100 feet from each property line.
- c) Setbacks. Outdoor use areas and structures shall be 200 feet from each property line, and no closer than 500 feet to any residence outside of the ownership of the applicant.

*Staff comments: The proposed project is located on 12+ acres and therefore meets the minimum site area requirement. The project's main entry is located on the southern end of the property off of Old Santa Fe Road. There is an existing paved and striped parking lot with sixty-*

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*two (62) spaces and two (2) accessible spaces. Based on parking calculations, the existing Waste Connections facility and the new anaerobic digester will require 45 parking spaces. The existing parking lot is sufficient for this project. At completion, the proposed project will be located more than 200 feet from the front and right side property lines. The project will be located approximately 37 feet from the left side property line, and approximately 173 feet from the rear property line. The applicant is seeking a setback modification for the left and rear property lines. See 'Modifications' section below for more discussion.*

### **Modifications**

*Exception to Special Use Standards.* The standards of this Chapter may be waived or modified through Conditional Use Permit approval, except where otherwise provided by this Chapter and except for standards relating to residential density or limitations on the duration of a use (unless specific provisions of this Chapter allow their modification). Waiver or modification of standards shall be granted only where the Commission first makes findings that:

1. Set forth the necessity for modification or waiver of standards by identifying the specific conditions of the site and/or vicinity which make standard unnecessary or ineffective;
2. Identify the specific standards of this Chapter being waived or modified;
3. The project, including the proposed modifications to the standards of this Chapter, will satisfy all mandatory findings required for Conditional Use Permit approval by Section 22.62.060.C.4.

In no case, however, shall any standard of this Chapter be reduced beyond the minimum standards of the other chapters of this Title, except through Variance (Section 22.62.070).

*Staff comments: The applicant requests an adjustment to setbacks as required by the Special Use Standards – Commercial Composting. The applicant requests a modification to the 200 foot setback requirement for structures on the left side and rear property lines. The proposed structure would be 37 feet from the left side property line, and 173 feet from the rear property line instead of 200 feet. These modifications would not reduce the setback beyond the minimum standards of Title 22; setbacks from structures to property lines in the Industrial Land Use Category are 25 feet in the front, with no setbacks required on the side or rear property lines.*

*Staff recommends approval of the requested setback modification. Based on the existing structure that is proposed to be utilized for the project, it would be ineffective to require a 200 foot setback from the left and rear property lines. Additionally, a man-made drainage channel runs through the middle of the property (east-west) and would further hinder the placement of a structure away from the left property line. The property does not abut residential land uses, and is surrounded by manufacturing and other industrial uses.*

*Exception to Sign Ordinance.* The standards of this Chapter may be waived or modified through Conditional Use Permit approval, except where otherwise provided by this Chapter and except for standards relating to residential density or limitations on the duration of a use (unless specific provisions of this Chapter allow their modification). Waiver or modification of standards shall be granted only where the Commission first makes findings that:

1. Set forth the necessity for modification or waiver of standards by identifying the specific conditions of the site and/or vicinity which make standard unnecessary or ineffective;
2. Identify the specific standards of this Chapter being waived or modified;

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3. The project, including the proposed modifications to the standards of this Chapter, will satisfy all mandatory findings required for Conditional Use Permit approval by Section 22.62.060.C.4.

In no case, however, shall any standard of this Chapter be reduced beyond the minimum standards of the other chapters of this Title, except through Variance (Section 22.62.070).

*Staff comments: The applicant is requesting an adjustment to the sign standards as required by the Sign Ordinance. The applicant requests a modification to number and area of signs allowed on a site. The industrial project site is allowed one wall sign per building face with public entrance, up to a maximum of 80 square-feet. The proposed site has two building faces with public entrances. The applicant is proposing four (4) wall signs of 320 square-feet each.*

*Staff recommends approval of the requested sign ordinance modification. The standard is in effective because though the proposed site has two public entrances, the structure is visible on all four sides from both public roads and the airport. Additionally, the structure will be 49,128 square-feet and 40 feet tall. The proposed sign modification will be more in proportion to the scale of the project.*

SAN LUIS OBISPO PLANNING AREA STANDARDS:

**Airport Review Area (AR).** The project is within the County's Airport Review combining designation (AR). The AR is used to recognize and minimize the potential conflict between new development around the San Luis Obispo County Regional Airport and the ability of aircraft to safely and efficiently maneuver to and from this airport. This includes additional standards relating to limiting structure/vegetation heights as well as avoiding airport operation conflicts (e.g., exterior lighting, radio/electronic interference, etc.).

1. Airport Land Use Plans included by reference. The adopted San Luis Obispo County Airport Land Use Plan, and any amendments thereto, is hereby incorporated into this Title by reference as though it were fully set forth here.
2. Limitation on uses within Airport Review Area. Allowable uses are limited to those designated as "compatible" or "conditionally approvable" by the San Luis Obispo County Airport Land Use Plan, as applicable, in compliance with the land use permit requirements of Section 22.06.030 (Allowable Land Uses and Permit Requirements).
3. Review for compliance with Airport Land Use Plan. All land use permits, land divisions and General Plan amendments must be found consistent with the San Luis Obispo County Airport Land Use Plan adopted by the San Luis Obispo County Airport Land Use Commission.
4. Site Design and development standards - Private lands. All development applications for the area within the boundary of the San Luis Obispo County Airport Land Use Plan shall comply with the development standards in that plan, in addition to all applicable provisions of this Title. In the event of conflicts between the provisions of the Airport Land Use Plan and this Title, the more restrictive provisions shall prevail.

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5. Site design and development standards - Airport site. New development projects in County-owned portions of the site of the San Luis Obispo County Airport shall be consistent with the adopted Airport Use Permit (the land use plan for the airport itself), and shall comply with all applicable provisions of the airport lease site standards instead of the provisions of Articles 3 and 4 of this Title.

*Staff comments: The site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29, and approximately 400 feet from active runway 11. A portion of the property is located within the Runway Protection Zone (RPZ).*

*The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport.*

*The Airport Land Use Plan (ALUP) provides guidance for and limitations to the type of development allowed within the AR designation.*

*The primary use of the project, as defined in Section 8 of the Airport Land Use Plan (ALUP), is "Agricultural Processing" because the project involves "receiving and processing of green material which is not produced on-site (commercial composting)." The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited in RPZ, but no portion of the proposed project is proposed in the RPZ area.*

*Unusually hazardous uses are prohibited in the S-1b area. The above-ground presswater tank with backup biogas storage tank could potentially meet this definition. However, only the upper portion (approximately 10%) of the 300,000 gallon tank would be used for occasional backup storage and would not be continuously filled with flammable material. The biogas in this tank would not be compressed, and would be approximately 2 psi in pressure. As conditioned, this project does not include features that could substantially contribute to the severity of an aircraft accident nor does it include the above ground storage of substantial quantities of flammable materials.*

*Draft revisions to the ALP, which are under review but not yet approved by the FFA, show that a portion of the proposed building may encroach on the critical area associated with the glideslope antenna signals. According to the consultant for the revised ALP, buildings are less likely to interfere with those frequencies, but all structures should be reviewed by the FFA. Additionally, the ALP includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future alignments.*

*Exhaust air from the digester is released into a waste air treatment plant – a large concrete tank filled with pieces of tree roots to absorb odors. Airflow through the tree roots is continuous and will discourage birds, which can be hazardous to airplanes.*

*Per the ALUP, the proposed use is considered "conditionally approvable". The project was reviewed by the Airport Land Use Commission (ALUC) on June 29, 2016. The ALUC recommended conditions to limit density, require aviation easements, and prohibit project characteristics that would interfere with maneuvering of aircraft. The project was also referred to the County Airport Manager who commented that the project should undergo FFA review, provide evidence that there will be no impact to the Instrument Landing System as ultimately planned, and shall not have lighting that would interfere with aircraft operations. All projects*

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*within the AR designation are required to obtain an aviation easement to secure avigable airspace.*

*Safety lighting will be installed on the building and outdoor equipment as necessary. An existing 80 space dirt parking lot will be re-surfaced with pavement, but no additional parking lot lighting will be installed.*

**Undergrounding.** All projects requiring Conditional Use Permit approval shall provide for utilities being placed underground unless the Commission determines either that the proposed development will be of low intensity or in an isolated location; or that supporting overhead utilities will not be visible from public roads; or that overriding operational, economic or site conditions of the project warrant waiver of this requirement.

*Staff comments: The project is conditioned to provide undergrounding of utilities.*

**Planning Impact Areas.** Applications for discretionary land use permits, land divisions, or General Plan amendments shall be referred by the County to the City of San Luis Obispo and (if in its planning impact area) to the City of Pismo for review and comment.

*Staff comments: The proposed project was referred to the City of San Luis Obispo. The proposed project is located within the City of San Luis Obispo's Airport Area Specific Plan is a designated for annexation to the City. The City recommends consultation with the ALUC and that the project be conditioned to be consistent with the City's Airport Specific Plan street and infrastructure recommendations, and to pay all City transportation impact fees. See attached referral response (Leveille, June 8, 2016).*

### **Communitywide Standards.**

Water Supply. Developments shall provide on-site water supply, or a community water supply system with the capacity to serve 50 or more connections (customers) may be permitted, until annexed to the city and city services are provided.

*Staff comments: The project proposed to obtain its water needs from an on-site well. The well will be used primarily during initial project start up. Once the anaerobic digestion plant is up and running, the water needs of the plant will be fulfilled from the in-system presswater tank. Water for fire suppression purposes (i.e. fire sprinklers) will be provided from an existing system that includes the existing well, pumps, and water storage. The project is conditioned to reactivate the Chicago Bridge & Ironworks water system permit.*

Airport Area. Water supply and sewage disposal systems shall be design to accommodate future connection to city systems where feasible. Compliance with all applicable conditions of land use permits shall be determined before issuance of a business license, in compliance with Section 22.62.020. Free-standing signs shall be monument signs with a maximum height of six feet. A notice listing the authorized land uses for a site shall be recorded in the Office of the County Recorder before final condition compliance of any Conditional Use Permit. Land uses are limited to those listed in the table of this section. The setback along Santa Fe Road shall be a minimum of 75 feet from the roadway centerline. Any new development requiring land use permit approval shall include screening of outdoor storage, loading and parking areas from public streets by native or drought-tolerant landscape and plant materials, and shall provide street trees along the property frontage on all public streets.

## Planning Commission

Conditional Use Permit #DRC2015-00122 / Hitachi Zosen Inova USA, LLC

Page 11

## SAN LUIS OBISPO ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USE CODE	PERMIT REQUIREMENT BY L.U.C. (U)					Specific use Standards
	CS	BB	IND	OS	REC	

## AGRICULTURE, RESOURCE, AND OPEN SPACE USES

Ag Processing	A2	A1				22.30.070
Agricultural Accessory Structures	P	P	SP(S)	P	P	22.30.03&060
Animal Facilities						22.30.100
Animal hospitals & veterinary medical facilities					A1	22.30.100
Horse ranches and other equestrian facilities					MUP	22.30.100
Kennels (6)					A1	22.30.100
Zoos - Private, no display open to public						22.30.100
Zoos - Open to public					CUP	22.30.100
Animal Keeping	A2	A2	A2	A2	A2	22.30.010
Crop Production and Grazing	A2	A2	A1	A1	A1	22.30.200
Farm Equipment & Supplies Sales		A1				
Mines and quarries						22.36
Nursery Specialties						22.30.310
Petroleum Extraction						22.34

*Staff comments: The proposed project utilizes an on-site well and an existing septic tank. A business license will not be issued until all conditions of the land use permit are complied with, and occupancy is granted to the plant. No free-standing signs are proposed at this time, and any future free-standing signs will be required to be a monument sign under six feet in height. The project is conditioned to record a notice with the Clerk-Recorder of the allowed uses on the site prior to occupancy and final condition compliance. The proposed project is an Ag Processing use in an Industrial land use property, and therefore is allowed. The proposed building is setback more than 75 feet from the centerline of Santa Fe Road. The project is screened along Santa Fe Road by existing oleanders. Existing street trees have been planted along the Old Santa Fe Road frontage (entrance to Waste Connections). Street trees are not feasible to plant along the property frontage on Santa Fe Road, as they would potentially interfere with airport operations and safety.*

## ENVIRONMENTAL DETERMINATION:

A Negative Declaration (pursuant to Public Resources Code Section 21000 et seq., and CA Code of Regulations Section 15000 et seq.) has been issued on July 21, 2016 for this project. Mitigation measures are proposed to address Air Quality, Geology and Soils, Hazards/Hazardous Materials, Transportation/Circulation, and Water/Hydrology and are included as conditions of approval.

## AGENCY REVIEW:

Public Works – Per attached referral response (Tomlinson, May 2, 2016), drainage plan and stormwater control plan will be reviewed at time of building permit application, conditions recommended.

Environmental Health – Per attached referral response (Terry, May 20, 2016), permits are required from Environmental Health prior to operation and a cross-connection device may be required.

Cal Fire – Per attached referral response (Byrnes, June 10, 2016), Cal Fire is working closely with the applicant and the applicant's Fire Protection Engineer to develop fire/life/safety standards. This is the first anaerobic digester of its kind to be constructed in the US, and research is being done to develop standards to mitigate concerns.

Planning Commission

Conditional Use Permit #DRC2015-00122 / Hitachi Zosen Inova USA, LLC

Page 12

City of San Luis Obispo – Per attached referral response (Leveille, June 8, 2016), the proposed project is located within the City of San Luis Obispo's Airport Area Specific Plan is a designated for annexation to the City. The City recommends consultation with the ALUC and that the project be conditioned to be consistent with the City's Airport Specific Plan street and infrastructure recommendations, and to pay all City transportation impact fees.

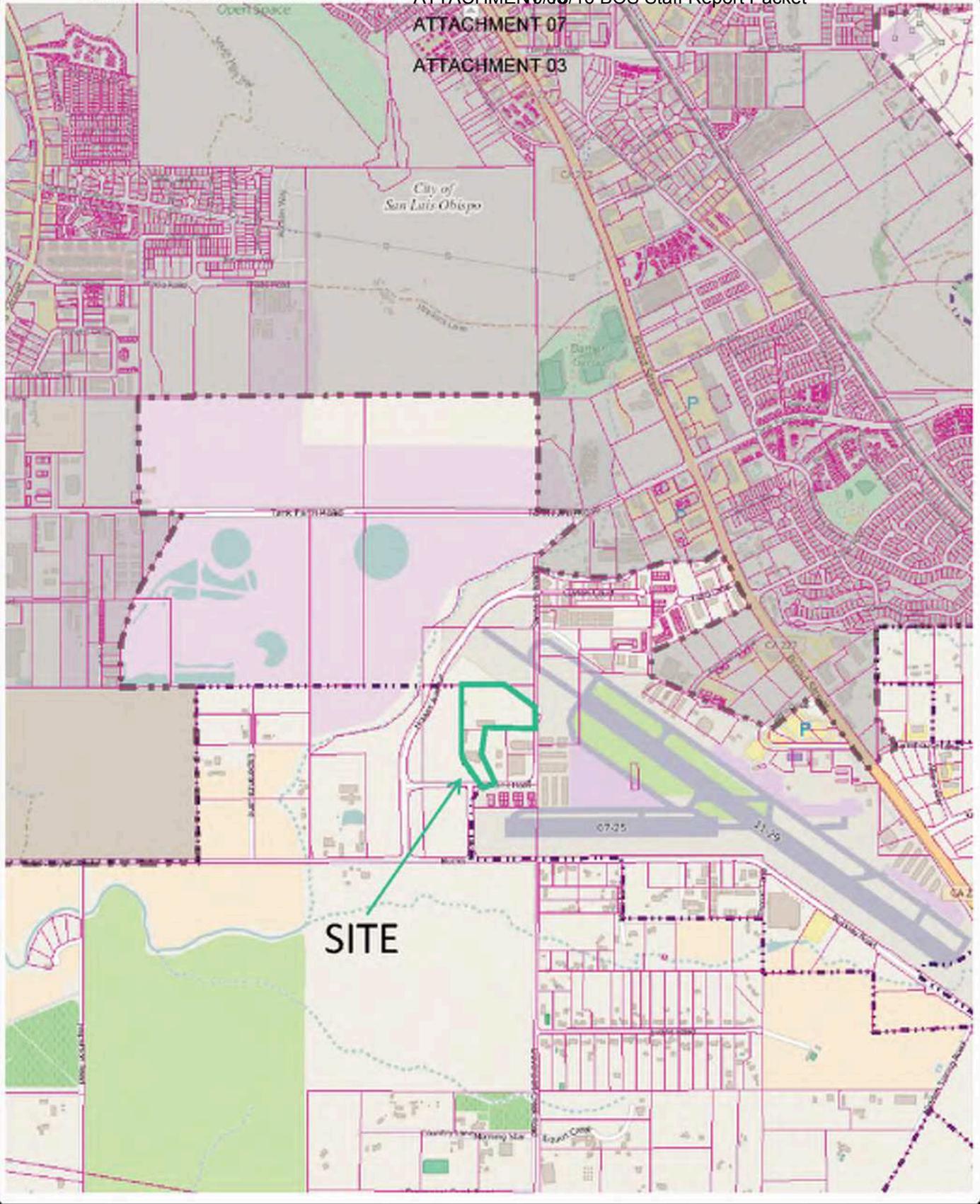
ALUC – Per attached Notice of Airport Land Use Commission Action (June 29, 2016), the ALUC determined the project Consistent with the Airport Land Use Plan, based on proposed conditions.

APCD – Per attached referral responses (Guise, May 11, 2016, June 14, 2016, July 8, 2016) APCD had concerns relating to emissions (construction and operational) and the emission of biogas.

#### LEGAL LOT STATUS:

The two existing lots are Public Lots, PL08-0032, and were legally created by deed at a time when that was a legal method of creating lots.

Staff report prepared by Brandi Cummings and reviewed by Karen Nall.



SITE

**PROJECT**

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Vicinity Map



BUILDING TO REMAIN

STRUCTURE TO REMAIN AND BE COVERED BY NEW ROOF AND SIDING

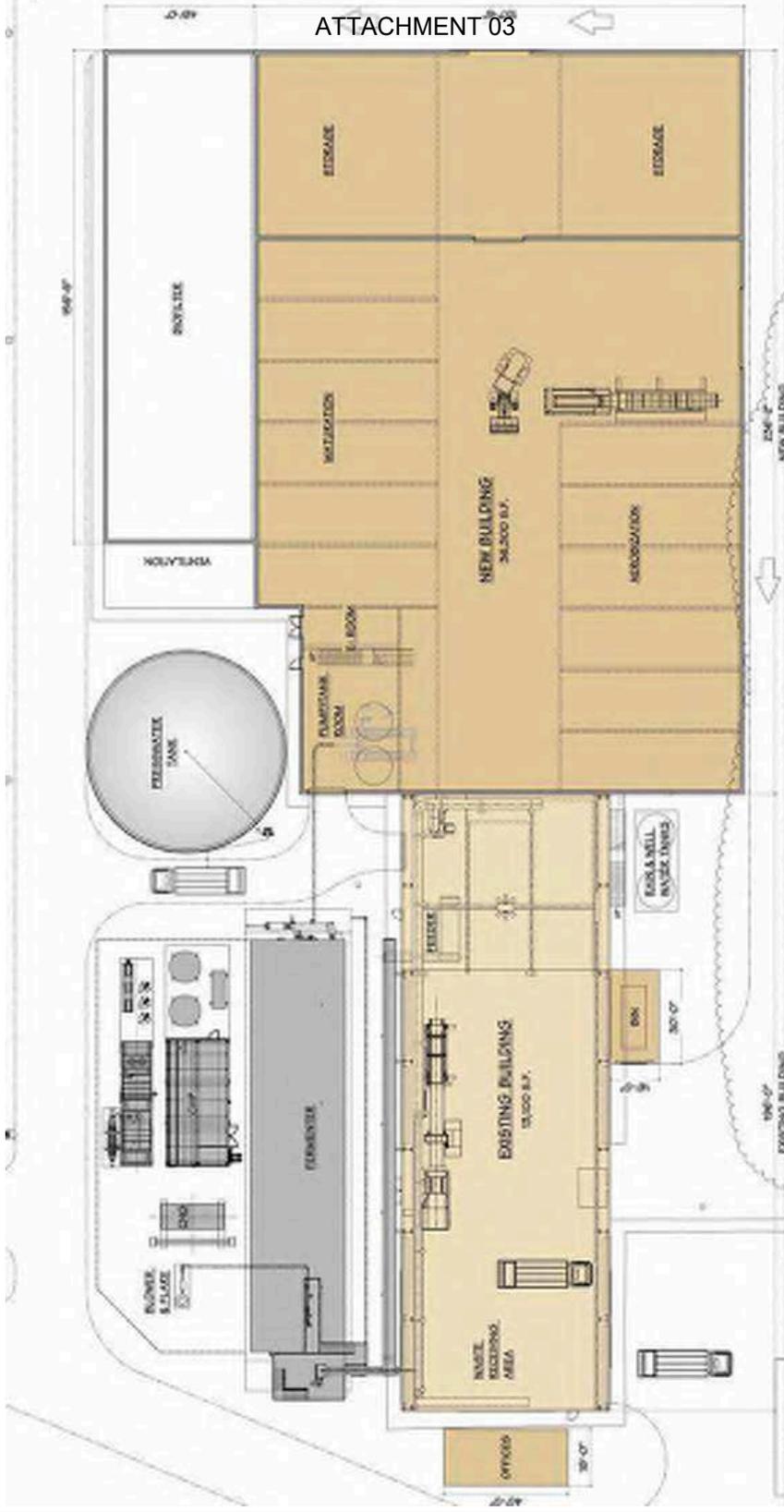
**PROJECT**

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Existing Site Plan





**PROJECT**

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Lower Floor Plan

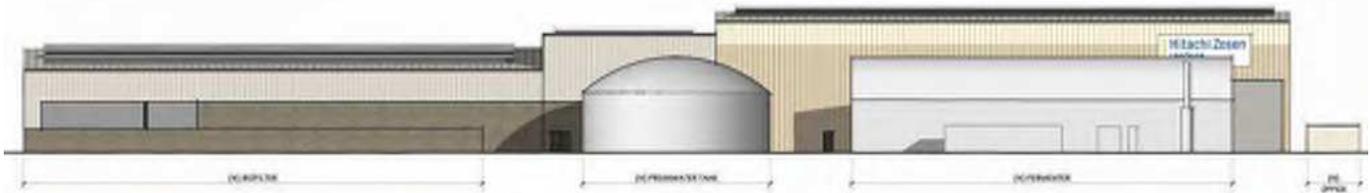


**PROJECT**

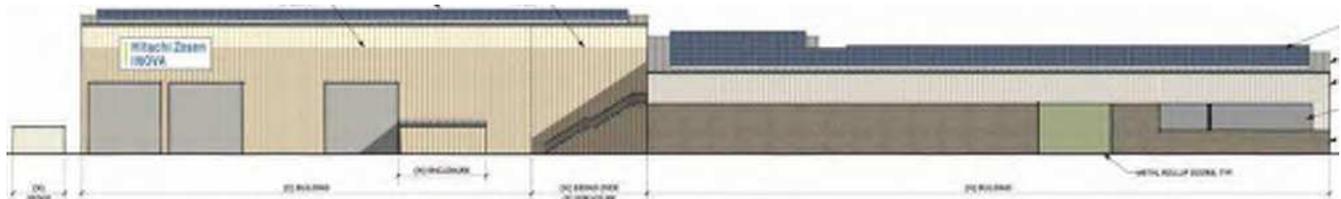
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Upper Floor Plan



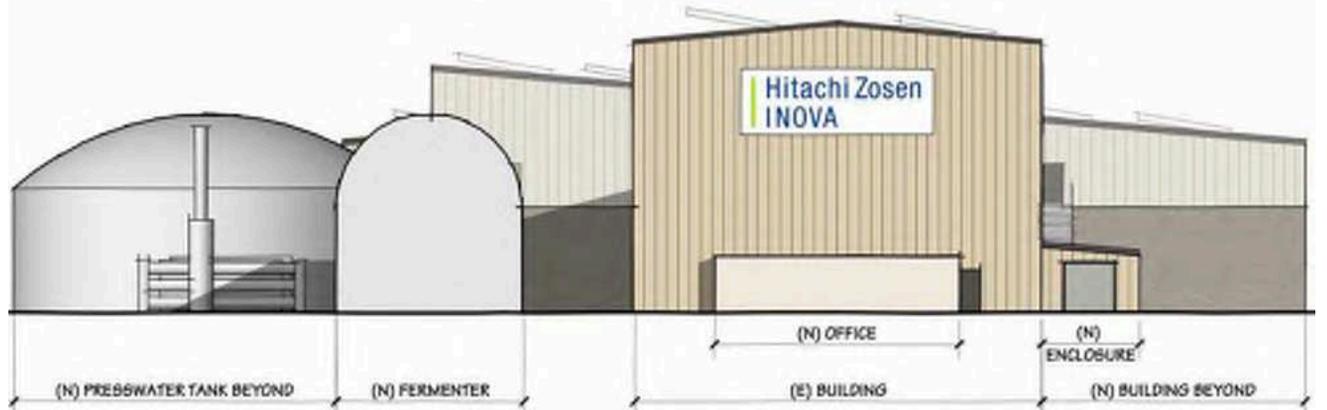
North



South



East



West

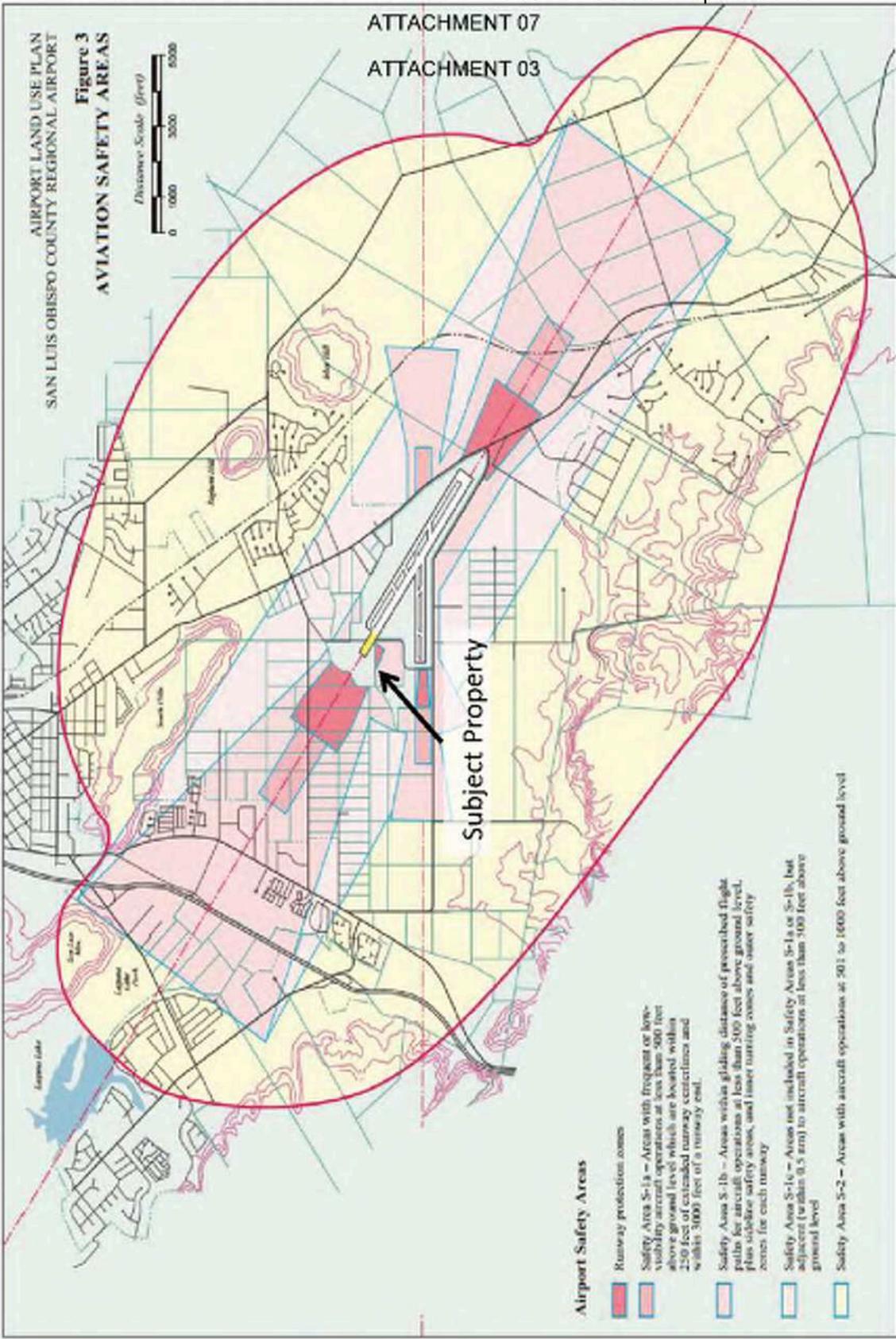


**PROJECT**

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Elevations



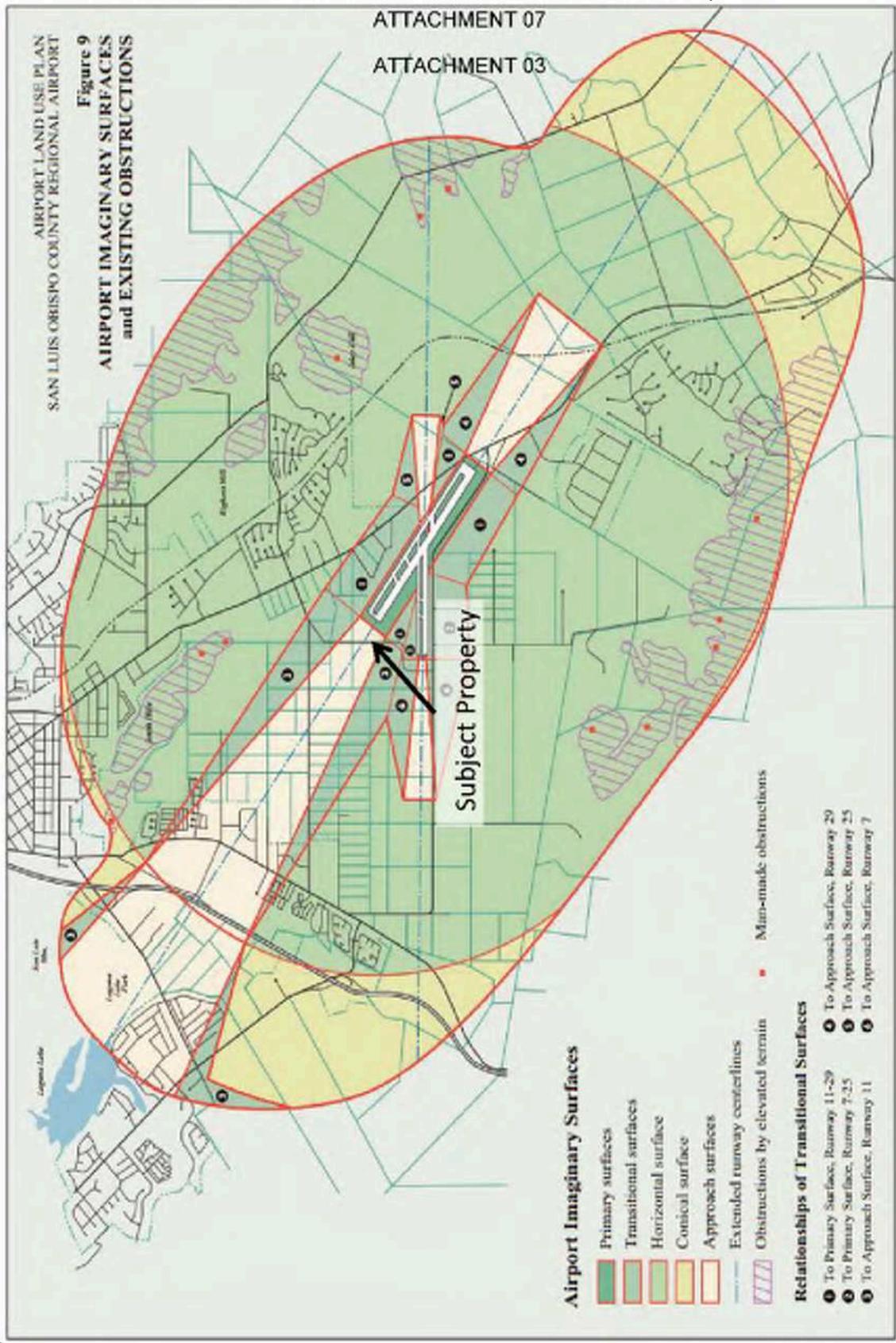
**PROJECT**

Hitachi Zosen Inova USA, LLC  
 DRC2015-00122

**EXHIBIT**

Airport Safety Areas

AIRPORT LAND USE PLAN  
 SAN LUIS OBISPO COUNTY REGIONAL AIRPORT  
**Figure 9**  
**AIRPORT IMAGINARY SURFACES**  
**and EXISTING OBSTRUCTIONS**

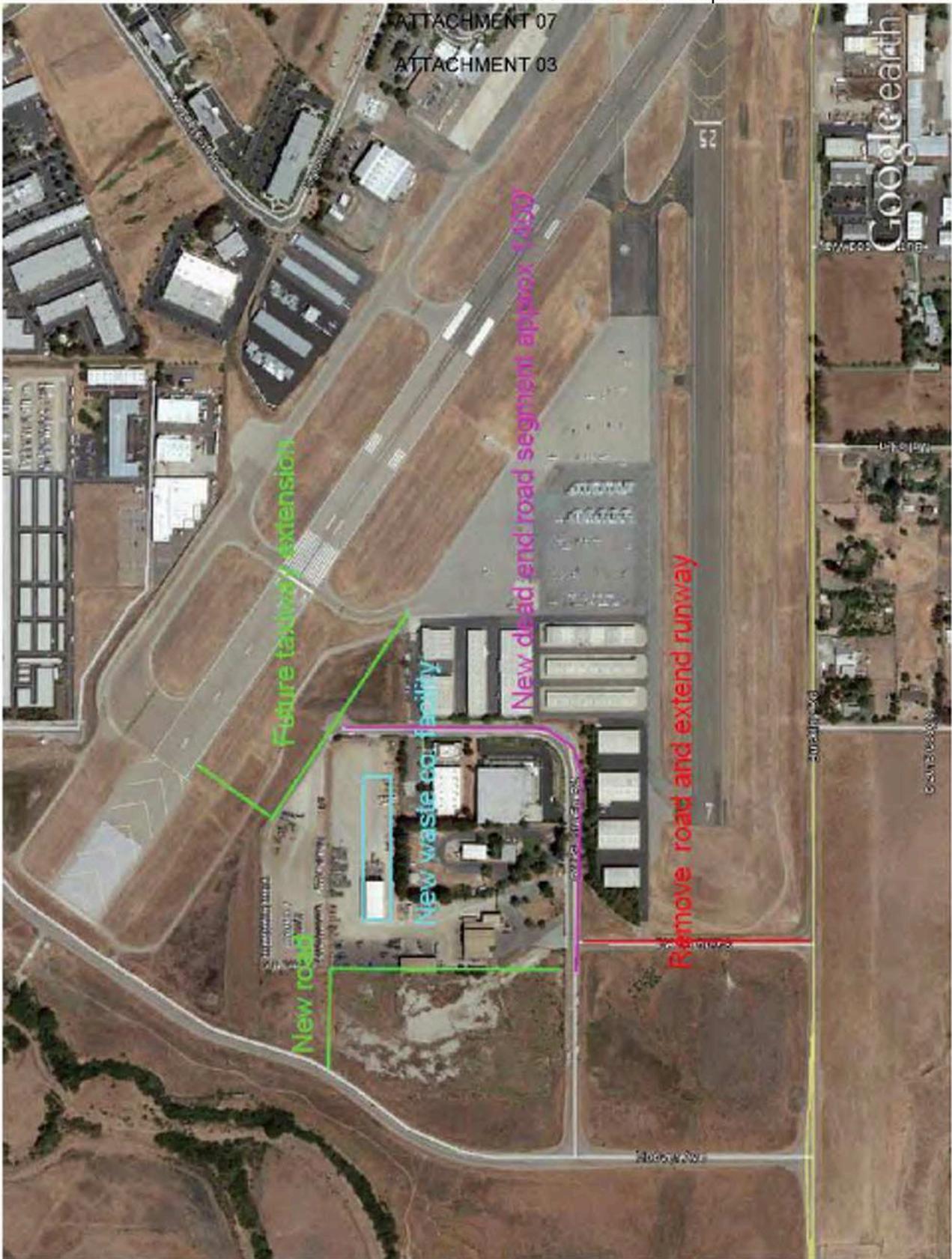


**PROJECT**

Hitachi Zosen Inova USA, LLC  
 DRC2015-00122

**EXHIBIT**

Airport Imaginary Surfaces  
 and Existing Obstructions



**PROJECT**

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Future Airport Expansion

# RE: Anaerobic Digestor

Craig Piper

Wed 6/29/2016 9:03 AM

To: Brandi Cummings <bcummings@co.slo.ca.us>;

Cc: Kevin Bumen <kbumen@co.slo.ca.us>;

Hi Brandi,

I can't find that I responded to you yet via email. I know we have exchanged voicemail messages.

We do have some concerns.

1. Any new structures/construction should undergo the FAA 7460 review for obstructions.
2. The airport is planning for an extension of Taxiway M which is the parallel taxiway on the west side of the runway. This will also include the relocation of the Glide Slope which is part of the Instrument Landing System (ILS). The developer/property owner needs to ensure that their project will not impact the operation the ILS as currently installed or as ultimately planned as shown in the Airport Layout Plan. This assurance will need to be coordinated with the FAA to ensure compliance.
3. Any lighting needs to be installed in such a way so as not to shine or be directed toward aircraft on approach to departure from the airport, especially during hours of darkness as this will affect pilots ability to operate aircraft.
4. Any development should be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violating airport security.

Craig Piper  
 Assistant Director  
 Department of Airports  
 County of San Luis Obispo  
 805-781-4376

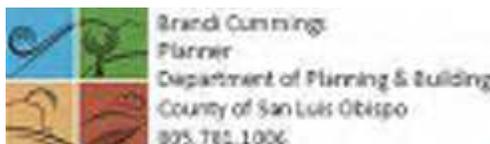
---

**From:** Brandi Cummings  
**Sent:** Thursday, June 09, 2016 2:04 PM  
**To:** Craig Piper <capiper@co.slo.ca.us>  
**Subject:** Anaerobic Digestor

Hi Craig,

I'm wondering if you would like to submit a formal referral response to this project? I know there were a few potential issues brought up at the meeting we all had.

Also, it's my understanding that ALUC is scheduled for June 29th, and their comments/recommendation will be listed as a separate response.





Air Pollution Control District  
San Luis Obispo County

May 11, 2016

Brandi Cummings  
County of San Luis Obispo County Planning and Building  
Government Center  
San Luis Obispo ca 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant Initial Study / Mitigated Negative Declaration.

Dear Ms. Cummings,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced project located at 4388 Old Santa Fe Road in San Luis Obispo.

The project as proposed includes an anaerobic digestion plant to process green and food waste from Waste Connections' service area. The plant will utilize an existing 13,000 square foot (SF) building (formerly the plate cutting building) with 36,000 SF of new construction, including the introduction of equipment related to the anaerobic digestion process. A new office trailer for support staff will be located west of the existing plant cutting building. An 80 space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming and outgoing trucks. The site plan depicts a compressed natural gas (CNG) fueling station for the potential to fuel the increasing fleet of CNG -fueled trucks utilized by Waste Connections. Other alternative uses for the biogas include the combined heat and power unit (CHP), net metering and distribution into the existing power grids. The biogas is a by-product of the anaerobic digestion process. Other site improvements include grading to accommodate post construction storm water facilities.

*The following are APCD comments that are pertinent to this project.*

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text.**

Initial Study / Mitigated Negative Declaration for Attachment 05  
Digestion Plant  
May 11, 2016  
Page 2 of 6

### **CONSTRUCTION PHASE IMPACTS**

Based on the SLOCAPCD review of the Initial Study and associated Air Quality Technical Report, staff agrees the construction phase impacts will likely be less than the SLOCAPCD's significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook (available at the APCD web site: [www.slocleanair.org](http://www.slocleanair.org)). Staff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report. **Therefore, with the exception of the requirements below, the APCD is not requiring other construction phase mitigation measures for this project. SLOAPCD staff recommends the requirement listed below be included as a mitigation measure to ensure compliance with the requirements.**

#### Dust Control for Drought Conditions

The SLOCAPCD agrees with the dust control measures outlined in mitigation measure AQ-1 ( Air Quality Technical Report on page 10 and 11). However, **please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

#### Hydrocarbon Contaminated Soil

**Should hydrocarbon contaminated soil be encountered during construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:**

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH -non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,
- Clean soil must be segregated from contaminated soil.

**The notification and permitting determination requirements shall be directed to the APCD Engineering Division at 781-5912.**

#### Lead During Demolition

Demolition, renovation, or retrofitting of structures coated with lead based paint is a concern for the APCD. Improper demolition can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. **Depending on the removal method, an APCD permit may be required. Contact the APCD Engineering Division at (805)**

Initial Study / Mitigated Negative Declaration for Attachment 04  
Kempas Aerobic  
Digestion Plant  
May 11, 2016  
Page 3 of 6

**781-5912 for more information. Approval of a lead work plan by the APCD is required and must be submitted ten days prior to the start of the demolition. For more information, contact the APCD Enforcement Division at (805) 781-5912 or for specific information regarding lead removal, please contact Cal-OSHA at (818) 901-5403. Additional information can also be found on line at <http://www.epa.gov/lead>.**

#### Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2012 CEQA Handbook, Technical Appendix 4.4. The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), and therefore the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105), **prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the regulation. An exemption request must be filed with the APCD.** If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. More information on NOA can be found at [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php).

#### Demolition/Asbestos

Demolition, renovation, or retrofitting activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). **If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

#### Construction Permit Requirements

As indicated on page 12 of the Air Quality Technical Report, portable equipment may require a permit. Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

~~Initial Study / Mitigated Negative Declaration for Kompost And Food  
Digestion Plant  
May 11, 2016  
Page 4 of 6~~

~~ATTACHMENT 04~~

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc.).

**To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.** SLOAPCD staff recommends this requirement be included as a mitigation measure to ensure compliance with the requirement.

#### Idling Restrictions

As indicated on page 12 of the Air Quality Technical Report, California Code of Regulation limits idling. **SLOAPCD staff recommends the requirements listed be included as a mitigation measures to ensure compliance with the requirement.**

#### **OPERATIONAL PHASE IMPACTS**

In order for the SLOAPCD to verify the operation phase emissions the following items will need to be addressed.

- **Biogas upgrading system**-The project description included a discussion of possible uses of the biogas. One being the use of the biogas as a fuel for the combined heat and power unit (CHP), or upgraded for in the CNG waste hauler trucks. However, the calculations do not appear to include the upgrading process or associated emissions that would be produced from the operation. **Please provide more information on how the biogas upgrading process works and what happens to the impurities that are removed from the gas (e.g. CO<sub>2</sub>, H<sub>2</sub>S). If the operational plans include this gas upgrade process then the equipment and emissions should be included in the calculations to determine the full impacts from the project.**
- **Press Water Storage Tank**-Page 9 of the project description discusses a press-water storage tank. What is the size of this tank? The project description indicates the storage tanks are covered by a gas and odor tight membrane. This would imply the system includes some sort of vapor recovery system. **Please provide more information about how this system works.**
- **Biofilter**-It was not clear from the description of the biofilter (page 12 of the project description) how the ammonia (NH<sub>3</sub>) in the exhaust gas will be monitored. **Please explain.**

Initial Study / Mitigated Negative Declaration for Kompogas Alternative  
Digestion Plant  
May 11, 2016  
Page 5 of 6

ATTACHMENT 04

- **CHP**-The size of the CHP to be used for the project is unclear from the documents presented with this application. The Air Quality Technical Report (page 13) indicates the CHP is expected to be less than 800 kW, however, it states the emission estimates assumed an 800 kW CHP to provide a maximum case. In the initial study, several different CHP sizes were analyzed (250 kW, 400kW, 826 kW, 1,069 kW and 1,200 kW). In the Initial study, page 6 the following statement is made:

*"The analysis assumed that the CHP unit would run continuously 24 hours per day. The daily operational emissions from the proposed project using an 826 kW CHP unit would be below the daily significance threshold levels established by APCD. The daily operational emissions from the proposed project utilizing a 1,069 kW or a 1,200 kW CHP unit would be slightly above the daily significance threshold of 25 pounds/day (lbs./day) for ROG + NOx, and would be potentially significant. Projects that exceed the 25 lbs./day threshold for ROG + NOx requires further mitigation, as established by the APCD. While the analysis includes a variety of alternative CHP unit sizes, emissions, and related mitigation, the final design will reflect the final CHP unit size, accordingly."*

What is meant by the last sentence, "The final design will reflect the final CHP unit size accordingly?" If the larger CHP units are selected, then additional mitigation should be proposed. In order for the SLOCAPCD to make a determination about the air quality impact the exact size of the equipment needs to be defined. **The initial study, supporting documentation, and any conditions of approval should make it clear as to which size CHP will be used and appropriate mitigation recommended as needed. Also, please provide the manufacturer's emission rates, emission factors and specification sheet for the CHP and flare.**

- **Odors**-As recommended in the initial study and Air Quality Technical Report, the SLOCAPCD agrees an Odor Management Plan should be prepared for this project. **The Odor Management Plan should be submitted to the SLOCAPCD for review and approval prior to the start of construction activities. In addition to the items listed on page 8 of the initial study, the SLOCAPCD also recommends that the Odor Management Plan include a section to address complaint notification and response.**
- **Greenhouse Gases**-The application of the GHG threshold has been misapplied in the GHG analysis on pages 30 and 31 of the Air Quality Technical Report and page 13 of the initial study. **All project GHG emissions including the mobile sources, energy usage, water, CHP and construction emissions (amortized over the life of the project) should be summed up and compared to the 10,000 tons/yr. threshold.**
- **Mobile sources**-As indicated in the Vehicle Trip Generation Report dated February 26, 2016, the total vehicle miles traveled (VMT) associated with the project will increase mainly due to the new commercial food waste trucks. The data for the new commercial food waste truck is presented on page 3 and 4 of this report. There appears to be an additional error for the total miles for the commercial trucks. Truck A is shown to travel 125 miles for the various routes and Truck B is shown to travel 85 miles for the various route, which adds up to a total of 210 miles, not 201 miles as show on the table, thus making daily vehicle miles travelled for

Initial Study / Mitigated Negative Declaration for Kumpogus Aerobics  
Digestion Plant  
May 11, 2016  
Page 6 of 6

all trucks an increase of 155 miles, not 146 miles. **This should be checked and the calculations modified accordingly.**

- **Operational Emission: tons/yr.**-The Air Quality Technical Report provides summary tables for operational phase emissions on pages 14 and 15. However, Table 9 for the annual operating emissions (annual tons/year) does not include all the sources of emissions; it only lists the emissions for the CHP (with and without the SCR/oxicat). **All sources including mobile, energy usage, water, and CHP should be included on one summary table and compared to the SLOCAPCD annual thresholds, as was done for the daily emission summary Table 6, 7 and 8.**
- **Permit to Operate**-Based on the information provided, this project will be required to obtain a permit to operate from the SLOCAPCD. **To minimize potential delays prior to the start of the project, please contact the APCD Engineering Division at 805-781-5912 for specific information regarding permitting requirements.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 805-781-4667.

Sincerely,



Air Quality Specialist

MAG/lhs

cc: Dora Drexler, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

Attachments:

1. Naturally Occurring Asbestos – Construction & Grading Project Exemption Request Form, Construction & Grading Project Form

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Air Pollution Control District  
San Luis Obispo County

June 14, 2016

Brandi Cummings  
County of San Luis Obispo County Planning and Building Government Center  
San Luis Obispo, CA 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant-  
Comments on Technical Memorandum May 24, 2016

Dear Ms. Cummings:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced document and have the following comments.

Page 1 and 2 of the Technical Memorandum dated May 24, 2016

We appreciate the applicant's willingness to include the mitigation measures referenced in the APCD letter dated May 11, 2016. However, in a few cases we recommend the language be expanded to ensure all facets of the requirement are included in the conditions of approval.

1. For hydrocarbon contaminated soil, APCD staff recommend the following portion of standard language be added to the verbiage on page 1 of the Technical Memorandum dated May 24, 2016:
  - *Cover on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;*
  - *Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;*
  - *Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;*
  - *The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;*
  - *During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,*
  
2. For naturally occurring asbestos (NOA), APCD staff recommend the following addition to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM.*

3. For Demolition/Asbestos, APCD staff recommend adding the following to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*These requirements include, but are not limited to 1) written notification within at least 10 business days of activities commencing to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at 805 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php)*

Page 2 of the Technical Memorandum dated May 24, 2016

The applicant indicates that the biogas upgrading is no longer part of the project and all biogas will go to the CHP unit or flare during project start-up and maintenance. However, on page 3 (same document) the applicant recommends MM AQ-4 as possible mitigation which indicates the applicant shall construct an on-site CNG fueling station to reduce collection-truck vehicle miles travelled, if feasible. Since it was stated on the previous page that the upgrading facility was no longer part of the project measure, MM AQ-4 seems to contradict what was stated previously. Please explain. If an upgrading facility is intended for future installation, then potential emissions from the facility should be included in the evaluation.

Page 3 of the Technical Memorandum dated May 24, 2016

Under the CHP paragraph the applicant proposes MM AQ-3, AQ-4, and AQ-5. Mitigation Measure AQ-3 states that the applicant proposes replacing diesel fueled collection trucks with CNG if feasible. In the Air Quality Technical Report dated March 29, 2016, which was previously submitted MM AQ-3 addresses odors and proposes an Odor Control Plan. **San Luis Obispo County APCD requests that one comprehensive list of proposed mitigation measures be compiled and be submitted for clarification.**

On page 5 of the Technical Memorandum dated May 24, 2016

The APCD has two operational phase emission thresholds for ROG+NOx, and PM10, 25 lbs/day and 25 tons/year. For the CEQA evaluation the project emissions should be compared to both the daily and annual thresholds. Mitigation is required if the project emissions exceed either threshold and offsite mitigation may be required if the project exceeds the 25 ton/year threshold. The data presented on page 5 only evaluated the tons/year.

Based on the APCD review of the data presented it appears the operational phase emissions will exceed the daily threshold of 25 lbs/day for ROG +NOx without an SCR oxidation catalyst system. The project proponent should demonstrate that the proposed mitigation measures will reduce the emissions to below the thresholds. If CNG vehicles are being proposed to reduce emissions, then the reduction should be quantified. As noted above, with regard to onsite CNG refueling, MM AQ-4 page 2 of this document indicates that a biogas upgrading system was no longer being considered as part of the project, which makes any emission reductions from this measure unlikely. As shown in the calculations and supporting documentation an SCR oxidation catalyst system would provide

approximately 75% reduction in NOx. The APCD recommends an SCR oxidation catalyst, or other equivalent measures be proposed, that will provide real quantifiable emission reduction on site.

This project will require a permit from the APCD and will be subject to the New Source Review Rule 204. Under Rule 204 equipment emitting more than 25 lbs/day of NOx requires Best Available Control Technology.

Please contact the APCD Engineering Division at 805 781-5912 for specific information regarding permitting requirements and for any other questions or comments you may have regarding this letter, please feel free to contact me at 805-781-4667.

Sincerely,



Melissa Guise  
Air Quality Specialist  
MAG/his

cc: Dora Drexler, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

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# RE: Hitachi Zosen Anaerobic Digester

Byrnes, Dennis@CALFIRE <Dennis.Byrnes@fire.ca.gov>

Fri 6/10/2016 1:35 PM

Inbox

To: Brandi Cummings <bcummings@co.slo.ca.us>;

Cc: Salas, Mike@CALFIRE <Mike.Salas@fire.ca.gov>; Laurie Donnelly <laurie.donnelly@fire.ca.gov>; Tony.Gomes\_fire.ca.gov <Tony.Gomes@fire.ca.gov>; Jerilyn Moore <jerilyn.moore@fire.ca.gov>;

Brandi,  
Yes I am the lead on this project for CAL FIRE.  
Due to the unique nature of this project CAL FIRE/ San Luis Obispo County Fire Department is working closely with the applicant and the applicants Fire Protection Engineer to develop Fire/Life Safety standards. This is the first anaerobic digester (wet) designed by this company being constructed in the United States, so research is being conducted to developed standards and mitigate concerns. I anticipate meeting with the applicants Fire Protection Engineer the second week in July to start the primary review.  
Regards

Dennis Bymes  
Fire Captain / Fire Prevention  
**CAL FIRE** San Luis Obispo  
[635 N. Santa Rosa](#)  
[San Luis Obispo, CA. 93405](#)  
805-543-4244 Office  
805-543-4248 Fax

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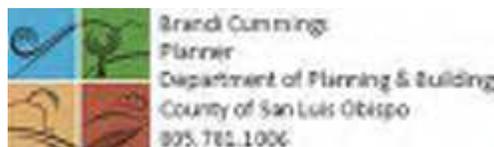
**From:** Brandi Cummings [bcummings@co.slo.ca.us]  
**Sent:** Thursday, June 09, 2016 9:00 PM  
**To:** Byrnes, Dennis@CALFIRE  
**Cc:** Salas, Mike@CALFIRE  
**Subject:** Hitachi Zosen Anaerobic Digester

Hi Dennis,

I'm not sure who is officially working on this project, but I believe you were the last one I spoke with about it.

I know Cal Fire and Building are working with the applicant team to address potential issues, but I am wondering if Cal Fire would like to submit a formal referral response for the staff report and file. If there are any special project conditions needed, those could be included as well.

Thanks,





## Community Development

919 Palm Street, San Luis Obispo, CA 93401-3249  
805.781.7170  
slcity.org

June 8, 2016

Brandi Cummings  
Department of Planning and Building  
County of San Luis Obispo  
976 Osos St., Rm. 300  
San Luis Obispo, CA 93408

**SUBJECT: Proposed Conditional Use Permit for an anerobic digestion plant to process green and food waste; 4388 Old Santa Fe Road, San Luis Obispo (DRC 2015-000122 HITACHI ZOSEN INOVA)**

This letter serves as the City of San Luis Obispo's comment letter on the conditional use permit review to allow construction of an anaerobic digestion plant to process green and food waste.

The 2005 City/County Memorandum of Understanding states that the County and City should work cooperatively to plan for future uses and public services and facilities to improve and maintain area circulation, connections, and to preserve agricultural land and open space, and we appreciate this opportunity to provide input. The project is located within the City of San Luis Obispo's Airport Area Specific Plan (AASP) and is designated for annexation.

This letter includes comments and recommended conditions of approval which should be included with any project approvals.

### **Airport Land Use Plan**

Due to the proposed project's close proximity to County Airport runways 7-25 & 11-29, and proposed installation of the new blower and flare, and rooftop photovoltaics, staff recommends consultation with the County staff liaison to the Airport Land Use Commission to verify conformance with any overflight safety provisions of the Airport Land Use Plan (glare, emissions, etc.) and to determine whether the project should be reviewed by the County Airport Land Use Commission.

### **Airport Area Specific Plan**

The project site is located within the Airport Area Specific Plan (AASP) and is designated for annexation to the City of San Luis Obispo. Project approvals in this area should be coordinated with planned development and infrastructure improvements in the AASP. The AASP provides a framework to guide development decisions in the

City of San Luis Obispo referral response  
Hitachi Zosen Inova (DRC2015-00122)

planning area and conditions of approval to accommodate planned infrastructure should be applied accordingly (please see Public Works comments and conditions below).

For the complete Airport Area Specific Plan, please see the following link:  
<http://www.slocity.org/government/department-directory/community-development/planning-zoning/specific-area-plans/airport-area>

## **Public Works Department Comments**

### ***Comments for the County Referral Projects accessed from Buckley Road***

1. All projects should be conditioned to be consistent with the City's Airport Area Specific Plan (AASP) street and infrastructure recommendations.
2. Transportation Impact fees are primarily for off-site mitigation needed to serve development in this area. This includes the Buckley Road extension to Higuera, work at Broad/TFR and the LOVR interchange location. AASP fees do not include collections of funds for this section of Buckley Road. The County no longer collects Fringe Fees for these purposes and has turned responsibility over to the City to implement many of the area projects.

### ***Recommended Condition of Approval***

*Should the County consider approval of the application to construct the commercial building, the City requests the following conditions be required:*

1. In order to mitigate offsite traffic impacts, fees shall be required for City transportation Impact fees for various programs. These fees will need to be paid at time of building permit issuance but may also be paid prior to map recordation consistent with County policies. These fees should include:
  - a. Citywide Transportation Impact Fee
  - b. Airport Area Specific Plan Fee
  - c. LOVR Interchange Mitigation Fee

**The City requests to continue to be notified/consulted on further project review such as any significant project modifications, environmental review, and upcoming hearings.**

Please feel free to contact me if you have any questions or would like to arrange a meeting. I can be contacted by phone at 805-781-7166, or by e-mail: [bleveille@slocity.org](mailto:bleveille@slocity.org)

Thank you for considering City Community Development Department comments on the proposed project.

City of San Luis Obispo referral response ATTACHMENT 04  
Hitachi Zosen Inova (DRC2015-00122)

Sincerely,



Diana Levens, AICP  
Senior Planner  
Long Range Planning  
City of San Luis Obispo, Community Development Department

CC: San Luis Obispo City Council  
Xzandrea Fowler, Deputy Director of Community Development  
Tim Bochum, Deputy Director of Public Works  
Hal Hannula, Supervising Civil Engineer  
Jake Hudson, Traffic Operations Manager



# DEPARTMENT OF PLANNING AND BUILDING

Promoting the wise use of land - Helping to build great communities

## THIS IS A NEW PROJECT REFERRAL

DATE: 4/28/2016

TO: ENV. HEALTH

FROM: Brandi Cummings (805-781-1006 or bcummings@co.slo.ca.us)  
South County Team / Development Review

MAY 2 2016  
SR 15082

**PROJECT DESCRIPTION:** DRC2015-00122 HITACHI ZOSEN INOVA – Request for a conditional use permit to allow construction of an anaerobic digestion plant to process green and food waste. The project includes removal of an existing 13,000 SF building and a new 36,000 SF building and related equipment. APN(s): 076-371-025 & 031

Return this letter with your comments attached no later than 14 days from receipt of this referral. CACs please respond within 60 days. Thank you.

### PART 1 - IS THE ATTACHED INFORMATION ADEQUATE TO COMPLETE YOUR REVIEW?

- YES (Please go on to PART II.)
- NO (Call me ASAP to discuss what else you need. We have only 10 days in which we must obtain comments from outside agencies.)

### PART II - ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?

- YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter.)
- NO (Please go on to PART III.)

### PART III - INDICATE YOUR RECOMMENDATION FOR FINAL ACTION.

Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial.

IF YOU HAVE "NO COMMENT," PLEASE SO INDICATE, OR CALL.

Please see attached. Thank you

5/20/16  
Date

Name

x 5551  
Phone



## Public Health Department

Jeff Hamm  
Health Agency Director

Penny Borenstein, M.D., M.P.H.  
Health Officer



**Public Health**  
Prevent. Promote. Protect.

May 20, 2016

To: Brandi Cummings  
South County Team / Development Review

From: Environmental Health  
Leslie Terry

Project Description: DRC2015-00122, Hitachi Zosen INOVA CUP  
APN 076-371-025 & 031

Prior to construction final, applicant to obtain appropriate level of permitting from this office for process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including a potential for a Risk Management Plan). Project may necessitate updates to the Waste Connections, Inc. Business Plan including but not limited to the site plan.

Confirm separation distances between water wells, basins, and septic system components.

If plan review for cross connection determines a device is necessary, then an annual device test requirement shall be added as a condition of this CUP.

Prior to construction final, the site shall have a permit for a Non-Transient Non-Community water system in process (reactivation of the CBI water system permit).



ATTACHMENT 04  
**SAN LUIS OBISPO COUNTY**  
**AIRPORT LAND USE COMMISSION**

Chairman: Roger Oxborrow  
Commissioners: William (Bill) Borgsmiller  
Michael Cripe  
Craig Piper  
John Eichler  
Allen Settle  
Erich Schaefer

**NOTICE OF AIRPORT LAND USE COMMISSION ACTION**

ALUC 2016-001

HEARING DATE: June 29, 2016

RECOMMENDATION TO: **County of San Luis Obispo**

SUBJECT: Hearing to consider a mandatory referral by the **County of San Luis Obispo** for a determination of consistency or inconsistency regarding a Conditional Use Permit for Hitachi Zosen Inova for the construction of an anaerobic digestion plant to process green and food waste. The site is located at 4388 Old Santa Fe Road, and is in within the Industrial land use category. The proposed project is located within San Luis Obispo County Regional Airport Land Use Plan (ALUP) Airport Safety Areas S-1b and RPZ. County of SLO Project Manager, Brandi Cummings County File No. DRC2015-00122 Applicant: Hitachi Zosen Inova Recommendation: Consistency

On **June 29, 2016**, the Airport Land Use Commission determined the above referenced project **Consistent** with the San Luis Obispo County Regional Airport Land Use Plan, and referred it back to the County of San Luis Obispo, Brandi Cummings, Project Manager, on the basis the Findings / Conditions in the staff report.

If you have any questions regarding this matter, please contact me at (805) 781-5718.

Sincerely,

Nicole Retana, Secretary  
Airport Land Use Commission

(Planning Department Use Only)

Enclosed:   X   Airport Land Use Commission Staff Report  
Mailed date\_July 12, 2016

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## STAFF REPORT

### SAN LUIS OBISPO COUNTY AIRPORT LAND USE COMMISSION

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**DATE:** JUNE 29, 2016

**TO:** AIRPORT LAND USE COMMISSION (ALUC)

**FROM:** BRIAN PEDROTTI, COUNTY PLANNING AND BUILDING

**REFERRING  
AGENCY:**

COUNTY OF SAN LUIS OBISPO  
 APPLICANT: HITACHI ZOSEN INOVA, U.S.A., LLC  
 COUNTY FILE NUMBER: DRC2015-00122  
 PROJECT MANAGER: BRANDI CUMMINGS

**SUBJECT:** A REFERRAL BY THE COUNTY OF SAN LUIS OBISPO (COUNTY) FOR A DETERMINATION OF CONSISTENCY OR INCONSISTENCY REGARDING A CONDITIONAL USE PERMIT (CUP) TO ALLOW FOR THE CONSTRUCTION OF AN ANAEROBIC DIGESTION PLANT TO PROCESS GREEN AND FOOD WASTE. THE PROJECT INCLUDES AN EXISTING 13,000 SQUARE FOOT BUILDING AND A NEW 36,000 SQUARE FOOT BUILDING AND RELATED EQUIPMENT.

**LOCATION:** THE 12.5-ACRE PROPERTY (APNs: 076-371-025 AND 031) IS LOCATED AT 4388 OLD SANTA FE ROAD, AND IS WITHIN THE INDUSTRIAL LAND USE CATEGORY. THE PROPOSED PROJECT IS LOCATED IN THE SAN LUIS OBISPO COUNTY REGIONAL AIRPORT LAND USE PLAN (ALUP) – AVIATION SAFETY AREAS S-1B AND THE RPZ (RUNWAY PROTECTION ZONE).

**RECOMMENDATION:**

Recommend a determination of consistency with the ALUP to the County of San Luis Obispo for a Conditional Use Permit (CUP) to allow for the construction of an anaerobic digestion plant to process green and food waste subject to the conditions of approval set forth below.

**Finding(s):**

- a) The proposed project is consistent with General Land Use Policies, G-1 through G-3 because: all information required for review of the proposed local action was provided by the referring agency; the project (as conditioned) would not result in any incompatibilities to the continued economic vitality and efficient operation of the Airport with specific respect to safety, noise, overflight or obstacle clearance; and since some of the lots affected by the proposed project or local action are located in more than one noise exposure area or aviation safety area, the standards for each such area will be applied separately to the land area lying within each noise or safety zone;

ATTACHMENT 04

- b) The proposed project is consistent with the Specific Land Use Policies for Noise because the area affected by the project or local action is located within the 60 dB CNEL airport noise contour and development of any moderately noise-sensitive uses such as offices shall meet the requirements of interior noise levels specified in Table 4 and Section 4.3.3 of the ALUP;
- c) The proposed project is consistent with the Specific Land Use Policies for Safety because the proposed development would not result in a density greater than specified in Table 7; the proposed development would not result in a greater building coverage than permitted by Table 7; and the proposed development would not result in high intensity land uses or special land use functions as conditioned;
- d) The proposed project is consistent with the Specific Land Use Policies for Airspace Protection because the proposed gas flare is fully enclosed in a concrete foundation and is only used occasionally for excess biogas combustion, and the proposed development shall not include any structure, landscaping, glare, apparatus, or other feature, whether temporary or permanent in nature to constitute an obstruction to air navigation or a hazard to air navigation;
- e) The proposed project is consistent with the Specific Land Use Policies for Overflight because the proposed development has been conditioned to record avigation easements for each property developed within the project area prior to the issuance of any building permit or minor use permit; and all owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the Airport Area; and
- f) The proposed development within the project area will not exceed the maximum building coverage nor increase densities greater than what is allowed per Table 7 of the ALUP, because the square footage of the space and maximum number of people per acre do not surpass the requirements set by the ALUP as discussed in the report, and will be incorporated into the conditions of approval for the development permits.

**PROJECT DESCRIPTION:**

Proposal: Construction of an anaerobic digestion plant to process green and food waste  
Setting: Industrial and commercial uses  
Existing Uses: Four buildings, including a manufacturing building [21,382 square feet (sq.ft.)] and office area (5,000 sq.ft.), a paint booth building (7,160 sq.ft.), a manufactured building/portable restroom, and a 47-foot tall one-story manufacturing building (13,128 sq. ft.), also known as the “plate cutting” building  
Site Area: Approximately 12.5 acres

**DISCUSSION:**

Anaerobic Digestion Plant

The applicant has submitted a proposal for the construction of an anaerobic digestion plant to process green and food waste. The plant will utilize the existing 13,128 square foot building (formerly, the plate cutting building) with the addition of 36,000 square feet of new construction,

including the introduction of equipment related to the anaerobic digestion process. A new office trailer will be located west of the existing plate cutting building. An 80-space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming/outgoing trucks. As initially referred, the project includes a compressed natural gas (“CNG”) fueling station for the potential to fuel the increasing fleet of CNG-fueled trucks. However, the applicant has indicated that the fueling station is longer going to be included in the project.

#### Setting/Existing Uses/Site Area

The project site consists of two parcels totaling 12.5 acres located at 4388 Old Santa Fe Road, east of Hoover Road. The subject parcels (APNs: 076-371-025 and 031) are in the Industrial land use category. The site is developed with four buildings as described above. Surrounding land uses include: the SLO Regional Airport to the north, light industrial and Airport to the south and east, and vacant County-owned land to the west.

#### Airport Land Use Plan Applicability

The project site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29 and approximately 400 feet from active runway 11. The project site is within the 60 dB Airport Land Use Plan Noise Contour, as shown on ALUP Figure 1 (Airport Noise Contours) and the 75 dB Single Event Noise Contour, as shown on ALUP Figure 2 (Single Event Noise Contours). A portion of the property is located within the RPZ, however, no development is proposed within the RPZ.

#### ALUP 5.3 Land Use Compatibility Table

Staff has identified the primary use as Agricultural Processing, as defined in Section 8 of the ALUP, because the project involves “receiving and processing of green material which is not produced on-site (commercial composing).” The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to the values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited within the RPZ, but no portion of the operation is proposed in this area.

Although the fueling station constitutes a special function land use, specifically an unusually hazardous use (defined to include “fuel pumping facilities”) which is prohibited within S-1b, the applicant has indicated that the fueling station will not be included in the project. The ALUP defines “unusually hazardous uses” as follows: “land uses which include features which could substantially contribute to the severity of an aircraft accident if they were to be involved in one; includes above ground storage of substantial quantities of flammable materials, fuel pumping facilities, above ground electric transmission lines or switching facilities, above ground pipelines carrying flammable materials, and other similar uses.” Aside from the fueling station, the only other proposed uses potentially falling within this definition include the above ground storage tank and pipelines storing/carrying flammable materials. The proposed tank includes a secondary biogas storage unit in the upper portion of the tank which is intended to be used as occasional backup storage, and will not be continuously filled with flammable material. Based on the foregoing and as conditioned, the project does not include features that could “substantially contribute” to the severity of an aircraft accident nor does it include the above ground storage of “substantial quantities” of flammable materials. This is an issue the Commission should deliberate further during this hearing so the Applicant and Airports Manager can work toward a final resolution. A finding will need to be made to address this conclusion.

#### ALUP Table 7 – Density Adjustment

Based on review of the ALUP Table 7 (Planning Requirements and density adjustments for Land Uses within the Aviation Safety Areas for the San Luis Obispo County Regional Airport): 1) the maximum building coverage (% of gross area) is 10 percent for Airport Safety Area S-1b; 2) the maximum density of use (non-residential) is 40 persons/acre for Airport Safety Area S-1b; and 3) Special Function and High Intensity Land Uses are not allowed within the Airport Safety Area S-1b.

#### ALUP Table 8 – Non-Residential Land Use Densities

Based on review of ALUP Table 8 – Non-Residential Land Use Densities: 1) Agriculture (Agricultural processing) maximum density is 1 person per 200 sq. ft. gross floor area, plus one person per 1000 sq. ft. outdoor processing area is allowable; and 2) Offices maximum density is 1 person per 200 sq. ft. gross floor area.

#### Density and Building Coverage Calculations

The applicant's requested density for the anaerobic digester facility is based on 8.83 gross acres within the S-1b Airport Safety Area. Based on ALUP Table 7, a maximum non-residential density of up to 40 persons per acre is allowed. Based on ALUP Table 8, density is determined for the facility as 1 person per 200 sq.ft; and 1 person per 200 sq.ft. gross floor area for Office.

Airspace Protection

The construction of tall structures, including buildings and construction cranes – in the vicinity of an airport can be hazardous to the navigation of airplanes. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from penetration by obstructions in order to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage needing to be evaluated for tall structure impacts can extend miles from an airport facility. The proposed digester facility, as well as any tall structure(s) proposed as future development for other parcels, shall be reviewed by the Air Traffic Division of the FAA to determine compliance with the provisions of FAR Part 77.

The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport. Draft revisions to the ALP, which are currently under review but not yet finalized by the FAA, show that a portion of the proposed building will potentially encroach on the critical area associated with the glideslope antenna signals. The primary concern associated with interference in the critical area is with moving vehicles or aircraft that could affect radio frequencies. According to the consultant for the revised ALP, buildings are less likely to interfere with these frequencies, but any proposed building should be reviewed by the FAA. In addition, the ALP also includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future road alignments.

The proposed plan also includes an emergency gas flare for excess biogas that can accumulate, and is used on an occasional and limited basis in case of emergency or for routine maintenance purposes. The gas flare is entirely located within a concrete foundation. In addition, exhaust air from the digester is released in a large open concrete tank filled with pieces of tree roots to absorb odors. The applicant has indicated that airflow through the tree roots is continuous and will discourage birds, which can be a hazard to airplanes, from foraging for wood.

**Maximum Non-residential density (S1b):**

$$\underline{8.83 \text{ gross acres} \times 40 \text{ person per acre} = 353 \text{ persons total}}$$

**Maximum Agricultural Processing density:**

Indoor Production = 49,000 sq.ft

1 person per 200 sq.ft. of indoor processing =

$$1 \text{ person} \times 49,000 \text{ sq.ft.} / 200 \text{ sq.ft.} (245) = 245 \text{ persons}$$

$$\underline{Ag \text{ Processing Density} = 245 \text{ persons}}$$

**Maximum Office density:**

Offices = 1,000 sq.ft.

1 person per 200 sq.ft. of gross floor area for office =

$$1 \text{ person} \times 1,000 \text{ sq.ft.} / 200 \text{ sq.ft.} (5) = 5 \text{ persons}$$

$$\underline{Office \text{ Density} = 5 \text{ persons}}$$

**Maximum Building Coverage: (includes total acreage in S1b and RPZ)**

$$\underline{12.53 \text{ gross acres} \times 10\% = 1.25 \text{ acres (54,450 sq.ft.)}}$$

**Conditions of Approval to be incorporated into any use permit(s) for development:**

1. The non-residential density for the property is limited to 353 persons, the maximum agricultural processing density is limited to 245 persons, and the maximum office density is limited to 5 persons.
2. The building coverage for the property is limited to 1.25 acres (54,450 sq.ft.).
3. All tall structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities must be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for a building permit. The applicant shall also coordinate with the FAA on potential structural encroachments into the glidescope critical areas as shown on the draft Airport Layout Plan.
4. All moderately noise sensitive land uses on the Project Site shall include noise mitigation as required by the ALUP.
5. No structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
6. Any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
  - creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - lighting which is difficult to distinguish from airport lighting;
  - glare in the eyes of pilots using the airport;
  - uses which attract birds and create bird strike hazards;
  - uses which produce visually significant quantities of smoke; and
  - uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).
7. Avigation easements shall be recorded for each property developed within the area included in the proposed local action prior to the issuance of any building permit or conditional use permit.
8. All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area.

9. Consistent with the representations of the application, no fueling station shall be included in the project.



SAN LUIS OBISPO COUNTY  
**DEPARTMENT OF PUBLIC WORKS**

Wade Horton, Director

County Government Center, Room 206 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: [pwd@co.slo.ca.us](mailto:pwd@co.slo.ca.us)



Date: May 6, 2016  
To: Brandi Cummings, Project Planner  
From: Tim Tomlinson, Development Services  
Subject: **Public Works Comments on DRC2015-00122 Hitachi Zosen Inova CUP, Old Santa Fe Rd., SLO, APN 076-371-025 & 031**

Thank you for the opportunity to provide information on the proposed subject project. It has been reviewed by several divisions of Public Works, and this represents our consolidated response.

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**Public Works Comments:**

- A. Project site may be located within the City of San Luis Obispo Sphere of Influence per Memorandum of Agreement (MOA) approved by the Board on October 18, 2005. City road impact fees may be applicable to this project.
- B. The proposed project is within a drainage review area as there is an area of considerable flooding down stream of this project. A drainage plan is required to be prepared by a registered civil engineer and it will be reviewed at the time of Building Permit submittal by Public Works. The applicant should review Chapter 22.52.110 of the Land Use Ordinance prior to future submittal of development permits. Additional detention of storm water for flood control purposes may be required.
- C. The project meets the applicability criteria for Storm Water Management. Therefore, the project is required to submit a Storm Water Control Plan Application and Coversheet. The Storm Water Control Plan application and template can be found at:  
<http://www.slocounty.ca.gov/Assets/PL/Forms+and+Information+Library/Construction+Permit+Documents/Grading+and+Drainage+Documents/SWCP+Application+Pkg.pdf>

The Post Construction Requirement (PCR) Handbook can be found at:  
[http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new\\_stormwater/PCR+Handbook+1.1.pdf](http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new_stormwater/PCR+Handbook+1.1.pdf)

The provided SWCP appears adequate

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**Recommended Project Conditions of Approval** of 26

Access

1. **At the time of application for construction permits**, the applicant shall provide evidence to the Department of Planning and Building that onsite circulation and pavement structural sections have been designed and shall be constructed in conformance with Cal Fire standards and specifications back to the nearest public maintained roadway.
2. **At the time of application for construction permits**, and in accordance with Streets and Highway Code Section 1480.5 & 1481 the applicant shall submit an application to the Department of Public Works for an Encroachment Permit to reconstruct, if necessary, all deteriorated or non-compliant parent parcel frontage improvements.

Drainage

3. **At the time of application for construction permits**, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) of the Land Use Ordinance. Provide calculations to determine if all drainage must be retained or detained on-site (the design of the basin shall be approved by the Department of Public Works).

Storm Water Control Plan

4. **At the time of application for construction permits**, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.
5. **At the time of application for construction permits**, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.
6. **Prior to issuance of construction permits**, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.



ATTACHMENT 05  
**Negative Declaration & Notice Of Determination**

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

**ENVIRONMENTAL DETERMINATION NO. ED15-266**

**DATE: 7-21-2016**

**PROJECT/ENTITLEMENT:** Hitachi Zosen Inova Conditional Use Permit; DRC2015-00122

**APPLICANT NAME:** Hitachi Zosen Inova USA, LLC      **Email:** William.Skinner@hz-inova.com  
**ADDRESS:** 3740 Davinci Court, Ste 250, Norcross, CA 30092  
**CONTACT PERSON:** Carol Florence      **Telephone:** 805-541-4509

**PROPOSED USES/INTENT:** Hearing to consider a request by Hitachi Zosen Inova USA, LLC for a Conditional Use Permit to allow for the construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area. The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities. The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres. The proposed project is within the Industrial land use category. The site is in the San Luis Obispo Sub Area (North) of the San Luis Obispo planning area.

**LOCATION:** 4388 Old Santa Fe Road, approximately 850 feet east of Hoover Avenue and Old Santa Fe Road, south of the community of San Luis Obispo.

**LEAD AGENCY:** County of San Luis Obispo  
Dept of Planning & Building  
976 Osos Street, Rm. 200  
San Luis Obispo, CA 93408-2040  
Website: <http://www.sloplanning.org>

**STATE CLEARINGHOUSE REVIEW:** YES  NO

**OTHER POTENTIAL PERMITTING AGENCIES:** Air Pollution Control District Environmental Health

**ADDITIONAL INFORMATION:** Additional information pertaining to this Environmental Determination may be obtained by contacting the above Lead Agency address or (805)781-5600.

**COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT** ..... 4:30 p.m. (2 wks from above DATE)

**30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification**

**Notice of Determination** State Clearinghouse No. \_\_\_\_\_

This is to advise that the San Luis Obispo County \_\_\_\_\_ as  *Lead Agency*  
 *Responsible Agency* approved/denied the above described project on \_\_\_\_\_, and has made the following determinations regarding the above described project:

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures and monitoring were made a condition of approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at the 'Lead Agency' address above.

	Brandi Cummings (bcummings@co.slo.ca.us)		County of San Luis Obispo
<b>Signature</b>	<b>Project Manager Name</b>	<b>Date</b>	<b>Public Agency</b>



ATTACHMENT 05  
**Initial Study Summary – Environmental Checklist**

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
 976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

(ver 5.0) June 2011

**Project Title & No.** Hitachi Zosen Inova USA, LLC Conditional Use Permit **ED15-266**  
 (DRC2015-00122)

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Recreation
<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hazards/Hazardous Materials	<input checked="" type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Noise	<input type="checkbox"/> Wastewater
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Water /Hydrology
<input type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- The proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Brandi Cummings (bcummings@co.slo.ca.us) Brandi Cummings 7-13-16  
 Prepared by (Print) Signature Date

James Casuso James Casuso Ellen Carroll, 7-13-16  
 Reviewed by (Print) Signature (for) Environmental Coordinator Date

### **Project Environmental Analysis**

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

## **A. PROJECT**

**DESCRIPTION:** A request by Hitachi Zosen Inova USA, LLC for a Conditional Use Permit to allow for the construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area (see map below). The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres. The proposed project is within the Industrial land use category and is located at 4388 Old Santa Fe Road, approximately 850 feet east of Hoover Avenue and Old Santa Fe Road, south of the community of San Luis Obispo. The site is in the San Luis Obispo Sub Area (North) of the San Luis Obispo planning area.

**Construction:** The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities.

**Plant Operations:** The ADP will be manned five days a week in a single-shift. All maintenance and service tasks will be carried out during this time. Brief inspections will be made on weekends and during emergency and stand-by times. The actual digestion process takes place automatically around-the-clock without maintenance. Biogas production and utilization will also take place around-the-clock.

The organic material, which consists of approximately 80% - 90% organic green waste and 10% - 20% food waste, will be delivered to the plant and deposited in the reception hall. All handling of organic materials will take place in closed and ventilated rooms. Automatic roll doors will allow trucks to enter the facility and close immediately upon safe entry. From there, the material will be fed into the processing area using a wheel loader. The material will be pre-processed through a star screen that will remove contaminants such as plastic, paper and other non-organic items. Ferromagnetic particles will also be removed. The material will then be shredded and screened to pieces of approximately 2-inch in size. The pre-treated material will then be transported to an intermediate storage bunker. The dosing unit will be equipped with a conveyor chain (alternative: push floor) feeding the material in batches to the digester via conveyor belts or screw conveyors. The dosing unit will be equipped with a scale to monitor the amount of material fed into the digester.

**The Kompogas Digester.** The continuously fed, horizontal PF1800 plug-flow digester has a capacity of 1,800 m<sup>3</sup> (64,000 cubic feet±) at a filling level of approximately 85%. The digester is a patented steel structure with inner dimensions of approximately 38.3 m (126 feet) / 44m (144

feet) x 8.5m (28 feet) (length x diameter). A heating system, consisting of a central heat distribution system installed underneath the digester and a series of heating lances inserted through the digester, ensures that the process temperature is reached rapidly and is constantly maintained. Hot water supplied by the combined heat and power unit (CHP) is used as the heating media. In order to minimize heat losses, the steel tank is enclosed by thermal insulation. The central heat distribution system is installed underneath the digester within the enclosure, accessible by doors from both ends.

The digestion process is based on anaerobic-thermophilic dry digestion at a temperature of approx. 55°C / 131°F and a retention time of approximately fourteen (14) days. Any unwanted seeds, germ buds and micro-organisms are eliminated inside the gas-tight digester. A slowly turning agitator device results in de-gasification, while sedimentation of heavy matter in the digestion substrate is addressed due to special positioning of the agitator paddles.

**Dewatering.** The digested remainder material will be removed out of the reactor by the outlet pump and dewatered by screw presses, which separate the digested substrate into press cake (ultimately compost) and press water (ultimately liquid digestate/compost tea). The liquid digestate/compost tea will be piped into the press water tank, where it will be stored for future use off-site. A portion of the presswater will be treated by advanced mechanical press water treatment and recirculated for moistening the input feedstock material. The water surplus can also be stored for the further utilization. The press water can be used for moistening compost piles.

**Presswater and Loading.** Liquid digestate from the presswater feeding tank will be pumped to one large presswater storage tank outside of the main building. Storage tanks are covered by a gas and odor tight membrane and equipped with a water tight door. This allows access for periodic removal of sediments with equipment (e.g., Bobcat). The head space above the presswater tank (within the gas membrane) will be used for secondary biogas storage. Presswater can be used as liquid organic amendment in the agriculture industry. Agriculturists will pick up liquid digestate and fill their trucks directly at the storage tank, by means of a digestate loading station.

**Post-Treatment of Solid Digestate.** Solid digestate will be taken from underneath the dewatering presses (dripping cone) with a shovel loader and deposited into one of several open boxes, located in the compost hall. The digestate will be subject to aerobic stabilization and removal of volatile organic compounds. Air will be blown for approximately twenty-one (21) days through the material by means of ventilation channels in the floor, therefore allowing a rapid aerobic stabilization. The exhaust air of those boxes, as well as the air of the whole post-treatment hall, will be collected and piped to the waste air treatment plant (i.e., a system including piping, bio-filter, exhaust, humidification, etc.).

**Biogas Utilization.** The space in the head section of the digester is used as a storage buffer for the continuously produced biogas. This ensures optimal operation of the biogas utilization equipment and hence efficient energy use. The biogas is extracted from the digester/gas storage through stainless steel pipes and fed first into a biogas pretreatment/cleaning system, or directly into the CHP.

Raw biogas from the digester is first desulfurized and then dewatered to an acceptable level for the following biogas utilization systems. The biogas is analyzed for its content of methane (CH<sub>4</sub>), carbon dioxide (CO<sub>2</sub>), oxygen (O<sub>2</sub>) and hydrogen sulfide (H<sub>2</sub>S). The following describes the quantity and quality of the raw biogas during the operational phases of the process.

Heating of Liquid Digestate (inoculum): Little biogas is produced in this phase, but what gas is produced is flared. The duration of this phase of the process is approximately four (4) to six (6) weeks depending upon the quality of the liquid digestate and climatic conditions.

**Digester Feeding:** The digester is temperature controlled for enhanced degradation stability and rate. Shortly after the first feedstock is added to the digester and once the target temperature is reached, the biogas quality is typically good (i.e., >50% CH<sub>4</sub>).

The pre-treated biogas is lead to a combined heat and power (CHP) unit. The CHP unit is a complete module with gas controller, gas engine, generator, exhaust funnel, heat recovery, cooling unit, catalyst and control unit. It is installed in a container, ready for connection and supplied for outdoor installation. The CHP is designed to ensure maximum possible electrical efficiency and high availability. The electrical power can be fed into the grid, while a small amount of heat (approximately 25%) is used for heating the fermenter.

**Exhaust Air.** The digester is a completely closed system, as the process operates under anaerobic conditions (i.e., in the absence of air). Therefore, no emissions are released into the surrounding environment by the digestion plant. Exhaust air collected from the various halls is moistened with water by means of a nozzle system operated with compressed air. Reaching humidity levels of 95% guarantees an optimal operation of the subsequent biofilter, requiring minimal maintenance. To lower the total air volume to be treated by the biofilter, the total exhaust air collected in the waste treatment hall is directed to the composting hall as inlet air. The air from the treatment hall is reused for aeration of the composting hall before it is led to the biofilter for treatment.

The biofilter consists of a large open concrete tank with a permeable floor to allow for air flow, and is filled completely with pieces of tree roots. Root wood will consist of 70 – 90% coniferous (e.g., spruce, fir, pine) and 10 – 30% hardwood. After being shredded and sieved to between 40 – 120 mm, the wood chunks offer a large surface as a breeding ground for natural micro-organisms which absorb the volatile organic compounds contained in the exhaust air. The loosely stacked biofilter results in a minimal pressure loss of the exhaust air stream.

To prevent the air from penetrating into the environment, both the treatment hall and the composting hall are kept in a state of slight under-pressure. In the areas of the dewatering and digestate storage of residues, higher odor emissions, such as NH<sub>3</sub>, are expected. Therefore, in the area of the dewatering screw press and the decanter, an air exchange rate of approximately four (4) per hour is anticipated. Further, the feeding and transfer hopper of the screw presses are connected to the exhaust system to evacuate the odor emissions at their source. Blinds/shutters are installed in the back wall of the screw presses to minimize the odor emission in the area of the dewatering presses and decanter.

The waste water collecting shaft is also connected to the exhaust air system. For the area on front of the composting boxes, the overall exchange rate is approximately three (3) per hour. Both liquid storage tanks are connected to the exhaust air system. To prevent an ex-zone within the tanks, an emergency aspiration will be installed in case of failure of the main air exhaust system. Besides the exhaust air coming from the treatment hall, another part of fresh air must be entrained by blinds/shutters or hall-gates into the composting hall.

Before the exhaust air reaches the biofilter, it is humidified. This can be performed by introducing an injection nozzle system into the air duct and applying air and water into the opposite direction of the exhaust air stream. The ADP will be installed with an ammonia scrubber which will prevent inhibition and high odor emissions in the biofilter.

**ASSESSOR PARCEL NUMBER(S):** 076-371-025, 076-371-031

Latitude: 35 degrees 14' 23.5674" N Longitude: -120 degrees 39' 5.1186" W

**SUPERVISORIAL DISTRICT # 3**

## B. EXISTING SETTING

**PLAN AREA:** San Luis Obispo      **SUB:** San Luis Obispo(North)      **COMM:** San Luis Obispo

**LAND USE CATEGORY:** Industrial

**COMB. DESIGNATION:** Airport Review

**PARCEL SIZE:** 12.53 acres

**TOPOGRAPHY:** Nearly level

**VEGETATION:** Urban-built up

**EXISTING USES:** Industrial uses ; Waste Connections

### **SURROUNDING LAND USE CATEGORIES AND USES:**

<i>North:</i> Recreation; airport runway/vacant	<i>East:</i> Industrial/Public Facilities; airport /offices/industrial
<i>South:</i> Public Facilities; airport	<i>West:</i> Agriculture; undeveloped

## C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, at least one issue was identified as having a potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.



## COUNTY OF SAN LUIS OBISPO INITIAL STUDY CHECKLIST

1. AESTHETICS	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The proposed project is located across two parcels that total 12.53 acres. The property is located in the Industrial land use category and is surrounded by Agriculture, Recreation, Industrial, and Public Facilities land use categories. The San Luis Obispo County Regional Airport is located to the north and east of the project site and agricultural properties are located to the south and west. The property is located in an unincorporated area within the City of San Luis Obispo's Urban Reserve Line and greenbelt boundary.

The property is currently utilized by Waste Connections, a solid waste hauling company. The existing site is characterized by buildings, waste container and dumpster storage, haul trucks, and related maintenance equipment. The existing building to be remodeled is located on the rear parcel and is 47 feet in height.

The project is not located in a Sensitive Resource Area, Scenic View Area, or Highway Corridor Design area and is not visible from Highway 227 (Broad Street).

**Impact.** The project consists of the remodel of an existing 47 foot tall building, and an addition to that structure that will be 40 feet tall. The existing building and proposed addition are aesthetically similar to the other Waste Connections buildings and nearby airport structures. The project is surrounded by industrial and office buildings directly to the east, the airport to the north, and open agricultural lands to the south and west. The project will not be visible from any major public roadway or silhouette against any ridgelines as viewed from public roadways. Safety lighting will be installed on the building

and outdoor equipment as necessary. An existing 80 space dirt parking lot will be re-surfaced with pavement, but no additional parking lot lighting will be installed. The project is considered compatible with the surrounding uses.

**Mitigation/Conclusion.** No significant aesthetic impacts are expected and no mitigation is required.

**2. AGRICULTURAL RESOURCES**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Conflict with existing zoning for agricultural use, or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting. Project Elements.** The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Industrial

Historic/Existing Commercial Crops: None

State Classification: Prime Farmland if irrigated

In Agricultural Preserve? Yes

Under Williamson Act contract? No

The soil type(s) and characteristics on the subject property include:

Cropley clay (0 - 2 % slope). This nearly level clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class II when irrigated.

Cropley clay (2 - 9 % slope). This gently sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class II when irrigated.

**Impact.** The project is located in a predominantly non-agricultural area with no agricultural activities occurring on the property or immediate vicinity. The proposed project will be located on a heavily disturbed site that currently serves as a storage and maintenance area for Waste Connections. The area comprises of highly compacted dirt and concrete. No significant impacts to agricultural resources are anticipated.

**Mitigation/Conclusion.** No mitigation measures are necessary.

**3. AIR QUALITY***Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>GREENHOUSE GASES</b>				
f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

The project proposes to disturb soils that have been given a wind erodibility rating of 4, which is considered "moderate."

"Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The CARB has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because

people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions and because the presence of pollution detracts from the recreational experience. The nearest residence is located approximately 1,500 feet to the south of the project site. The nearest school/daycare is located approximately 2,600 feet to the northeast of the project site." (RCH Group, March 29, 2016).

Currently, Waste Connections hauls green waste to either Cold Canyon Land Fill (approximately 5 miles southeast) or Engel & Gray, Inc.'s Regional Compost Facility in Santa Maria (approximately 31 miles southeast). Residential food waste is not currently collected.

The applicant has submitted an *Air Quality Technical Memorandum* (RCH Group, April 20, 2016) as well as an *Air Quality Technical Report* (RCH Group, March 29, 2016).

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,
3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO<sub>2</sub>/year (MT CO<sub>2</sub>e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO<sub>2</sub>e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As

a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation.

**Impact.** The proposed project will add to Waste Connection's current collection services by providing residential food waste service. Two additional collection trucks will be added to Waste Management's current fleet to collect commercial food waste and two new residential food waste collection truck drivers and five on-site employees will be hired to run the project. Collection trucks will return to the Waste Connections site to deposit green and food waste in the anaerobic digester facility. Automatic roll doors will allow trucks to enter the facility and close immediately after entry, minimizing odor leakage. The facility will be kept at negative pressure, so outside air will be pulled in when the doors open, preventing inside air and odors from escaping. The material is prescreened to remove trash and then shredded into 2-inch sized matter. Shredded material is loaded into a heated plug-flow digester and is transformed into three by-products: biogas, solid digestate (compost), and liquid digestate (compost tea). Biogas is collected from the digester and pretreated/cleaned. From there the biogas will be utilized by the combined heat and power plant (CHP) to produce electricity to power the operations of the plant and produce heat for the digester to maintain optimum temperature; excess electricity will be fed into the PG&E power grid. Excess gas and gas produced during maintenance periods and project startup will be flared. Solid compost will be taken to a storage area for aerobic stabilization and the exhaust air from this process will be piped to the waste air treatment plant. Liquid digestate will be pumped to one large presswater storage tank outside of the main building. Storage tanks are covered by a gas and odor tight membrane and equipped with a water tight door. The head space above the presswater tank (within the gas membrane) will be used for secondary biogas storage.

**Construction Phase.** As proposed, the project will result in the disturbance of approximately 4.8 acres. "A total of 1,800 cubic yards of cut and 800 cubic yards of fill were estimated during site grading. Based on CalEEMod, a total of 325 haul truck round trips were estimated for cut and fill." (RCH Group, March 29, 2016). This will result in the creation of construction dust, as well as short- and long-term vehicle emissions.

"Construction activities are expected to occur for a duration of approximately seven months and be completed by the end of November 2017. Construction phases would include site preparation, grading, building construction, paving, and architectural coating. Typically, construction activities would occur eight hours per day, Monday through Friday. The CalEEMod was used to quantify construction-related pollutant emissions." (RCH Group, March 29, 2016).

Table AQ-1 below shows the SLO County APCD Thresholds of Significance for Construction Emissions. Tables AQ-2 and AQ-3 below show the estimated peak daily, annual, and quarterly construction emissions.

**Table AQ-1: Thresholds of Significance for Construction Emissions**

Pollutant	Threshold		
	Daily <sup>a</sup>	Quarterly Tier 1 <sup>b</sup>	Quarterly Tier 2 <sup>c</sup>
Ozone Precursors (ROG + NO <sub>x</sub> )	137 pounds	2.5 tons	6.3 tons
Diesel Particulate Matter (DPM)	7 pounds	0.13 tons	0.32 tons
Fugitive Particulate Matter (PM10), Dust <sup>d</sup>	--	2.5 tons	--

Source: Table 2 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-2: Estimated Peak Daily Construction Emissions (pounds)**

	Ozone Precursors (ROG+ NO <sub>x</sub> )	DPM	Fugitive PM10 Dust
Proposed Project Peak Daily Emissions	63.6 + 51.9 = 115.5	2.5	20.2
Significance Threshold	137	7	--
Significant?	No	No	No

Source: Table 4 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-3: Estimated Annual and Quarterly Construction Emissions (tons)**

	Ozone Precursors (ROG+ NO <sub>x</sub> )	DPM	Fugitive PM10 Dust
Proposed Project Annual Emissions	0.81 + 2.02 = 2.83	0.11	0.13
Proposed Project Quarterly Emissions	0.40 + 1.01 = 1.41	0.06	0.6
Quarterly Tier I Significance Threshold	2.5	0.13	2.5
Significant?	No	No	No

Source: Table 5 of the Air Quality Technical Report (RCH Group, March 29, 2016)

"All construction-related emissions would be below the SLO County APCD's thresholds of significance for construction. However, construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. High winds (greater than 10 miles per hour) occur infrequently in the area, less than two percent of the time. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM10 concentrations may be adversely affected on a temporary and intermittent basis during construction. In addition, the fugitive dust generated by construction would include not only PM10, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts." (RCH Group, March 29, 2016).

The San Luis Obispo County Air Pollution Control District (SLOCAPCD) reviewed the project referral and *Air Quality Technical Report* (RCH Group, March 29, 2016) and "agrees the construction phase impacts will likely be less than the SLOCAPCD's significance threshold valued identified in Table 2-1 of the CEQA Air Quality Handbook...[s]taff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report." (Guise, *APCD Comments Regarding the Kompogas Anaerobic Digestion Plan Initial Study/Mitigated Negative Declaration*, May 11, 2016).

**Operational Phase.** The proposed project will add to Waste Connection's current collection services by providing residential food waste service. Two additional collection trucks will be added to Waste Management's current fleet to collect commercial food waste. This will result in an increase of approximately 146 vehicle miles traveled (VMT) per day. Additionally, "[t]he proposed project would result in four new 20-mile haul truck round trips per week for transporting solid and liquid digestate to nearby agricultural areas. The proposed project would also increase the number of worker trips per day due to five new on-site employees and the two new commercial food waste collection truck drivers. Emissions from collection trucks, haul trucks, and employee vehicles were calculated using EMFAC and comprise the mobile (on-road vehicles) emissions." (RCH Group, March 29, 2016).

"The proposed project on-site operations would require the use of a wheel loader, forklift, and pickup truck. The proposed project would use CNG to power the forklift and pick-up truck, however, the analysis assumed a diesel-fueled forklift and a gasoline-fueled pick-up truck in the emission estimates as a conservative analysis. Mobile off-road equipment emissions were estimated using OFFROAD and EMFAC, and comprise the mobile (off-road equipment) emissions." (RCH Group, March 29, 2016).

Biogas produced by the digester will be utilized by the combined heat and power plant (CHP) to produce electricity to power the operations of the plant and produce heat for the digester to maintain optimum temperature. "The combined heat and power unit ("CHP") would be equipped with a selective catalytic reduction unit ("SCR") with Oxicat. SCR is one of the most cost-effective and fuel-efficient diesel engine emissions control technologies available and would control ROG emissions, including air toxics such as formaldehyde and benzene (byproducts of the combustion of gaseous fuels). Additionally, the biogas flare will provide ninety-eight percent (98%) destruction efficiency for any toxics present in the biogas." (*Draft Initial Study Checklist*, Oasis Associated, Inc., April 2016). SCR is a process of converting NO<sub>x</sub> with the aid of a catalyst, into nitrogen and water.

Table AQ-4 shown below shows the SLO County APCD Thresholds of Significance for Operational Emissions. Tables AQ-5 and AQ-6 show the estimated daily operational emissions for the CHP with and without a SCR/Oxicat. Table AQ-7 shows the estimated daily operational emissions of the flare. Table AQ-9 shows the estimated annual operational emissions of the project.

As seen in Table AQ-8, daily ROG and NO<sub>x</sub> emissions from the project would exceed the APCD's threshold of 25 lbs/day and is considered a significant impact requiring mitigation (See Exhibit B).

**Table AQ-4: Thresholds of Significance for Construction Emissions**

Pollutant	Threshold	
	Daily	Annual
Ozone Precursors (ROG + NO <sub>x</sub> ) <sup>a,b</sup>	25 pounds/day	25 tons/year
Diesel Particulate Matter (DPM) <sup>a,c</sup>	1.25 pounds/day	--
Fugitive Particulate Matter (PM10), Dust <sup>d</sup>	25 pounds/day	25 tons/year
Carbon Monoxide (CO)	550 pounds/day	--

Source: Table 2 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-5: Estimated Daily Operational Emissions (CHP with SCR/Oxicat) (pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$8.8 - 5.9 = 14.7$	0.59	--	41.0
<b>Total Daily Emissions</b>	<b>24.3</b>	<b>0.69</b>	<b>0.2</b>	<b>45.3</b>
Significance Threshold	25	1.25	25	550
Significant?	No	No	No	No

Source: Table 7 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-6: Estimated Daily Operational Emissions (CHP without SCR/Oxicat) (pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$23.4 + 64.5 = 87.9$	0.59	--	147
<b>Total Daily Emissions</b>	<b>97.5</b>	<b>0.69</b>	<b>0.2</b>	<b>151</b>
Significance Threshold	25	1.25	25	550
Significant?	Yes	No	No	No

Source: Table 6 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-7: Estimated Daily Operational Emissions (Flare)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
Flare	$0.0 + 12.8 = 12.8$	--	--	31.9
<b>Total Daily Emissions</b>	<b>22.4</b>	<b>0.1</b>	<b>0.2</b>	<b>36.2</b>
Significance Threshold	25	1.25	25	550
Significant?	No	No	No	No

Source: Table 8 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-8: Estimated Daily Operational Emissions (all, pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$11.4 + 7.5 = 18.9$	0.76	--	53.1
<b>Total Daily Emissions</b>	<b>28.5</b>	<b>0.86</b>	<b>0.2</b>	<b>57.4</b>
Significance Threshold	25	1.25	25	550
Significant?	Yes	No	No	No

Source: Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Technical Memorandum (dated May 24, 2016)

**Table AQ-9: Estimated Annual Operational Emissions (tons)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
<b>Significance Threshold</b>	<b>25</b>	<b>--</b>	<b>25</b>	<b>--</b>
<b>Initial Year (CHP without SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	4.1 + 11.4 = 15.5	0.0	--	25.8
Flare	0.0 + 0.6 = 0.6	0.1	--	1.4
<b>Total</b>	<b>17.0</b>	<b>0.1</b>	<b>0.0</b>	<b>30.3</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Initial Year (CHP with SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	1.6 + 1.0 = 2.6	0.0	--	7.2
Flare	0.0 + 0.6 = 0.6	0.1	--	1.4
<b>Total</b>	<b>4.1</b>	<b>0.1</b>	<b>0.0</b>	<b>11.5</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Subsequent Year (CHP without SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	5.5 + 15.1 = 20.6	0.0	--	34.3
Flare	0.0 + 0.1 = 0.1	0.0	--	0.2
<b>Total</b>	<b>21.6</b>	<b>0.0</b>	<b>0.0</b>	<b>37.6</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Subsequent Year (CHP with SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	2.1 + 1.4 = 3.5	0.0	--	9.6
Flare	0.0 + 0.1 = 0.1	0.0	--	0.2
<b>Total</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND (RCH Group, May 24, 2016)

**Greenhouse Gas Emissions.** This project is an anaerobic digester plant for processing green and food waste. Using the GHG threshold information described in the Setting section, the project is expected to generate less than bright-line numerical value threshold of 10,000 MT CO<sub>2</sub>e/yr for stationary

source (industrial) projects of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions. Section 15064(h)(2) of the CEQA Guidelines provide guidance on how to evaluate cumulative impacts. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required.

The projected greenhouse gas emissions for this project during the initial and subsequent operational years are shown below in Tables AQ-10 and AQ-11 and are compared to the 10,000 MT CO<sub>2</sub>e/yr threshold. (*Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND*, RCH Group, May 24, 2016).

**Table AQ-10: Estimated GHG Emissions during Initial Year of the Proposed Project**

Source	Annual CO <sub>2</sub> e Metric Tons/year
Construction (25-year amortized)	9.61
<b>Operations</b>	
Area Sources	<0.1
Energy	160
Water	26.8
Mobile (Off-Road Equipment)	40.8
Mobile (On-Road Vehicles)	176
CHP Unit	4,538
Flare	3.85
<b>Total Emissions (Construction plus Operations)</b>	<b>4,955</b>
<b>SLO County Significance Threshold</b>	<b>10,000</b>
<b>Potentially Significant?</b>	<b>No</b>

Source: *Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND* (RCH Group, May 24, 2016)

**Table AQ-11: Estimated GHG Emissions during Subsequent Years of the Proposed Project**

Source	Annual CO <sub>2</sub> e Metric Tons/year
Construction (25-year amortized)	9.61
<b>Operations</b>	
Area Sources	<0.1
Energy	160
Water	26.8
Mobile (Off-Road Equipment)	40.8
Mobile (On-Road Vehicles)	176
CHP Unit	6,024
Flare	0.60
<b>Total Emissions (Construction plus Operations)</b>	<b>6,438</b>
<b>SLO County Significance Threshold</b>	<b>10,000</b>
<b>Potentially Significant?</b>	<b>No</b>

Source: *Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND* (RCH Group, May 24, 2016)

**Odors.** The SLO County APCD CEQA Air Quality Handbook contains project screening level distances for nuisance sources. The SLO County APCD recommends contacting their Enforcement Division if a project is proposed within the screening level distances. An anaerobic digestion facility is not listed among the potential nuisance sources; however, the proposed project would handle organic waste similar to a composting facility or transfer station. The project screening level distance for a composting facility and transfer station is one mile. The proposed project is approximately 1,500 feet away from existing residences to the south.

Based on hourly meteorological surface data from the SLO Regional Airport (adjacent and northeast of the project site) from 2009 through 2013, the wind direction is predominately from the northwest with a high frequency of calm and low wind conditions. The regional average annual wind speed is 6.8 mph (See Appendix AQ-2 for wind rose and distribution). Residential receptors are approximately 1,500 feet to the south (downwind) of the project site and could be potentially exposed to objectionable odors from the proposed project.

The proposed project would not include any composting operations or storage of liquid digestate in open ponds/lagoons, which have the greatest potential to cause odor issues. The AD process would occur in an enclosed facility. Collection trucks would back into the facility through roll-up doors and drop organic waste in the receiving area. Organics would be pretreated and then sent to an intermediate storage bunker, where a crane feeds organics into the digester. The AD process occurs in a fully enclosed reactor and the exhaust air from the enclosed facility would be cleaned using a biofilter." (RCH Group, March 29, 2016).

**Mitigation/Conclusion.** Mitigation measures are proposed to address dust control, odors, contaminated soil, lead, ROG/NOX emissions and asbestos. See Exhibit B of this document for a complete list of mitigation measures.

**4. BIOLOGICAL RESOURCES**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species* or their habitats?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish &amp; Wildlife or U.S. Fish &amp; Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened or endangered, as described in this section.

**Setting.** The following are existing elements on or near the proposed project relating to potential biological concerns:

On-site Vegetation: Developed property, little to no vegetation

Name and distance from blue line creek(s): 500 feet east of unnamed creek

Habitat(s): Developed property, little to no vegetation

Site's tree canopy coverage: Approximately 0%

The Natural Diversity Database (or other biological references) identified the following species potentially existing within approximately one mile of the proposed project:

**Vegetation:**

Cambria morning-glory (*Calystegia subacaulis* ssp. *episcopalis*) List 4

The potential for the Cambria morning-glory (*Calystegia subacaulis* ssp. *episcopalis*) has been identified about 0.07 miles to the west. This perennial herb is a California and a San Luis Obispo County endemic, which is found in chaparral and foothill woodland communities at elevations between 60 and 500 meters (200 to 1,640 feet). This species blooms from April to May. Cambria morning glory is listed as rare by the CNPS (List 1B, RED 3-2-3).

Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) List 1B, FSC

The potential for the Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) has been identified about 0.01 miles to the northeast. This species occurs primarily within valley and foothill annual grassland habitats containing alkaline soils (Tibor, 2001). This annual herb typically blooms from June through November. In San Luis Obispo County, this species has been documented as occurring in low valleys and foothill woodlands. The species is considered extremely rare on the California Native Plant Society (CNPS) List 1B (RED 3-3-3).

Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*) List 1B

The potential for the Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*) has been identified about 0.07 miles to the west. This annual/perennial herb is found generally in vernal pool areas at elevations between 3 and 45 meters (10 to 150 feet). It has a blooming period of July. The CNPS considers this plant extremely rare (List 1b, RED 3-3-3).

The project is within an area considered suitable for Pismo clarkia.

The project is within 0.6 mile of a serpentine outcrop area. Serpentine soils are known to support several rare and endangered plants.

**Wildlife:**

American badger (*Taxidea taxus*)

The potential for the American badger (*Taxidea taxus*) has been identified about 0.34 miles to the north. In California, Badgers range throughout the state except for the humid coastal forests of northwestern California (Del Norte and Humboldt Co). Badger populations have declined drastically in California within the last century (Grinnell et al., 1937; Longhurst, 1940), where they now survive only in low numbers in peripheral parts of the central valley and adjacent lowlands to the west in eastern Monterey, Mendocino, San Benito and San Luis Obispo counties. In California, Badgers occupy a diversity of habitats. The principal requirements seem to be sufficient food, friable soils, and relatively open, uncultivated ground. Grasslands, savannas, and mountain meadows near timberline are preferred. Badgers prey primarily on burrowing rodents such as Gophers (*Thomomys*), Ground Squirrels (*Spermophilus*, *Ammospermophilus*), Marmots (*Marmota*), and Kangaroo Rats (*Dipodomys*). They are predatory specialists on these rodents, although they will eat a variety of other animals, including mice, Woodrats, reptiles, birds and their eggs, bees and other insects, etc.

Deliberate killing probably has been a major factor in the decline of Badger populations with many people regarding them as detrimental to their interests. Cultivation is adverse to Badgers, as they do not survive on cultivated land. Agricultural and urban developments have been the primary causes of decline and extirpation of populations of Badgers in California. Rodent and predator poisoning pose double threats through direct and secondary poisoning of Badgers and elimination of the food Badgers are dependent upon. Shooting and trapping of Badgers for animal "control" is another source of mortality.

#### Ferruginous hawk (*Buteo regalis*) CSC

The potential the ferruginous hawk (*Buteo regalis*) has been identified about 0.65 miles to the north. The ferruginous hawk is a wintering species of grasslands and agricultural areas in southwestern CA. They roost in open areas, usually in a lone tree or utility pole, and often in an unshaded area. They do not breed in CA, only in locations from Oregon to Alaska. They require large, open tracts of grasslands, sparse shrub, or desert habitats with elevated structures for nesting.

#### Vernal pool fairy shrimp (*Branchinecta lynchi*) FT

The potential for the vernal pool fairy shrimp (*Branchinecta lynchi*) has been identified about 0.07 miles to the west. The vernal pool fairy shrimp is considered federally threatened. This species is endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, as well as found in rain-filled pools. The shrimp inhabits small, clear-water sandstone-depression pools and grassed swales, earth slumps, or basalt-flow depression pools.

#### Western pond turtle (*Emys marmorata pallida*), CSC, FSC

The potential for the western pond turtle (*Emys marmorata pallida*) has been identified about 0.64 miles to the north. The western pond turtle is a federal and California Species of Special Concern. This is an aquatic turtle that uses upland habitat seasonally. They occur in ponds, streams, lakes, ditches, and marshes. The species prefers slow-water aquatic habitat with available basking sites nearby. Hatchlings require shallow water habitat with relatively dense submergent vegetation for foraging.

**Impact.** Vegetation on the site consists of ornamental trees, shrubs, and ground covers that are located at the entry and parking lot adjacent to the main office building. No native vegetation, sensitive habitat, or wetlands occur on-site. There are four existing buildings that are located within Waste Connections' storage yard, portions of which are paved, while the balance of the area is surfaced with compacted gravel. The site is relatively flat with a gradual slope to an east-west drainage channel running through the middle of the site. This channel conveys runoff from Old Santa Fe Road and the majority of the site, and serves as an overflow channel for the San Luis Obispo County's Regional Airport detention basin. This man-made drainage channel is maintained to ensure an unimpeded capture and flow of stormwater. Runoff from the portion of the site that that does not drain to the channel is collected in area drains and conveyed via an existing pipe off-site to a drainage channel west of the subject properties.

There are no natural drainage features on site, but stormwater that is not retained on-site eventually flows off-site to the west. There are a number of named and unnamed drainages that ultimately flow to San Luis Creek and into the Pacific Ocean at Avila Beach. While the proposed project includes an additional structure and related paving, post construction stormwater facilities, pursuant to the County's Stormwater Control Plan requirements, will be implemented. These low impact development measures include gravel trenches and infiltration basins. The infiltration basins and gravel trenches treat and infiltrate stormwater runoff from the site, reduce the volume of runoff, and retard runoff so that post-developed peak flowrates do not exceed the pre-developed flowrates. Additionally, the project will include the installation of a 10,000 gallon cistern to collect, store, and use roof runoff for facility operations.

**Mitigation/Conclusion.** No significant biological impacts are expected to occur, and no mitigation measures are necessary.

**5. CULTURAL RESOURCES**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb archaeological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historical resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Cause a substantial adverse change to a Tribal Cultural Resource?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Cultural Resources**

**Setting.** The project is located in an area historically occupied by the Obispeno Chumash. No historic structures are present and no paleontological resources are known to exist in the area. The project is not located within a mapped Archaeologically Sensitive Area.

No previous cultural surveys were found for the subject property. A search of ¼ mile around the subject property identified the following previous survey work: 1 report where no resources were encountered; 0 report where resources were identified.

In order to meet AB52 Cultural Resources requirements, outreach to four Native American tribes groups had been conducted (Northern Salinan, Xolon Salinan, Yak Tityu Tityu Northern Chumash, and the Northern Chumash Tribal Council); no comments or requests for consultation were received.

The project site has been heavily disturbed since the early 1980's when Trusco Tank, a steel tank manufacturing company owned and developed the site. Chicago Bridge & Ironworks (CB&I) purchased and further developed the site. Waste Connections took over the site in 2012 and constructed an outdoor storage yard for the hauling trucks and waste containers.

**Impact.** The project is not located in an area that would be considered culturally sensitive due to lack of physical features typically associated with prehistoric occupation. Per AB52, tribal consultation was performed and no resources were identified. Impacts to historical or paleontological resources are not expected.

**Mitigation/Conclusion.** No significant cultural resource impacts are expected to occur, and no mitigation measures are necessary.

**6. GEOLOGY AND SOILS**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**6. GEOLOGY AND SOILS**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone", or other known fault zones*?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Per Division of Mines and Geology Special Publication #42

**Setting.** The following relates to the project's geologic aspects or conditions:

Topography: Nearly level

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to moderate

Liquefaction Potential: Low to Moderate

Nearby potentially active faults?: 1 Capable fault Distance? 0.25 miles

Area known to contain serpentine or ultramafic rock or soils?: No

Shrink/Swell potential of soil: High

Other notable geologic features? None

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts.

**Impact.** As proposed, the project will result in the disturbance of approximately 4.8 acres (210,200 square feet). Site improvements resulting in this disturbance include a driveway around the facility and three 2-foot deep infiltration basins that will serve as a stormwater control measure. A *Geotechnical Engineering Report* (Earth Systems Pacific, March 21, 2016) was prepared for this project. The report

concludes that the site is suitable provided the recommendations contained in the report are implemented during construction.

**Mitigation/Conclusion.** Mitigation measures are proposed to incorporate the recommendations from the *Geotechnical Engineering Report*. See Exhibit B for complete mitigation measures.

<b>7. HAZARDS &amp; HAZARDOUS MATERIALS - Will the project:</b>	<b>Potentially Significant</b>	<b>Impact can &amp; will be mitigated</b>	<b>Insignificant Impact</b>	<b>Not Applicable</b>
a) <i>Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impair implementation or physically interfere with an adopted emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Be within a 'very high' fire hazard severity zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project is not located in an area of known hazardous material contamination. The project is not within a 'high' or 'very high' severity risk area for fire.

Under federal and State laws, any material, including waste, may be considered hazardous if it is specifically listed by statute, as such or if it is toxic (causes adverse human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases). The term "hazardous materials" is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment, if released into the workplace (State of California Health and Safety Code, Chapter 6.95 §25501(o)).

CalRecycle also regulates anaerobic digestion facilities as either compost facilities or transfer and processing facilities, depending upon whether the feedstock is compostable. CalRecycle implements and oversees the regulatory requirements in California Code of Regulations Title 14, along with its designated local enforcement agencies (LEAs). CalRecycle also included permit tiers for digestion operations and facilities that are based upon the amount of material processed.

**Fire Protection.** The project site is currently not served by a water purveyor, but is served by an on-site well with private water storage tanks. The Waste Connections property has an independent fire pump operating at 75 HP with 1,500 GPM output rated at 71 psi. A shared 200,000 gallon fire water tank is on an adjacent property immediately to the east. The tank is shared between three properties. The other two properties are owned/tenanted by Earth Systems Pacific (ESP) and CTI. ESP shares a separate fire pump with CTI. The Waste Connections property and ESP use well water to fill the fire tank. ESP's well is currently set to auto-fill the tank, but the subject property's well can also be set to auto fill. A supply line is connected from the tank to the 1,500 gpm private pump on Waste Connections' property. The fire pump is dedicated to the Waste Connections facility and does not provide service to the ESP or CTI facilities. There is no formal recorded agreement for the shared responsibility and use of the fire water tank and related systems between the three properties. Currently water, maintenance, and upkeep responsibilities have been shared between the properties on an informal basis. (*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016)

**Airport Review Combining Designation.** The project is within the County's Airport Review combining designation (AR). The AR is used to recognize and minimize the potential conflict between new development around the San Luis Obispo County Regional Airport and the ability of aircraft to safely and efficiently maneuver to and from this airport. This includes additional standards relating to limiting structure/vegetation heights as well as avoiding airport operation conflicts (e.g., exterior lighting, radio/electronic interference, etc.). The site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29, and approximately 400 feet from active runway 11. A portion of the property is located within the Runway Protection Zone (RPZ).

The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport.

The Airport Land Use Plan (ALUP) provides guidance for and limitations to the type of development allowed within the AR designation.

**Impact.** The proposed project is not found on the 'Cortese List' (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). The project is not expected to conflict with any regional emergency response or evacuation plan.

The proposed project is considered a medium volume facility under CalRecycle standards, taking in an average 15 – 100 tons per day, not to exceed 700 tons per week or 36,400 tons per year. Based upon this volume, the proposed project is in the Registration Permit Tier (§17896.5).

**Fire Protection.** The proposed project is unique in nature and is the first facility of this type to be designed and constructed in the United States. Cal Fire is working closely with the applicant and the applicant's Fire Protection Engineer to research and develop standards that would mitigate any potential safety concerns.

With respect to the proposed HZI project, the risk of fire hazard is generally low because of the tightly controlled internal environment within the digester itself. In addition, the anaerobic digestion facility and biogas transmission lines will operate with very low pressures, similar to residential natural gas distribution lines, minimizing high pressure conditions. The facility will include redundant fire safety relief valves to prevent over pressurizing, flame arresters, gas detectors, and physical barriers to minimize fire and explosion hazards. That said, a fire or explosion condition could develop in an upset condition through process or equipment failure. (*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016)

**Airport Review Area.** The primary use of the project, as defined in Section 8 of the Airport Land Use Plan (ALUP), is "Agricultural Processing" because the project involves "receiving and processing of green material which is not produced on-site (commercial composting)." The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited in RPZ, but no portion of the proposed project is proposed in the RPZ area.

Unusually hazardous uses are prohibited in the S-1b area. The above-ground presswater tank with backup biogas storage tank could potentially meet this definition. However, only the upper portion (approximately 10%) of the 300,000 gallon tank would be used for occasional backup storage and would not be continuously filled with flammable material. The biogas in this tank would not be compressed, and would be approximately 2 psi in pressure. As conditioned, this project does not include features that could substantially contribute to the severity of an aircraft accident nor does it include the above ground storage of substantial quantities of flammable materials.

Draft revisions to the ALP, which are under review but not yet approved by the FFA, show that a portion of the proposed building will potentially encroach on the critical area associated with the glideslope antenna signals. According to the consultant for the revised ALP, buildings are less likely to interfere with those frequencies, but all structures should be reviewed by the FFA.

Additionally, the ALP includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future alignments.

Exhaust air from the digester is released into a waste air treatment plant – a large concrete tank filled with pieces of tree roots to absorb odors. Airflow through the tree roots is continuous and will discourage birds, which can be hazardous to airplanes.

Per the ALUP, the proposed use is considered "conditionally approvable". The project was reviewed by the Airport Land Use Commission (ALUC) on June 29, 2016. The ALUC recommended conditions to limit density, require aviation easements, and prohibit project characteristics that would interfere with maneuvering of aircraft. The project was also referred to the County Airport Manager who commented that the project should undergo FFA review, provide evidence that there will be no impact to the Instrument Landing System as ultimately planned, and shall not have lighting that would interfere with aircraft operations. All projects within the AR designation are required to obtain an aviation easement to secure avigable airspace.

Safety lighting will be installed on the building and outdoor equipment as necessary. An existing 80 space dirt parking lot will be re-surfaced with pavement, but no additional parking lot lighting will be installed.

**Mitigation/Conclusion.** Mitigation measures are proposed that require the applicant to implement all

recommendations and suggestions of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation*, as well as all requirements and recommendations relating to airport safety. Mitigation measures are listed in detail in Exhibit B.

## 8. NOISE

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate permanent increases in the ambient noise levels in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Cause a temporary or periodic increase in ambient noise in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project is located adjacent to the end of San Luis Obispo County Regional Airport's main runway. During commercial jet takeoff, the existing facility experiences noise levels in the 75 to 85 decibel (dB) range. Industrial land uses are not considered noise-sensitive, however offices are. Table N-1 below shows the maximum allowed exterior noise levels when measured at a noise-sensitive land use.

**Table N-1: Title 22 Maximum Allowed Exterior Noise Level Standards**

Maximum Allowed Exterior Noise Level Standards		
Sound levels	Daytime 7 a.m. to 10 p.m.	Nighttime (1) 10 p.m. to 7 a.m.
Hourly Equivalent Sound Level ( $L_{eq}$ , dB)	50	45
Maximum level, dB	70	65

In the event the measured ambient noise level exceeds the applicable exterior noise level standard, above, the standard shall be adjusted to equal the ambient noise plus one dB.

**Impact.** The project is within the Airport Review designation and the area is subject to relatively low aircraft flyovers.

An *Acoustical Analysis* (David Dubbink Associates, February 17, 2016) was prepared to analyze the noise impacts created by this project.

“For the ADP, noise measurements are reported for all of the individual components at a digester plant in Ottenbach, Germany. The metric used was Leq which is the average sound energy over the measurement period. Indoor measurements were typically made 2 meters (6.5 feet) from the source. There were also outdoor measurements of the same equipment for two of the locations.” (David Dubbink Associates, February 17, 2016).

**Table N-2: Noise Measurements for ADP Equipment in Ottenbach, Germany (Leq)**

<b>Equipment</b>	<b>Indoor @ 6.5 feet</b>	<b>Outdoors</b>
Fan Room	90.6	51.7
CHP*	88.6	60.8
Shredder	93.2	---
Sieve	88.3	---

\*Combined Heat and Power

*Source: Acoustical Analysis (David Dubbink Associates, February 17, 2016)*

“The Ottenbach study also evaluated the noise levels at a distance from the ADP facility (at 30 meters, equivalent to 100 feet). The measurements were made in the afternoon with all equipment in operation. The combined noise from operations at this distance was 41.0 LAeq. The “A” signifies a weighting is made for the frequencies most audible to humans. The unweighted sound level was a Leq of 62.4 indicating production of a significant low frequency sound component.” (David Dubbink Associates, February 17, 2016).

The table below summarized the various noise levels and metrics.

**Table N-3: Noise Levels at Project Site**

<b>Operation</b>	<b>Level</b>	<b>Metric</b>
Regional Jet Departure	75 to 85	Lmax
24 Hour Air Operations	75	Ldn
ADP Operations @ 100 ft.	41	Leq

*Source: Acoustical Analysis (David Dubbink Associates, February 17, 2016)*

(Day Night Average Sound Level (DNL or Ldn) is a measurement taken over 24 hours. The DNL is different from Leq, because it gives a penalty to operations taking place at night between 10pm and 7am. This measurement is used by federal agencies including the FAA.)

The report concludes that “The existing sound level for the area is in the realm of 75 Ldn. If the existing ambient level exceeds that standard as it does here, the standard is shifted to one decibel above the existing ambient, or 76 Ldn. If the assumption is made that operations at the ADP will occur throughout a 24 hour day the resulting Ldn would be 48.4, and if this is added to the existing Ldn of 75 the total is 76.008 Ldn. (In logarithmic addition the larger numbers dominate the math). It is evident that the ADP does not shift the Ldn standard above the level permitted in an office area.” (David Dubbink Associates, February 17, 2016).

**Mitigation/Conclusion.** No significant noise impacts are anticipated, and no mitigation measures are necessary.

**9. POPULATION/HOUSING**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting** In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county. The County's Inclusionary Housing Ordinance requires provision of new affordable housing in conjunction with both residential and nonresidential development and subdivisions.

**Impact.** Two new food waste collection truck drivers and five on-site employees will be hired to run the ADP. The project will not result in a need for a significant amount of new housing, and will not displace existing housing.

**Mitigation/Conclusion.** No significant population and housing impacts are anticipated. The project will offset its cumulative impact to the shortage of affordable housing stock by payment of the housing impact fee, as required by ordinance. No mitigation measures are necessary.

**10. PUBLIC SERVICES/UTILITIES**

*Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Police protection (e.g., Sheriff, CHP)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Schools?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Roads?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Solid Wastes?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project area is served by the following public services/facilities:

<b>Police:</b> County Sheriff	<b>Location:</b> San Luis Obispo (Kansas Ave.) Approximately 3 miles to the north	
<b>Fire:</b> Cal Fire (formerly CDF)	<b>Hazard Severity:</b> Not Applicable	<b>Response Time:</b> 5-10 minutes
Location: Approximately 0.7 miles to the east		
<b>School District:</b> San Luis Coastal Unified School District.		

For additional information regarding fire hazard impacts, go to the 'Hazards and Hazardous Materials' section

**Impact.** No significant project-specific impacts to utilities or public services were identified. This project, along with others in the area, will have a cumulative effect on police/sheriff and fire protection, and schools. The project's direct and cumulative impacts are within the general assumptions of allowed use for the subject property that was used to estimate the fees in place.

**Mitigation/Conclusion.** Regarding cumulative effects, public facility (County) and school (State Government Code 65995 et seq.) fee programs have been adopted to address this impact, and will reduce the cumulative impacts to less than significant levels.

**11. RECREATION**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Recreation**

**Setting.** The County's Parks and Recreation Element does not show that a potential trail goes through the proposed project. The project is not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area.

**Impact.** The proposed project will not create a significant need for additional park, Natural Area, and/or recreational resources.

**Mitigation/Conclusion.** No significant recreation impacts are anticipated, and no mitigation measures are necessary.

**12. TRANSPORTATION/CIRCULATION**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Level of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>12. TRANSPORTATION/CIRCULATION</b>	<b>Potentially Significant</b>	<b>Impact can &amp; will be mitigated</b>	<b>Insignificant Impact</b>	<b>Not Applicable</b>
<i>Will the project:</i>				
<b>c) Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>d) Provide for adequate emergency access?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>e) Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>f) Conflict with an applicable congestion management program?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>h) Result in a change in air traffic patterns that may result in substantial safety risks?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>i) Other: _____</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The County has established the acceptable Level of Service (LOS) on roads for this urban area as "D" or better. The existing road network in the area including the project's access street, Santa Fe Road, is operating at acceptable levels. Based on existing road speeds and configuration (vertical and horizontal road curves), sight distance is considered acceptable.

Referrals were sent to County Public Works and San Luis Obispo City Community Development. The project is subject to the City of San Luis Obispo's Citywide Transportation Impact Fee, Airport Area Specific Plan, and LOVR Interchange Mitigation Fee, which addresses cumulative impacts to City roads in the area.

**Vehicle Trips.** Waste Connections currently has nine dedicated green waste haul trucks that operate Monday through Friday. Green waste collected on those routes is disposed of primarily at Engle & Grey in Santa Maria, with the balance disposed of at Cold Canyon Landfill in Arroyo Grande. Current daily vehicle trips for green-waste pick up are 48, with 30 of those trips resulting from off-site disposal prior to returning to Waste Connections.

Table TR-1: Current Green Waste Vehicle Trips

Route	Number of Trucks	Average Daily Truck Trips		Total Average Daily Truck Trips
		Off-site unloading	WC facility	
South County	4	16	8	24
San Luis Obispo	2	8	4	12
North County	3	6	6	12
<b>TOTAL</b>	<b>9</b>	<b>30</b>	<b>18</b>	<b>48</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

As shown in Tables TR-2 and TR-3, below, the green waste collection trucks travel a total of 685 miles, excluding the residence-to-residence route miles.

Table TR-2: Detailed Daily Vehicle Miles Traveled by Route (existing)

Travel	Miles	Current	
		x*	Miles
WC to South County (Nipomo)	20		20
South County (Nipomo) to Engel & Gray, Santa Maria	10	3	30
Engel & Gray to WC	30		30
<b>South County ROUTE TOTAL</b>			<b>80</b>
WC to San Luis Obispo	5		5
SLO to Cold Canyon Landfill	5	3	15
Cold Canyon Landfill to WC	5		5
<b>SLO ROUTE TOTAL</b>			<b>25</b>
WC to North County (Cambria)	45		45
North County (Cambria) to Cold Canyon Landfill	55		55
Cold Canyon Landfill to WC	5		5
<b>North County ROUTE TOTAL</b>			<b>105</b>

\* Multiplier for reverse or repeated trips (e.g., South County Service Area to WC)

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

Table TR-3: Summary Daily Vehicle Miles Traveled by Route (existing)

Route	Trucks	Current	
		mi	sum
South County	4	80	320
San Luis Obispo	2	25	50
North County	3	105	315
Commercial Truck	A & B	0	0
<b>TOTAL DAILY MILES- ALL TRUCKS</b>			<b>685</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

**Impact. Vehicle Trips.** A *Vehicle Trip Generation Report* (Oasis Associates, May 13, 2016) was provided for this project. The proposed project is estimated to add two additional haul trucks for commercial food waste pickup. The two new haul trucks will add eight truck trips daily. Because green waste will be disposed of at the ADP facility on the Waste Connections site, the 30 off-site unloading trips of the existing fleet will be eliminated. Proposed daily vehicle trips for green-waste pick up are 38.

**Table TR-4: Projected Green Waste Vehicle Trips**

Route	Number of Trucks	Average Daily Truck Trips		Total Average Daily Truck Trips
		Off-site unloading	WC facility	
South County	4	0	16	16
San Luis Obispo	2	0	8	8
North County	3	0	6	6
Green Waste	2	0	8	8
<b>TOTAL</b>	<b>11</b>	<b>0</b>	<b>38</b>	<b>38</b>

*Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)*

Table TR-5: Detailed Daily Vehicle Miles Traveled by Route (proposed)

Travel		x*	Miles	x*	Miles	Delta
WC to South County (Nipomo)	20		20	4	80	
South County (Nipomo) to Engel & Gray, Santa Maria	10	3	30			
Engel & Gray to WC	30		30			
<b>South County ROUTE TOTAL</b>			<b>80</b>		<b>80</b>	<b>0</b>
WC to San Luis Obispo	5		5	4	20	
SLO to Cold Canyon Landfill	5	3	15			
Cold Canyon Landfill to WC	5		5			
<b>SLO ROUTE TOTAL</b>			<b>25</b>		<b>20</b>	<b>-5</b>
WC to North County (Cambria)	45		45	2	90	
North County (Cambria) to Cold Canyon Landfill	55		55			
Cold Canyon Landfill to WC	5		5			
<b>North County ROUTE TOTAL</b>			<b>105</b>		<b>90</b>	<b>-15</b>
<b>Commercial Truck (includes service route mileage)</b>						
Truck A: WC to North County (Cambria)	45		-	2	90	
Truck A: North County service area	10		-		10	
Truck A: WC to San Luis Obispo	5		-	2	10	
Truck A: SLO service area (partial)	15		-		15	
<b>Truck A subtotal</b>			<b>-</b>		<b>125</b>	<b>+125</b>
Truck B: WC to South County (Nipomo)	20		-	2	40	
Truck B: South County service area	10		-		10	
Truck B: WC to San Luis Obispo	5		-	2	10	
Truck B: SLO service area (partial)	15		-		15	
<b>Truck B subtotal</b>			<b>-</b>		<b>75</b>	<b>+75</b>
<b>COMMERCIAL TRUCK TOTAL</b>					<b>200</b>	
<b>TOTAL DAILY MILES</b>			<b>210</b>		<b>390</b>	<b>+180</b>

\* Multiplier for reverse or repeated trips (e.g., South County Service Area to WC)

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

Table TR-6: Summary Daily Vehicle Miles Traveled by Route (proposed)

Route	Trucks	Current		ADP		Delta
		mi	sum	mi	sum	
South County	4	80	320	80	320	0
San Luis Obispo	2	25	50	20	40	-10
North County	3	105	315	90	270	-45
Commercial Truck	A & B	0	0		200	+200
<b>TOTAL DAILY MILES- ALL TRUCKS</b>			<b>685</b>		<b>830</b>	<b>+145</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

The proposed ADP project will not alter existing residential green-waste routes, but will modify the trip destinations and vehicle miles traveled (VMT). The total number of daily truck trips to the WC facility will increase by twenty (20) trips as off-site unloading is redistributed to the facility location. However,

overall total truck trips will be reduced by ten (10) trips daily, as unloading will be completed at the same location as the termination point of the daily routes. The total VMT will increase, mainly due to the new commercial food waste trucks. (*Oasis Associates, May 13, 2016*).

**Mitigation/Conclusion.** Mitigation measures are proposed to address San Luis Obispo City traffic impact fees. See Exhibit B for complete mitigation details.

**13. WASTEWATER**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** Regulations and guidelines on proper wastewater system design and criteria are found within the County's Plumbing Code (hereafter CPC; see Chapter 7 of the Building and Construction Ordinance [Title 19]), the "Water Quality Control Plan, Central Coast Basin" (Regional Water Quality Control Board [RWQCB] hereafter referred to as the "Basin Plan"), and the California Plumbing Code. These regulations include specific requirements for both on-site and community wastewater systems. These regulations are applied to all new wastewater systems.

There is an existing on-site engineered septic system that was approved and installed during the permitting for Waste Connections.

**Impact.** The project proposes to use the existing on-site system as its means to dispose of wastewater. Based on the proposed project, the on-site system has the capacity to handle the project's additional effluent from the five new employees.

**Mitigation/Conclusion.** Given that the system is currently operating at acceptable levels and that it has the capacity to support existing commitments in addition to the proposed project, no mitigation measures are necessary.

**14. WATER & HYDROLOGY**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<b>QUALITY</b>				
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**14. WATER & HYDROLOGY**

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Change rates of soil absorption, or amount or direction of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Involve activities within the 100-year flood zone?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>QUANTITY</b>				
h) Change the quantity or movement of available surface or ground water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Adversely affect community water service provider?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project proposes to obtain its water needs from an on-site well. The well will be utilized primarily during initial project start up. Once the ADP is up and running, the water needs of the system will be fulfilled from the in-system presswater tank. Water for fire suppression purposes (i.e. fire sprinklers) will be provided from an existing system that includes the existing well, pumps, and water storage.

The topography of the project is nearly level. The closest creek from the proposed development is approximately 0.1 miles away. As described in the NRCS Soil Survey, the soil surface is considered to have moderate erodibility.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County's Land Use Ordinance requires that temporary erosion and sedimentation measures to be installed.

**DRAINAGE** – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? No

Closest creek? Unnamed Creek Distance? Approximately 500 feet

Soil drainage characteristics: Very poorly drained

For areas where drainage is identified as a potential issue, the Land Use Ordinance (LUO Sec. 22.52.110 or CZLUO Sec. 23.05.042) includes a provision to prepare a drainage plan to minimize potential drainage impacts. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

**SEDIMENTATION AND EROSION** – Soil type, area of disturbance, and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in the previous Agriculture section under "Setting". As described in the NRCS Soil Survey, the project's soil erodibility is as follows:

Soil erodibility: Moderate

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

**Groundwater Basin.** The project is within the: San Luis Valley subbasin of the San Luis Obispo Valley Groundwater Basin. Per the County Master Water Plan, this basin is summarized as follows:

This groundwater basin is approximately 13,800 acres in size and consists of three sub-basins. Two of these sub-basins, Avila Valley subbasin and San Luis Valley subbasin, are within this WPA while the third, Edna Valley, is within WPA 7.

This sub-basin is the primary water source for the Los Ranchos/Edna Valley area, upper Los Osos valley, some rural residential areas, the airport area, the City of San Luis Obispo and agricultural uses.

The Department of Water Resources (DWR) has estimated the basin's maximum safe yield at 2,250 acre feet per year (afy). Thus, for 1990, there was an apparent overdraft of about 5,700 acre feet. Despite the fact that these calculations indicate a substantial overdraft, the absence of any persistent supply problems during the last ten years has caused some doubt that an overdraft condition really exists.

A study conducted by a consultant to the City of San Luis Obispo was completed in 1991. It suggests that there may be some justification for increasing the estimate of the basin's safe annual yield, based upon the observation that well levels in the area are not meaningfully lower, even after a decade when extractions exceeded 2,250 acre feet per year. However, these findings must be reconciled with reports that some well levels are, in fact, lower in some parts of the Los Ranchos/Edna Village area.

**RMS Annual Resource Summary Report.** The 2010 Annual Resource Summary Report has no recommended Level of Severity.

**City of San Luis Obispo.** The City of San Luis Obispo receives water primarily from the Salinas and Whale Rock reservoirs. Until 1989, the city relied completely on its allocation of surface water and did not extract any groundwater. In response to the drought of the late 80's, the City drilled new wells and

extracted approximately 1,950 acre feet per year (afy) in 1990 and 1991 to supplement the dwindling water supplies at the reservoirs. Use of these wells was discontinued in 1992 and 1993 because of high nitrate levels. The remaining wells, which are not impacted by contamination, can pump approximately 150 acre feet per year. Current city policy assumes groundwater extractions of 500 afy maximum. Agricultural irrigation accounted for an estimated 5,200 acre feet in 1990, while rural residential uses pumped an estimated 978 acre feet. From 1980 through 1989, extractions from the basin averaged about 5,800 afy.

A study conducted by a consultant to the City of San Luis Obispo was completed in 1991. It suggests that there may be some justification for increasing the estimate of the basin's safe annual yield, based upon the observation that well levels in the area are not meaningfully lower, even after a decade when extractions exceeded 2,250 acre feet per year. However, these findings must be reconciled with reports that some well levels are, in fact, lower in some parts of the Los Ranchos/Edna Village area. The City has considered a variety of projects to increase its water supply. The City has also proposed the expansion of the Salinas Reservoir by about 70 percent as an additional way to address its long-term water requirements. However, escalating cost estimates and concerns about seismic stability have caused the Salinas reservoir project to be accorded a lower priority. If the cost of water for other alternatives increases, desalination may become a more competitive option. Possibilities include a cooperative agreement with the City of Morro Bay and a facility near the Whale Rock reservoir, which could connect to the existing pipeline to San Luis Obispo.

In 2002, the San Luis Obispo city council voted to set its "reliability reserve" to zero (0) in its calculation of future water demand, thus reducing the city's requirement for additional supplies to serve its buildout population of 56,000.

In 2004, the city completed the first phase of a study to evaluate the yield of the groundwater basin according to alternative pumping scenarios which would involve coordination with withdrawals from the reservoir in years that are wetter or dryer than average. Preliminary estimates indicated that it may be possible to pump more than 500 afy under certain circumstances, without causing subsidence or significant reduction in stream flow. However, with the recent decision for City participation in the Nacimiento Project and the cost and uncertainty of additional studies needed to determine impacts to stream flows, the City Council has deferred additional phases of the groundwater investigation.

**County Master Water Plan.** Per the County Master Water Plan, the project is within the San Luis Obispo Water Planning Area (WPA) #6. The City of San Luis Obispo, unincorporated areas surrounding San Luis Obispo, California Men's Colony, and Cal Poly receive water from Whale Rock Reservoir and from the Salinas Reservoir (Santa Margarita Lake). The City also receives an allocation from the Nacimiento Water project. The City of San Luis Obispo also uses groundwater from wells near Los Osos Valley Road, and in Mitchell Park. The Coastal Branch of the State Water Project traverses the area, but there are no existing entitlements or turnouts from the system for the City of San Luis Obispo. Certain areas are also served by individual on-site wells.

**San Luis Obispo Area Plan EIR.** The project is within the San Luis Obispo planning area. In December, 1996, an Environmental Impact Report was certified as a part of the update of the San Luis Obispo Area Plan. The proposed level of development is consistent with the level of development evaluated in the EIR's buildout assessment. The EIR concluded that significant and unavoidable impacts (Class I) to water resources would result at buildout. Overriding considerations were made as a part of approving the San Luis Obispo Area Plan update showing the benefits that would result to offset the impacts to water resources.

### **Impact – Water Quality/Hydrology**

With regards to project impacts on water quality the following conditions apply:

- ✓ Approximately 4.8 acres of site disturbance is proposed and the movement of approximately 2,600 cubic yards of material;

- ✓ The project will be subject to standard County requirements for drainage, sedimentation and erosion control for construction and permanent use;
- ✓ The project will be disturbing over an acre and will be required to prepare a SWPPP, which will be implemented during construction;
- ✓ The project is not on highly erodible soils, nor on moderate to steep slopes;
- ✓ The project is not within a 100-year Flood Hazard designation;
- ✓ The project is more than 100 feet from the closest creek or surface water body;
- ✓ All disturbed areas will be permanently stabilized with impermeable surfaces and landscaping;
- ✓ Stockpiles will be properly managed during construction to avoid material loss due to erosion;
- ✓ The project is subject to the County's Plumbing Code (Chapter 7 of the Building and Construction Ordinance [Title 19]), and/or the "Water Quality Control Plan, Central Coast Basin" for its wastewater requirements, where wastewater impacts to the groundwater basin will be less than significant;
- ✓ All hazardous materials and/or wastes will be properly stored on-site, which include secondary containment should spills or leaks occur;

Based on available water information, there are no known constraints to prevent the project from obtaining its water demands.

**Mitigation/Conclusion.** See Exhibit B for mitigation measures.

**15. LAND USE**

*Will the project:*

	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting/Impact.** Surrounding uses are identified on Page 2 of the Initial Study. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The project was found to be consistent with these documents (refer also to

Exhibit A on reference documents used).

The project is not within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses as summarized on page 2 of this Initial Study.

**Mitigation/Conclusion.** No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

**16. MANDATORY FINDINGS OF SIGNIFICANCE**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project:*

- a) ***Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?***
- b) ***Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)***
- c) ***Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

For further information on CEQA or the County's environmental review process, please visit the County's web site at "[www.sloplanning.org](http://www.sloplanning.org)" under "Environmental Information", or the California Environmental Resources Evaluation System at: <http://resources.ca.gov/ceqa/> for information about the California Environmental Quality Act.

## Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ) and when a response was made, it is either attached or in the application file:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	<b>Attached</b>
<input checked="" type="checkbox"/>	County Environmental Health Services	<b>Attached</b>
<input type="checkbox"/>	County Agricultural Commissioner's Office	<b>Not Applicable</b>
<input checked="" type="checkbox"/>	County Airport Manager	<b>Attached</b>
<input checked="" type="checkbox"/>	Airport Land Use Commission	<b>Attached</b>
<input checked="" type="checkbox"/>	Air Pollution Control District	<b>Attached</b>
<input type="checkbox"/>	County Sheriff's Department	<b>Not Applicable</b>
<input type="checkbox"/>	Regional Water Quality Control Board	<b>Not Applicable</b>
<input type="checkbox"/>	CA Coastal Commission	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Fish and Wildlife	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Forestry (Cal Fire)	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Transportation	<b>Not Applicable</b>
<input type="checkbox"/>	Community Services District	<b>Not Applicable</b>
<input checked="" type="checkbox"/>	Other <u>City of San Luis Obispo</u>	<b>Attached</b>
<input type="checkbox"/>	Other _____	<b>Not Applicable</b>

**\*\* "No comment" or "No concerns"-type responses are usually not attached**

The following checked ("") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

<input checked="" type="checkbox"/> Project File for the Subject Application	<input type="checkbox"/> Design Plan
<u>County documents</u>	<input type="checkbox"/> Specific Plan
<input type="checkbox"/> Coastal Plan Policies	<input checked="" type="checkbox"/> Annual Resource Summary Report
<input checked="" type="checkbox"/> Framework for Planning (Coastal/Inland)	<input type="checkbox"/> Circulation Study
<input checked="" type="checkbox"/> General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:	<u>Other documents</u>
<input checked="" type="checkbox"/> Agriculture Element	<input checked="" type="checkbox"/> Clean Air Plan/APCD Handbook
<input checked="" type="checkbox"/> Conservation & Open Space Element	<input checked="" type="checkbox"/> Regional Transportation Plan
<input type="checkbox"/> Economic Element	<input checked="" type="checkbox"/> Uniform Fire Code
<input checked="" type="checkbox"/> Housing Element	<input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)
<input checked="" type="checkbox"/> Noise Element	<input checked="" type="checkbox"/> Archaeological Resources Map
<input type="checkbox"/> Parks & Recreation Element/Project List	<input checked="" type="checkbox"/> Area of Critical Concerns Map
<input checked="" type="checkbox"/> Safety Element	<input checked="" type="checkbox"/> Special Biological Importance Map
<input checked="" type="checkbox"/> Land Use Ordinance (Inland/Coastal)	<input checked="" type="checkbox"/> CA Natural Species Diversity Database
<input type="checkbox"/> Building and Construction Ordinance	<input checked="" type="checkbox"/> Fire Hazard Severity Map
<input checked="" type="checkbox"/> Public Facilities Fee Ordinance	<input checked="" type="checkbox"/> Flood Hazard Maps
<input type="checkbox"/> Real Property Division Ordinance	<input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County
<input checked="" type="checkbox"/> Affordable Housing Fund	<input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.)
<input checked="" type="checkbox"/> San Luis Obispo Airport Land Use Plan	<input type="checkbox"/> Other
<input type="checkbox"/> Energy Wise Plan	
<input checked="" type="checkbox"/> SLO Area Plan/SLO (north) sub area and Update EIR	

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

*Acoustical Analysis* (David Dubbink Associates, February 17, 2016)

*Air Quality Technical Report*, RCH Group, March 29, 2016

*Air Quality Technical Memorandum (CHP Unit Engine Emission)*, RCH Group, April 20, 2016

*Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Applicant Submitted IS/MND*, RCH Group, May 24, 2016

*Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Technical Memorandum*, RCH Group, June 20, 2016

*Geotechnical Engineering Report*, Earth Systems Pacific, March 21, 2016

*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016

SLO GIS Parcel Viewer, June 2, 2016

<http://siocity.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=516bdd31ca984b7cae364939dd72de39>

*Stormwater Control Plan*, Tetra Tech, March 2016

*Vehicle Trip Generation*, Oasis Associates, May 13, 2016

## Exhibit B - Mitigation Summary Table

Per Public Resources Code Section 21081.6, the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, are responsible to verify compliance with these COAs.

### AIR QUALITY

**AQ-1: Odor Control.** Prior to issuance of construction permits, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

**AQ-2: Portable Equipment.** Prior to issuance of construction permit, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

### **AQ-3: Fugitive Dust Mitigation Measures.**

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off

- trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
  - l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
  - m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
  - n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

**AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.

**AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered **during construction activities**, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public

- nuisance; and
- Clean soil shall be segregated from contaminated soil.

**AQ-6: Lead During Demolition.** The applicant shall contact APCD ten days prior to the start of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.

**AQ-7: Naturally Occurring Asbestos.** Prior to any construction activities at the site, the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.

**AQ-8: Demolition Asbestos.** Prior to any construction activities at the site, the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:

- a. written notification, within at least 10 business days of activities commencing to the APCD
- b. asbestos survey conducted by a certified Asbestos Consultant and
- c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

**AQ-9: Idling Restrictions.**

- a. Driver's shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- b. Driver's shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
- e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

**AQ-10: Permit to Operate.** Prior to final inspection or occupancy, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

## **GEOLOGY AND SOILS**

**GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

## **HAZARDS AND HAZARDOUS MATERIALS**

**HZ-1: Fire Safety.** Prior to issuance of a construction permit, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection*

*Hazard Evaluation* prepared by Collings & Associates, April 12, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented prior to final occupancy, and/or on-going for the life of the project.

**HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for building permit. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.

**HZ-3: Prior to the issuance of construction permits**; the applicant shall provide a recorded aviation easement for each property developed within the area included in the proposed local action.

**HZ-4: Exterior Light Plan. Prior to issuance of construction permits**, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned "down and into" the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

**HZ-5: Environmental Health. Prior to occupancy or final inspection**, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

**HZ-6:** The non-residential density for this property shall be limited to 353 persons.

**HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).

**HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.

**HZ-9: For the life of the project**, no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.

**HZ-10: For the life of the project**, any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:

- Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
- Lighting which is difficult to distinguish from airport lighting;
- Glare in the eyes of pilots using the airport;
- Uses which attract birds and create bird strike hazardous;
- Uses which produce visually significant quantities of smoke; and
- Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)

**HZ-11:** All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.

**HZ-12:** For the life of the project, any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall require, at a minimum, referral to and recommendation from the Airport Land Use Committee.

**HZ-13:** For the life of the project, any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.

**HZ-14:** For the life of the project, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.

### **TRANSPORTATION AND CIRCULATION**

**TR-1: Traffic Impacts.** In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be provided to the County, prior to construction permit issuance. These fees shall include:

- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

### **WATER AND HYDROLOGY**

**WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

**WR-2: Water System.** Prior to occupancy or final inspection, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

DATE: July 13, 2016

**DEVELOPER'S STATEMENT & MITIGATION MONITORING PROGRAM  
FOR HITACHI ZOSEN INOVA USA, LLC CONDITIONAL USE PERMIT  
ED15-266 (DRC2015-00122)**

The applicant agrees to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property.

Per Public Resources Code Section 21081.6 the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, is responsible to verify compliance with these COAs.

**Note:** The items contained in the boxes labeled "Monitoring" describe the County procedures to be used to ensure compliance with the mitigation measures.

**AIR QUALITY**

**AQ-1: Odor Control.** Prior to issuance of construction permits, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

**AQ-2: Portable Equipment.** Prior to issuance of construction permit, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

**Monitoring:** Required prior to issuance of construction permits. Compliance will be verified by the County Department of Planning and Building.

**AQ-3: Fugitive Dust Mitigation Measures.**

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
- n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

**AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.

**AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered during construction activities, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and
- Clean soil shall be segregated from contaminated soil.

**AQ-6: Lead during Demolition.** The applicant shall contact APCD ten days prior to the start of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.

**AQ-7: Naturally Occurring Asbestos.** Prior to any construction activities at the site, the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.

**AQ-8: Demolition Asbestos.** Prior to any construction activities at the site, the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:

- a. written notification, within at least 10 business days of activities commencing to the

July 13, 2016

**APCD**

- b. asbestos survey conducted by a certified Asbestos Consultant and
- c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

**AQ-9: Idling Restrictions.**

- a. Driver's shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- b. Driver's shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesel07/frooad.pdf](http://www.arb.ca.gov/regact/2007/ordiesel07/frooad.pdf).
- e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

**Monitoring:** Required during grading and construction activities. Compliance will be verified by the County Department of Planning and Building.

**AQ-10: Permit to Operate.** Prior to final inspection or occupancy, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

**Monitoring:** Required during prior to final inspection or occupancy. Compliance will be verified by the County Department of Planning and Building.

**GEOLOGY AND SOILS**

**GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

**Monitoring:** Required prior to issuance of construction permits and during project construction. Compliance will be verified by the County Department of Planning and Building.

July 13, 2016

### **HAZARDS AND HAZARDOUS MATERIALS**

**HZ-1: Fire Safety.** Prior to issuance of a construction permit, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection Hazard Evaluation* prepared by Collings & Associates, April 12, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented prior to final occupancy, and/or on-going for the life of the project.

**HZ-2: Prior to issuance of construction permits,** all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for building permit. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.

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**HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).

**HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.

Hitachi Zosen Inova ED15-0266, DRC2015-00122  
Developer's Statement  
Page 6 of 7

July 13, 2016

**HZ-9: For the life of the project, no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.**

**HZ-10: For the life of the project, any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:**

- Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
- Lighting which is difficult to distinguish from airport lighting;
- Glare in the eyes of pilots using the airport;
- Uses which attract birds and create bird strike hazards;
- Uses which produce visually significant quantities of smoke; and
- Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)

**HZ-11: All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.**

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**HZ-14: For the life of the project, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.**

**Monitoring: Required for the life of the project. Compliance will be verified by the County Department of Planning and Building.**

July 13, 2016

**TRANSPORTATION AND CIRCULATION**

**TR-1: Traffic Impacts.** In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be provided to the County, **prior to construction permit issuance.** These fees shall include:

- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

**Monitoring:** Required during grading and construction activities. Compliance will be verified by the County Department of Planning and Building.

**WATER AND HYDROLOGY**

**WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

**Monitoring:** Required for the life of the project. Compliance will be verified by the County Department of Environmental Health.

**WR-2: Water System.** Prior to occupancy or final inspection, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

**Monitoring:** Required prior to final inspection or occupancy. Compliance will be verified by the County Department of Planning and Building.

The applicant understands that any changes made to the project description subsequent to this environmental determination must be reviewed by the Environmental Coordinator and may require a new environmental determination for the project. By signing this agreement, the owner(s) agrees to and accepts the incorporation of the above measures into the proposed project description.

C.M. Florence San Luis Obispo County  
Department of Planning and Building  
1200 E. San Luis Obispo Blvd.  
San Luis Obispo, CA 93401

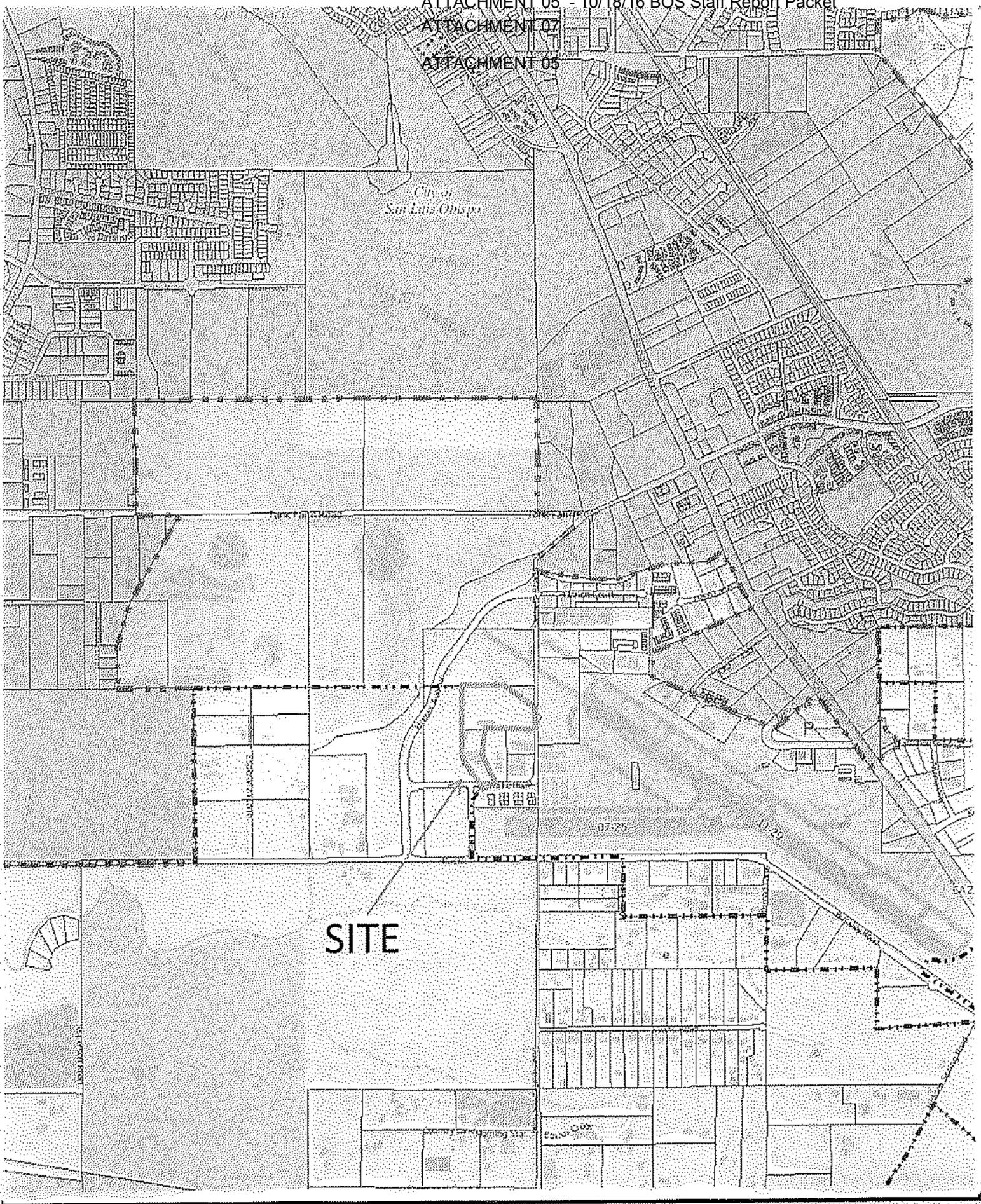
C.M. Florence, AICP

13 July 2016

**Signature of Applicant Agent**

**Name (Print)**

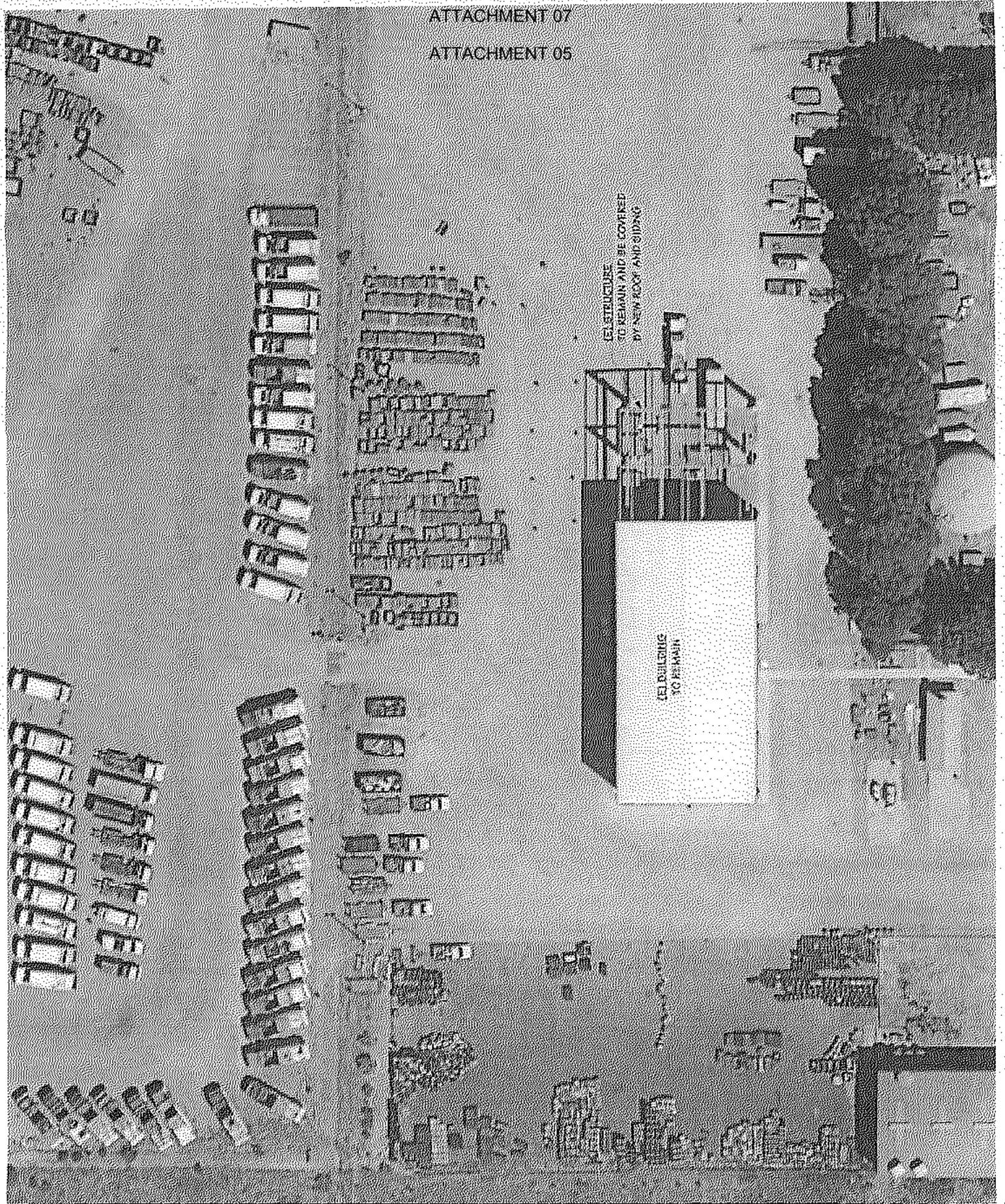
**Date**



SITE

**PROJECT**  
 Hitachi Zosen Inova USA, LLC  
 DRC2015-00122

**EXHIBIT**  
 Vicinity Map



**PROJECT**

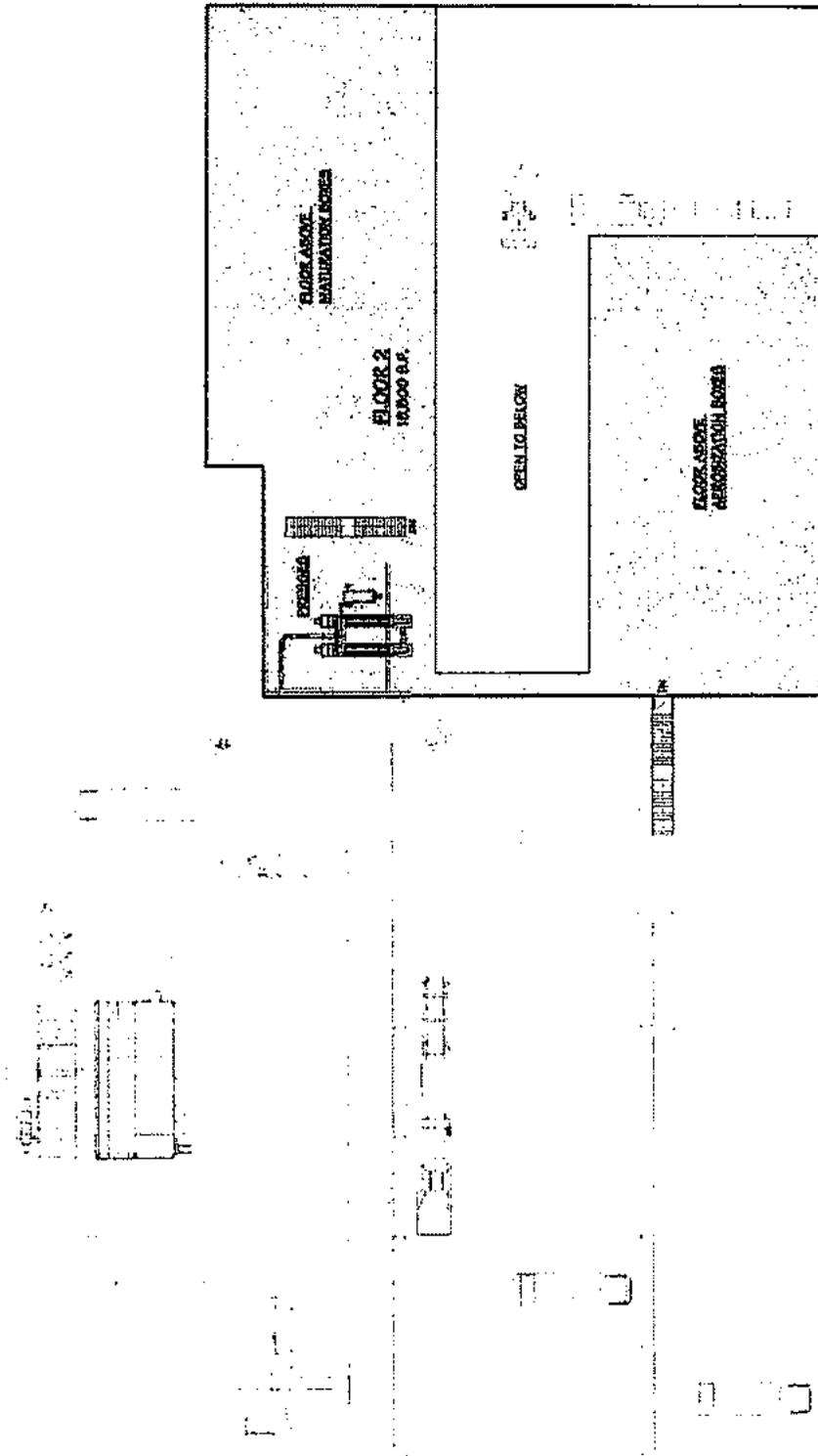
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Existing Site Plan





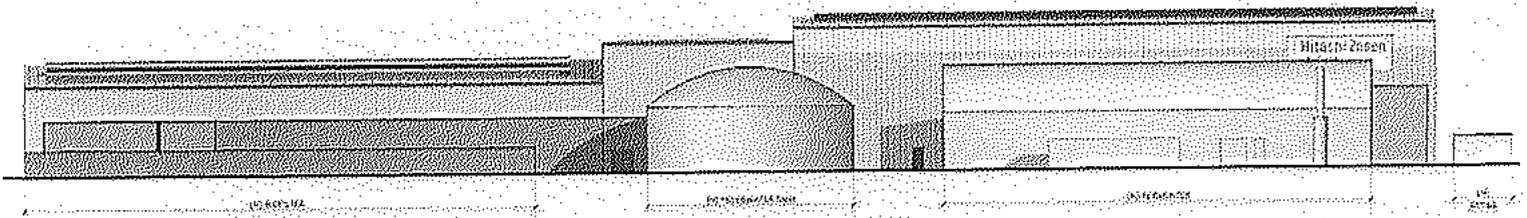


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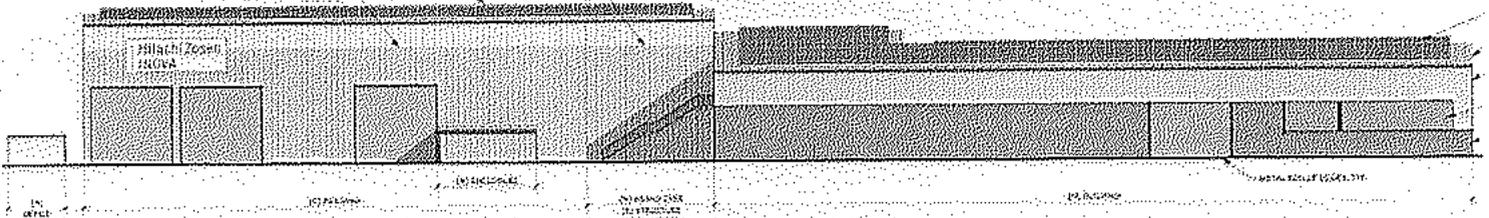
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

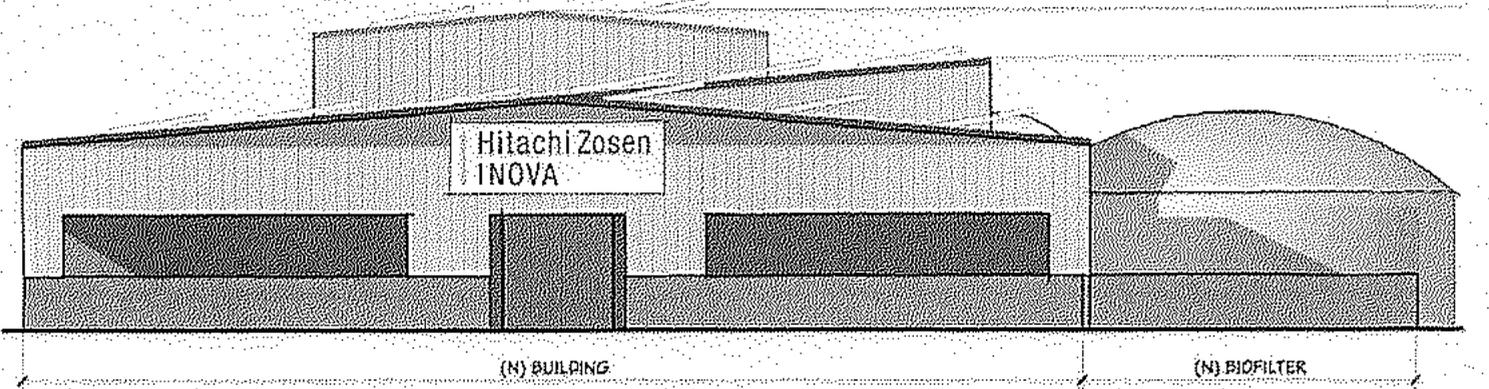
Upper Floor Plan



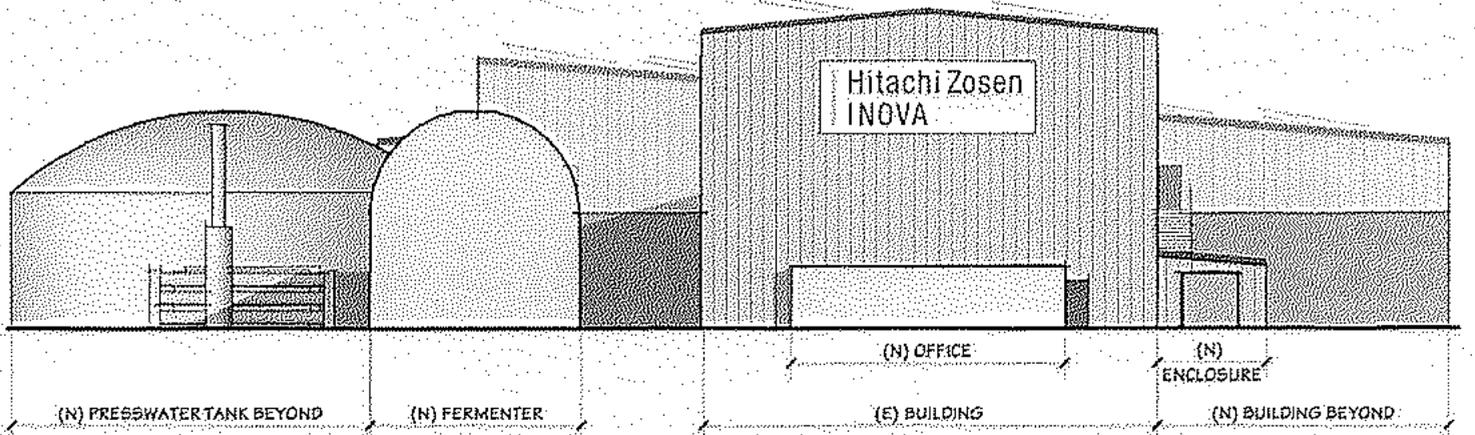
North



South



East



West



**PROJECT**

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

ATTACHMENT 05

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**EXHIBIT**

Elevations

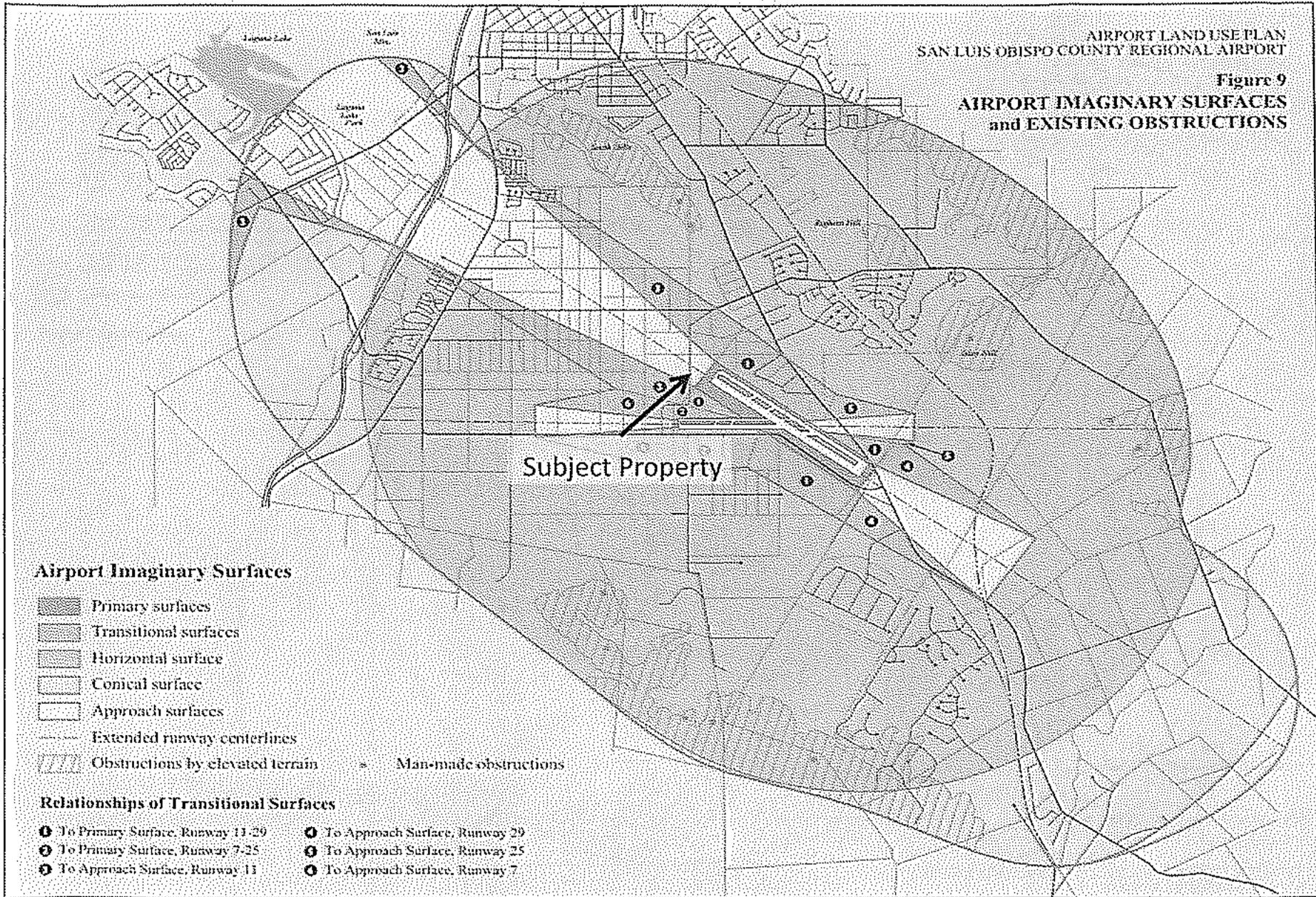


PROJECT  
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

EXHIBIT  
Airport Imaginary Surfaces  
and Existing Obstructions

AIRPORT LAND USE PLAN  
SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

Figure 9  
AIRPORT IMAGINARY SURFACES  
and EXISTING OBSTRUCTIONS





PROJECT

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

EXHIBIT

Future Airport Expansion

# RE: Anaerobic Digester

ATTACHMENT 05

Craig Piper

Wed 6/29/2016 9:03 AM

To: Brandi Cummings <bcummings@co.slo.ca.us>;

Cc: Kevin Bumen <kbumen@co.slo.ca.us>;

Hi Brandi,

I can't find that I responded to you yet via email. I know we have exchanged voicemail messages.

We do have some concerns.

1. Any new structures/construction should undergo the FAA 7460 review for obstructions.
2. The airport is planning for an extension of Taxiway M which is the parallel taxiway on the west side of the runway. This will also include the relocation of the Glide Slope which is part of the Instrument Landing System (ILS). The developer/property owner needs to ensure that their project will not impact the operation the ILS as currently installed or as ultimately planned as shown in the Airport Layout Plan. This assurance will need to be coordinated with the FAA to ensure compliance.
3. Any lighting needs to be installed in such a way so as not to shine or be directed toward aircraft on approach to departure from the airport, especially during hours of darkness as this will affect pilots ability to operate aircraft.
4. Any development should be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violating airport security.

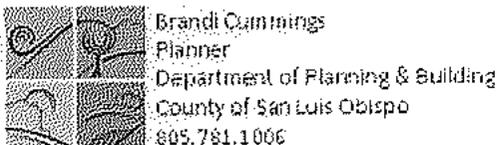
Craig Piper  
 Assistant Director  
 Department of Airports  
 County of San Luis Obispo  
 805-781-4376

**From:** Brandi Cummings  
**Sent:** Thursday, June 09, 2016 2:04 PM  
**To:** Craig Piper <capiper@co.slo.ca.us>  
**Subject:** Anaerobic Digester

Hi Craig,

I'm wondering if you would like to submit a formal referral response to this project? I know there were a few potential issues brought up at the meeting we all had.

Also, it's my understanding that ALUC is scheduled for June 29th, and their comments/recommendation will be listed as a separate response.





Air Pollution Control District  
San Luis Obispo County

May 11, 2016

Brandi Cummings  
County of San Luis Obispo County Planning and Building  
Government Center  
San Luis Obispo ca 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant Initial Study / Mitigated Negative Declaration.

Dear Ms. Cummings,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced project located at 4388 Old Santa Fe Road in San Luis Obispo.

The project as proposed includes an anaerobic digestion plant to process green and food waste from Waste Connections' service area. The plant will utilize an existing 13,000 square foot (SF) building (formerly the plate cutting building) with 36,000 SF of new construction, including the introduction of equipment related to the anaerobic digestion process. A new office trailer for support staff will be located west of the existing plant cutting building. An 80 space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming and outgoing trucks. The site plan depicts a compressed natural gas (CNG) fueling station for the potential to fuel the increasing fleet of CNG -fueled trucks utilized by Waste Connections. Other alternative uses for the biogas include the combined heat and power unit (CHP), net metering and distribution into the existing power grids. The biogas is a by-product of the anaerobic digestion process. Other site improvements include grading to accommodate post construction storm water facilities.

*The following are APCD comments that are pertinent to this project.*

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text.**

Initial Study / Mitigated Negative Declaration for ~~Kompogas Water~~ ~~Plant~~  
Digestion Plant  
May 11, 2016  
Page 2 of 6

### **CONSTRUCTION PHASE IMPACTS**

Based on the SLOPCAPCD review of the Initial Study and associated Air Quality Technical Report, staff agrees the construction phase impacts will likely be less than the SLOPCAPCD's significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook (available at the APCD web site: [www.slocleanair.org](http://www.slocleanair.org)). Staff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report. **Therefore, with the exception of the requirements below, the APCD is not requiring other construction phase mitigation measures for this project. SLOPCAPCD staff recommends the requirement listed below be included as a mitigation measure to ensure compliance with the requirements.**

#### **Dust Control for Drought Conditions**

The SLOPCAPCD agrees with the dust control measures outlined in mitigation measure AQ-1 ( Air Quality Technical Report on page 10 and 11). However, **please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

#### **Hydrocarbon Contaminated Soil**

**Should hydrocarbon contaminated soil be encountered during construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:**

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH -non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,
- Clean soil must be segregated from contaminated soil.

**The notification and permitting determination requirements shall be directed to the APCD Engineering Division at 781-5912.**

#### **Lead During Demolition**

Demolition, renovation, or retrofitting of structures coated with lead based paint is a concern for the APCD. Improper demolition can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. **Depending on the removal method, an APCD permit may be required. Contact the APCD Engineering Division at (805)**

*Initial Study / Mitigated Negative Declaration for Kemnogas Anaerobic  
Digestion Plant  
May 11, 2016  
Page 3 of 6*

**781-5912 for more information. Approval of a lead work plan by the APCD is required and must be submitted ten days prior to the start of the demolition. For more information, contact the APCD Enforcement Division at (805) 781-5912 or for specific information regarding lead removal, please contact Cal-OSHA at (818) 901-5403. Additional information can also be found on line at <http://www.epa.gov/lead>.**

#### Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2012 CEQA Handbook, Technical Appendix 4.4. The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), and therefore the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105), **prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the regulation. An exemption request must be filed with the APCD.** If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. More information on NOA can be found at [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php).

#### Demolition/Asbestos

Demolition, renovation, or retrofitting activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). **If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

#### Construction Permit Requirements

As indicated on page 12 of the Air Quality Technical Report, portable equipment may require a permit. Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

*Initial Study / Mitigated Negative Declaration for Northridge  
Digestion Plant  
May 11, 2016  
Page 4 of 6*

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc.).

**To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.** SLOAPCD staff recommends this requirement be included as a mitigation measure to ensure compliance with the requirement.

#### Idling Restrictions

As indicated on page 12 of the Air Quality Technical Report, California Code of Regulation limits idling. **SLOAPCD staff recommends the requirements listed be included as a mitigation measures to ensure compliance with the requirement.**

#### **OPERATIONAL PHASE IMPACTS**

In order for the SLOAPCD to verify the operation phase emissions the following items will need to be addressed.

- **Biogas upgrading system**-The project description included a discussion of possible uses of the biogas. One being the use of the biogas as a fuel for the combined heat and power unit (CHP), or upgraded for in the CNG waste hauler trucks. However, the calculations do not appear to include the upgrading process or associated emissions that would be produced from the operation. **Please provide more information on how the biogas upgrading process works and what happens to the impurities that are removed from the gas (e.g. CO<sub>2</sub>, H<sub>2</sub>S). If the operational plans include this gas upgrade process then the equipment and emissions should be included in the calculations to determine the full impacts from the project.**
- **Press Water Storage Tank**-Page 9 of the project description discusses a press-water storage tank. What is the size of this tank? The project description indicates the storage tanks are covered by a gas and odor tight membrane. This would imply the system includes some sort of vapor recovery system. **Please provide more information about how this system works.**
- **Biofilter**-It was not clear from the description of the biofilter (page 12 of the project description) how the ammonia (NH<sub>3</sub>) in the exhaust gas will be monitored. **Please explain.**

Initial Study / Mitigated Negative Declaration for ~~Karnapogon~~ ~~Waste~~  
Digestion Plant  
May 11, 2016  
Page 5 of 6

- **CHP**-The size of the CHP to be used for the project is unclear from the documents presented with this application. The Air Quality Technical Report (page 13) indicates the CHP is expected to be less than 800 kW, however, it states the emission estimates assumed an 800 kW CHP to provide a maximum case. In the initial study, several different CHP sizes were analyzed (250 kW, 400kW, 826 kW, 1,069 kW and 1,200 kW). In the Initial study, page 6 the following statement is made:

*"The analysis assumed that the CHP unit would run continuously 24 hours per day. The daily operational emissions from the proposed project using an 826 kW CHP unit would be below the daily significance threshold levels established by APCD. The daily operational emissions from the proposed project utilizing a 1,069 kW or a 1,200 kW CHP unit would be slightly above the daily significance threshold of 25 pounds/day (lbs./day) for ROG + NOx. and would be potentially significant. Projects that exceed the 25 lbs./day threshold for ROG + NOx requires further mitigation, as established by the APCD. While the analysis includes a variety of alternative CHP unit sizes, emissions, and related mitigation, the final design will reflect the final CHP unit size, accordingly."*

What is meant by the last sentence, "The final design will reflect the final CHP unit size accordingly?" If the larger CHP units are selected, then additional mitigation should be proposed. In order for the SLOCAPCD to make a determination about the air quality impact the exact size of the equipment needs to be defined. **The initial study, supporting documentation, and any conditions of approval should make it clear as to which size CHP will be used and appropriate mitigation recommended as needed. Also, please provide the manufacturer's emission rates, emission factors and specification sheet for the CHP and flare.**

- **Odors**-As recommended in the initial study and Air Quality Technical Report, the SLOCAPCD agrees an Odor Management Plan should be prepared for this project. **The Odor Management Plan should be submitted to the SLOCAPCD for review and approval prior to the start of construction activities. In addition to the items listed on page 8 of the initial study, the SLOCAPCD also recommends that the Odor Management Plan include a section to address complaint notification and response.**
- **Greenhouse Gases**-The application of the GHG threshold has been misapplied in the GHG analysis on pages 30 and 31 of the Air Quality Technical Report and page 13 of the initial study. **All project GHG emissions including the mobile sources, energy usage, water, CHP and construction emissions (amortized over the life of the project) should be summed up and compared to the 10,000 tons/yr. threshold.**
- **Mobile sources**-As indicated in the Vehicle Trip Generation Report dated February 26, 2016, the total vehicle miles traveled (VMT) associated with the project will increase mainly due to the new commercial food waste trucks. The data for the new commercial food waste truck is presented on page 3 and 4 of this report. There appears to be an additional error for the total miles for the commercial trucks. Truck A is shown to travel 125 miles for the various routes and Truck B is shown to travel 85 miles for the various route, which adds up to a total of 210 miles, not 201 miles as show on the table, thus making daily vehicle miles travelled for

ATTACHMENT 05  
*Initial Study / Mitigated Negative Declaration for Kamogas Anaerobic  
Digestion Plant  
May 11, 2016  
Page 6 of 6*

all trucks an increase of 155 miles, not 146 miles. **This should be checked and the calculations modified accordingly.**

- **Operational Emission: tons/yr.**-The Air Quality Technical Report provides summary tables for operational phase emissions on pages 14 and 15. However, Table 9 for the annual operating emissions (annual tons/year) does not include all the sources of emissions; it only lists the emissions for the CHP (with and without the SCR/oxicat). **All sources including mobile, energy usage, water, and CHP should be included on one summary table and compared to the SLOCAPCD annual thresholds, as was done for the daily emission summary Table 6, 7 and 8.**
- **Permit to Operate**-Based on the information provided, this project will be required to obtain a permit to operate from the SLOCAPCD. **To minimize potential delays prior to the start of the project, please contact the APCD Engineering Division at 805-781-5912 for specific information regarding permitting requirements.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 805-781-4667.

Sincerely,



Air Quality Specialist

MAG/ihs

cc: Dora Drexler, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

Attachments:

1. Naturally Occurring Asbestos - Construction & Grading Project Exemption Request Form, Construction & Grading Project Form

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Air Pollution Control District  
San Luis Obispo County

June 14, 2016

Brandi Cummings  
County of San Luis Obispo County Planning and Building Government Center  
San Luis Obispo, CA 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant-  
Comments on Technical Memorandum May 24, 2016

Dear Ms. Cummings:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced document and have the following comments.

Page 1 and 2 of the Technical Memorandum dated May 24, 2016

We appreciate the applicant's willingness to include the mitigation measures referenced in the APCD letter dated May 11, 2016. However, in a few cases we recommend the language be expanded to ensure all facets of the requirement are included in the conditions of approval.

1. For hydrocarbon contaminated soil, APCD staff recommend the following portion of standard language be added to the verbiage on page 1 of the Technical Memorandum dated May 24, 2016:
  - *Cover on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;*
  - *Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;*
  - *Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;*
  - *The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;*
  - *During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,*
  
2. For naturally occurring asbestos (NOA), APCD staff recommend the following addition to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM.*

3. For Demolition/Asbestos, APCD staff recommend adding the following to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*These requirements include, but are not limited to 1) written notification within at least 10 business days of activities commencing to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at 805 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php)*

Page 2 of the Technical Memorandum dated May 24, 2016

The applicant indicates that the biogas upgrading is no longer part of the project and all biogas will go to the CHP unit or flare during project start-up and maintenance. However, on page 3 (same document) the applicant recommends MM AQ-4 as possible mitigation which indicates the applicant shall construct an on-site CNG fueling station to reduce collection-truck vehicle miles travelled, if feasible. Since it was stated on the previous page that the upgrading facility was no longer part of the project measure, MM AQ-4 seems to contradict what was stated previously. Please explain. If an upgrading facility is intended for future installation, then potential emissions from the facility should be included in the evaluation.

Page 3 of the Technical Memorandum dated May 24, 2016

Under the CHP paragraph the applicant proposes MM AQ-3, AQ-4, and AQ-5. Mitigation Measure AQ-3 states that the applicant proposes replacing diesel fueled collection trucks with CNG if feasible. In the Air Quality Technical Report dated March 29, 2016, which was previously submitted MM AQ-3 addresses odors and proposes an Odor Control Plan. **San Luis Obispo County APCD requests that one comprehensive list of proposed mitigation measures be compiled and be submitted for clarification.**

On page 5 of the Technical Memorandum dated May 24, 2016

The APCD has two operational phase emission thresholds for ROG+NO<sub>x</sub>, and PM<sub>10</sub>, 25 lbs/day and 25 tons/year. For the CEQA evaluation the project emissions should be compared to both the daily and annual thresholds. Mitigation is required if the project emissions exceed either threshold and offsite mitigation may be required if the project exceeds the 25 ton/year threshold. The data presented on page 5 only evaluated the tons/year.

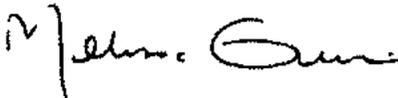
Based on the APCD review of the data presented it appears the operational phase emissions will exceed the daily threshold of 25 lbs/day for ROG +NO<sub>x</sub> without an SCR oxidation catalyst system. The project proponent should demonstrate that the proposed mitigation measures will reduce the emissions to below the thresholds. If CNG vehicles are being proposed to reduce emissions, then the reduction should be quantified. As noted above, with regard to onsite CNG refueling, MM AQ-4 page 2 of this document indicates that a biogas upgrading system was no longer being considered as part of the project, which makes any emission reductions from this measure unlikely. As shown in the calculations and supporting documentation an SCR oxidation catalyst system would provide

approximately 75% reduction in NOx. The APCD recommends an SCR oxidation catalyst, or other equivalent measures be proposed, that will provide real quantifiable emission reduction on site.

This project will require a permit from the APCD and will be subject to the New Source Review Rule 204. Under Rule 204 equipment emitting more than 25 lbs/day of NOx requires Best Available Control Technology.

Please contact the APCD Engineering Division at 805 781-5912 for specific information regarding permitting requirements and for any other questions or comments you may have regarding this letter, please feel free to contact me at 805-781-4667.

Sincerely,



Melissa Guise  
Air Quality Specialist  
MAG/his

cc: Dora Drexler, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

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RE: Hitachi Zosen Anaerobic Digester  
ATTACHMENT 05

Byrnes, Dennis@CALFIRE <Dennis.Byrnes@fire.ca.gov>

Fri 6/10/2016 1:35 PM

Inbox

To: Brandi Cummings <bcummings@co.slo.ca.us>;

Cc: Salas, Mike@CALFIRE <Mike.Salas@fire.ca.gov>; Laurie Donnelly <laurie.donnelly@fire.ca.gov>; Tony.Gomes\_fire.ca.gov <Tony.Gomes@fire.ca.gov>; Jerilyn Moore <jerilyn.moore@fire.ca.gov>;

Brandi,  
Yes I am the lead on this project for CAL FIRE.  
Due to the unique nature of this project CAL FIRE/ San Luis Obispo County Fire Department is working closely with the applicant and the applicants Fire Protection Engineer to develop Fire/Life Safety standards. This is the first anaerobic digester (wet) designed by this company being constructed in the United States, so research is being conducted to developed standards and mitigate concerns. I anticipate meeting with the applicants Fire Protection Engineer the second week in July to start the primary review.

Regards

Dennis Byrnes  
Fire Captain / Fire Prevention  
**CAL FIRE** San Luis Obispo  
635 N. Santa Rosa  
San Luis Obispo, CA. 93405  
805-543-4244 Office  
805-543-4248 Fax

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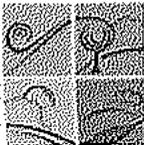
**From:** Brandi Cummings [bcummings@co.slo.ca.us]  
**Sent:** Thursday, June 09, 2016 9:00 PM  
**To:** Byrnes, Dennis@CALFIRE  
**Cc:** Salas, Mike@CALFIRE  
**Subject:** Hitachi Zosen Anaerobic Digester

Hi Dennis,

I'm not sure who is officially working on this project, but I believe you were the last one I spoke with about it.

I know Cal Fire and Building are working with the applicant team to address potential issues, but I am wondering if Cal Fire would like to submit a formal referral response for the staff report and file. If there are any special project conditions needed, those could be included as well.

Thanks,



Brandi Cummings  
Planner  
Department of Planning & Building  
County of San Luis Obispo  
805.781.1006



# DEPARTMENT OF PLANNING AND BUILDING

Promoting the wise use of land - Helping to build great communities

## THIS IS A NEW PROJECT REFERRAL

DATE: 4/28/2016

TO: ENV. HEALTH

FROM: Brandi Cummings (805-781-1006 or bcummings@co.slo.ca.us)  
South County Team / Development Review

MAY 2 2016  
SR 15082

**PROJECT DESCRIPTION:** DRC2015-00122 HITACHI ZOSEN INOVA – Request for a conditional use permit to allow construction of an anaerobic digestion plant to process green and food waste. The project includes removal of an existing 13,000 SF building and a new 36,000 SF building and related equipment. APN(s): 076-371-025 & 031

Return this letter with your comments attached no later than 14 days from receipt of this referral. CACs please respond within 60 days. Thank you.

### PART I - IS THE ATTACHED INFORMATION ADEQUATE TO COMPLETE YOUR REVIEW?

- YES (Please go on to PART II.)
- NO (Call me ASAP to discuss what else you need. We have only 10 days in which we must obtain comments from outside agencies.)

### PART II - ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?

- YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter.)
- NO (Please go on to PART III.)

### PART III - INDICATE YOUR RECOMMENDATION FOR FINAL ACTION.

Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial.

IF YOU HAVE "NO COMMENT," PLEASE SO INDICATE, OR CALL.

Please see attached Thank you

5/20/16  
Date

[Signature]  
Name

X 5551  
Phone

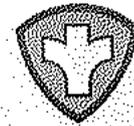
## COUNTY OF SAN LUIS OBISPO HEALTH AGENCY

## ATTACHMENT 05

**Public Health Department**

Jeff Hamm  
Health Agency Director

Penny Borenstein, M.D., M.P.H.  
Health Officer



**Public Health**  
Prevent. Promote. Protect.

May 20, 2016

To: Brandi Cummings  
South County Team / Development Review

From: Environmental Health  
Leslie Terry

Project Description: DRC2015-00122, Hitachi Zosen INOVA CUP  
APN 076-371-025 & 031

Prior to construction final, applicant to obtain appropriate level of permitting from this office for process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including a potential for a Risk Management Plan). Project may necessitate updates to the Waste Connections, Inc. Business Plan including but not limited to the site plan.

Confirm separation distances between water wells, basins, and septic system components.

If plan review for cross connection determines a device is necessary, then an annual device test requirement shall be added as a condition of this CUP.

Prior to construction final, the site shall have a permit for a Non-Transient Non-Community water system in process (reactivation of the CBI water system permit).



SAN LUIS OBISPO COUNTY  
ATTACHMENT 05  
**DEPARTMENT OF PUBLIC WORKS**

Wade Horton, Director

County Government Center, Room 206 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: [pwd@co.slo.ca.us](mailto:pwd@co.slo.ca.us)



Date: May 6, 2016  
To: Brandi Cummings, Project Planner  
From: Tim Tomlinson, Development Services  
Subject: **Public Works Comments on DRC2015-00122 Hitachi Zosen Inova CUP, Old Santa Fe Rd., SLO, APN 076-371-025 & 031**

Thank you for the opportunity to provide information on the proposed subject project. It has been reviewed by several divisions of Public Works, and this represents our consolidated response.

**Public Works Comments:**

- A. Project site may be located within the City of San Luis Obispo Sphere of Influence per Memorandum of Agreement (MOA) approved by the Board on October 18, 2005. City road impact fees may be applicable to this project.
- B. The proposed project is within a drainage review area as there is an area of considerable flooding down stream of this project. A drainage plan is required to be prepared by a registered civil engineer and it will be reviewed at the time of Building Permit submittal by Public Works. The applicant should review Chapter 22.52.110 of the Land Use Ordinance prior to future submittal of development permits. Additional detention of storm water for flood control purposes may be required.
- C. The project meets the applicability criteria for Storm Water Management. Therefore, the project is required to submit a Storm Water Control Plan Application and Coversheet. The Storm Water Control Plan application and template can be found at:  
<http://www.slocounty.ca.gov/Assets/PL/Forms+and+Information+Library/Construction+Permit+Documents/Grading+and+Drainage+Documents/SWCP+Application+Pkg.pdf>

The Post Construction Requirement (PCR) Handbook can be found at:  
[http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new\\_stormwater/PCR+Handbook+1.1.pdf](http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new_stormwater/PCR+Handbook+1.1.pdf)

The provided SWCP appears adequate

**Recommended Project Conditions of Approval** ELEMENT 05

**Access**

1. **At the time of application for construction permits**, the applicant shall provide evidence to the Department of Planning and Building that onsite circulation and pavement structural sections have been designed and shall be constructed in conformance with Cal Fire standards and specifications back to the nearest public maintained roadway.
2. **At the time of application for construction permits**, and in accordance with Streets and Highway Code Section 1480.5 & 1481 the applicant shall submit an application to the Department of Public Works for an Encroachment Permit to reconstruct, if necessary, all deteriorated or non-compliant parent parcel frontage improvements.

**Drainage**

3. **At the time of application for construction permits**, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) of the Land Use Ordinance. Provide calculations to determine if all drainage must be retained or detained on-site (the design of the basin shall be approved by the Department of Public Works).

**Storm Water Control Plan**

4. **At the time of application for construction permits**, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.
5. **At the time of application for construction permits**, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.
6. **Prior to issuance of construction permits**, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.



## Community Development

919 Palm Street, San Luis Obispo, CA 93401-9249  
805.781.7170  
society.org

June 8, 2016

Brandi Cummings  
Department of Planning and Building  
County of San Luis Obispo  
976 Osos St., Rm. 300  
San Luis Obispo, CA 93408

**SUBJECT: Proposed Conditional Use Permit for an anerobic digestion plant to process green and food waste; 4388 Old Santa Fe Road, San Luis Obispo (DRC 2015-000122 HITACHI Zosen INOVA)**

This letter serves as the City of San Luis Obispo's comment letter on the conditional use permit review to allow construction of an anaerobic digestion plant to process green and food waste.

The 2005 City/County Memorandum of Understanding states that the County and City should work cooperatively to plan for future uses and public services and facilities to improve and maintain area circulation, connections, and to preserve agricultural land and open space, and we appreciate this opportunity to provide input. The project is located within the City of San Luis Obispo's Airport Area Specific Plan (AASP) and is designated for annexation.

This letter includes comments and recommended conditions of approval which should be included with any project approvals.

### Airport Land Use Plan

Due to the proposed project's close proximity to County Airport runways 7-25 & 11-29, and proposed installation of the new blower and flare, and rooftop photovoltaics, staff recommends consultation with the County staff liaison to the Airport Land Use Commission to verify conformance with any overflight safety provisions of the Airport Land Use Plan (glare, emissions, etc.) and to determine whether the project should be reviewed by the County Airport Land Use Commission.

### Airport Area Specific Plan

The project site is located within the Airport Area Specific Plan (AASP) and is designated for annexation to the City of San Luis Obispo. Project approvals in this area should be coordinated with planned development and infrastructure improvements in the AASP. The AASP provides a framework to guide development decisions in the

City of San Luis Obispo referral response  
Hitachi Zosen Inova (DRC2015-00122)

planning area and conditions of approval to accommodate planned infrastructure should be applied accordingly (please see Public Works comments and conditions below).

For the complete Airport Area Specific Plan, please see the following link:  
<http://www.slocity.org/government/department-directory/community-development/planning-zoning/specific-area-plans/airport-area>

## **Public Works Department Comments**

### ***Comments for the County Referral Projects accessed from Buckley Road***

1. All projects should be conditioned to be consistent with the City's Airport Area Specific Plan (AASP) street and infrastructure recommendations.
2. Transportation Impact fees are primarily for off-site mitigation needed to serve development in this area. This includes the Buckley Road extension to Higuera, work at Broad/TFR and the LOVR interchange location. AASP fees do not include collections of funds for this section of Buckley Road. The County no longer collects Fringe Fees for these purposes and has turned responsibility over to the City to implement many of the area projects.

### ***Recommended Condition of Approval***

*Should the County consider approval of the application to construct the commercial building, the City requests the following conditions be required:*

1. In order to mitigate offsite traffic impacts, fees shall be required for City transportation Impact fees for various programs. These fees will need to be paid at time of building permit issuance but may also be paid prior to map recordation consistent with County policies. These fees should include:
  - a. Citywide Transportation Impact Fee
  - b. Airport Area Specific Plan Fee
  - c. LOVR Interchange Mitigation Fee

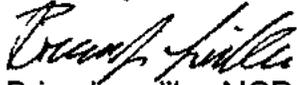
**The City requests to continue to be notified/consulted on further project review such as any significant project modifications, environmental review, and upcoming hearings.**

Please feel free to contact me if you have any questions or would like to arrange a meeting. I can be contacted by phone at 805-781-7166, or by e-mail: [bleveille@slocity.org](mailto:bleveille@slocity.org)

Thank you for considering City Community Development Department comments on the proposed project.

City of San Luis Obispo referral response  
Hitachi Zosen Inova (DRC2015-00122)

Sincerely,



Brian Leveille, AICP

Senior Planner

Long Range Planning

City of San Luis Obispo, Community Development Department

CC: San Luis Obispo City Council  
Xzandrea Fowler, Deputy Director of Community Development  
Tim Bochum, Deputy Director of Public Works  
Hal Hannula, Supervising Civil Engineer  
Jake Hudson, Traffic Operations Manager

## **STAFF REPORT SAN LUIS OBISPO COUNTY AIRPORT LAND USE COMMISSION**

**DATE: JUNE 29, 2016**

**TO: AIRPORT LAND USE COMMISSION (ALUC)**

**FROM: BRIAN PEDROTTI, COUNTY PLANNING AND BUILDING**

**REFERRING**

**AGENCY: COUNTY OF SAN LUIS OBISPO  
APPLICANT: HITACHI ZOSEN INOVA, U.S.A., LLC  
COUNTY FILE NUMBER: DRC2015-00122  
PROJECT MANAGER: BRANDI CUMMINGS**

**SUBJECT: A REFERRAL BY THE COUNTY OF SAN LUIS OBISPO (COUNTY) FOR A DETERMINATION OF CONSISTENCY OR INCONSISTENCY REGARDING A CONDITIONAL USE PERMIT (CUP) TO ALLOW FOR THE CONSTRUCTION OF AN ANAEROBIC DIGESTION PLANT TO PROCESS GREEN AND FOOD WASTE. THE PROJECT INCLUDES AN EXISTING 13,000 SQUARE FOOT BUILDING AND A NEW 36,000 SQUARE FOOT BUILDING AND RELATED EQUIPMENT.**

**LOCATION: THE 12.5-ACRE PROPERTY (APNs: 076-371-025 AND 031) IS LOCATED AT 4388 OLD SANTA FE ROAD, AND IS WITHIN THE INDUSTRIAL LAND USE CATEGORY. THE PROPOSED PROJECT IS LOCATED IN THE SAN LUIS OBISPO COUNTY REGIONAL AIRPORT LAND USE PLAN (ALUP) – AVIATION SAFETY AREAS S-1B AND THE RPZ (RUNWAY PROTECTION ZONE).**

**RECOMMENDATION:**

Recommend a determination of consistency with the ALUP to the County of San Luis Obispo for a Conditional Use Permit (CUP) to allow for the construction of an anaerobic digestion plant to process green and food waste subject to the conditions of approval set forth below.

**Finding(s):**

- a) The proposed project is consistent with General Land Use Policies, G-1 through G-3 because: all information required for review of the proposed local action was provided by the referring agency; the project (as conditioned) would not result in any incompatibilities to the continued economic vitality and efficient operation of the Airport with specific respect to safety, noise, overflight or obstacle clearance; and since some of the lots affected by the proposed project or local action are located in more than one noise exposure area or aviation safety area, the standards for each such area will be applied separately to the land area lying within each noise or safety zone;
- b) The proposed project is consistent with the Specific Land Use Policies for Noise because the area affected by the project or local action is located within the 60 dB CNEL airport noise contour and development of any moderately noise-sensitive uses such as offices shall meet the requirements of interior noise levels specified in Table 4 and Section 4.3.3 of the ALUP;
- c) The proposed project is consistent with the Specific Land Use Policies for Safety because the proposed development would not result in a density greater than specified in Table 7; the proposed development would not result in a greater building

- coverage than permitted by Table 7; and the proposed development would not result in high intensity land uses or special land use functions as conditioned;
- d) The proposed project is consistent with the Specific Land Use Policies for Airspace Protection because the proposed gas flare is fully enclosed in a concrete foundation and is only used occasionally for excess biogas combustion, and the proposed development shall not include any structure, landscaping, glare, apparatus, or other feature, whether temporary or permanent in nature to constitute an obstruction to air navigation or a hazard to air navigation;
- e) The proposed project is consistent with the Specific Land Use Policies for Overflight because the proposed development has been conditioned to record avigation easements for each property developed within the project area prior to the issuance of any building permit or minor use permit; and all owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the Airport Area; and
- f) The proposed development within the project area will not exceed the maximum building coverage nor increase densities greater than what is allowed per Table 7 of the ALUP, because the square footage of the space and maximum number of people per acre do not surpass the requirements set by the ALUP as discussed in the report, and will be incorporated into the conditions of approval for the development permits.

**PROJECT DESCRIPTION:**

Proposal: Construction of an anaerobic digestion plant to process green and food waste

Setting: Industrial and commercial uses

Existing Uses: Four buildings, including a manufacturing building [21,382 square feet (sq.ft.)] and office area (5,000 sq.ft.), a paint booth building (7,160 sq.ft.), a manufactured building/portable restroom, and a 47-foot tall one-story manufacturing building (13,128 sq. ft.), also known as the "plate cutting" building

Site Area: Approximately 12.5 acres

**DISCUSSION:****Anaerobic Digestion Plant**

The applicant has submitted a proposal for the construction of an anaerobic digestion plant to process green and food waste. The plant will utilize the existing 13,128 square foot building (formerly, the plate cutting building) with the addition of 36,000 square feet of new construction, including the introduction of equipment related to the anaerobic digestion process. A new office trailer will be located west of the existing plate cutting building. An 80-space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming/outgoing trucks. As initially referred, the project includes a compressed natural gas ("CNG") fueling station for the potential to fuel the increasing fleet of CNG-fueled trucks. However, the applicant has indicated that the fueling station is longer going to be included in the project.

**Setting/Existing Uses/Site Area**

The project site consists of two parcels totaling 12.5 acres located at 4388 Old Santa Fe Road, east of Hoover Road. The subject parcels (APNs: 076-371-025 and 031) are in the Industrial land use category. The site is developed with four buildings as described above. Surrounding land uses include: the SLO Regional Airport to the north, light industrial and Airport to the south and east, and vacant County-owned land to the west.

Airport Land Use Plan Applicability

The project site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29 and approximately 400 feet from active runway 11. The project site is within the 60 dB Airport Land Use Plan Noise Contour, as shown on ALUP Figure 1 (Airport Noise Contours) and the 75 dB Single Event Noise Contour, as shown on ALUP Figure 2 (Single Event Noise Contours). A portion of the property is located within the RPZ, however, no development is proposed within the RPZ.

ALUP 5.3 Land Use Compatibility Table

Staff has identified the primary use as Agricultural Processing, as defined in Section 8 of the ALUP, because the project involves "receiving and processing of green material which is not produced on-site (commercial composting)." The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to the values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited within the RPZ, but no portion of the operation is proposed in this area.

Although the fueling station constitutes a special function land use, specifically an unusually hazardous use (defined to include "fuel pumping facilities") which is prohibited within S-1b, the applicant has indicated that the fueling station will not be included in the project. The ALUP defines "unusually hazardous uses" as follows: "land uses which include features which could substantially contribute to the severity of an aircraft accident if they were to be involved in one; includes above ground storage of substantial quantities of flammable materials, fuel pumping facilities, above ground electric transmission lines or switching facilities, above ground pipelines carrying flammable materials, and other similar uses." Aside from the fueling station, the only other proposed uses potentially falling within this definition include the above ground storage tank and pipelines storing/carrying flammable materials. The proposed tank includes a secondary biogas storage unit in the upper portion of the tank which is intended to be used as occasional backup storage, and will not be continuously filled with flammable material. Based on the foregoing and as conditioned, the project does not include features that could "substantially contribute" to the severity of an aircraft accident nor does it include the above ground storage of "substantial quantities" of flammable materials. This is an issue the Commission should deliberate further during this hearing so the Applicant and Airports Manager can work toward a final resolution. A finding will need to be made to address this conclusion.

ALUP Table 7 – Density Adjustment

Based on review of the ALUP Table 7 (Planning Requirements and density adjustments for Land Uses within the Aviation Safety Areas for the San Luis Obispo County Regional Airport): 1) the maximum building coverage (% of gross area) is 10 percent for Airport Safety Area S-1b; 2) the maximum density of use (non-residential) is 40 persons/acre for Airport Safety Area S-1b; and 3) Special Function and High Intensity Land Uses are not allowed within the Airport Safety Area S-1b.

ALUP Table 8 – Non-Residential Land Use Densities

Based on review of ALUP Table 8 – Non-Residential Land Use Densities: 1) Agriculture (Agricultural processing) maximum density is 1 person per 200 sq. ft. gross floor area, plus one person per 1000 sq. ft. outdoor processing area is allowable; and 2) Offices maximum density is 1 person per 200 sq. ft. gross floor area.

Density and Building Coverage Calculations

The applicant's requested density for the anaerobic digester facility is based on 8.83 gross acres within the S-1b Airport Safety Area. Based on ALUP Table 7, a maximum non-residential density of up to 40 persons per acre is allowed. Based on ALUP Table 8, density is determined for the facility as 1 person per 200 sq.ft; and 1 person per 200 sq.ft. gross floor area for Office.

Airspace Protection

The construction of tall structures, including buildings and construction cranes – in the vicinity of an airport can be hazardous to the navigation of airplanes. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from penetration by obstructions in order to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage needing to be evaluated for tall structure impacts can extend miles from an airport facility. The proposed digester facility, as well as any tall structure(s) proposed as future development for other parcels, shall be reviewed by the Air Traffic Division of the FAA to determine compliance with the provisions of FAR Part 77.

The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport. Draft revisions to the ALP, which are currently under review but not yet finalized by the FAA, show that a portion of the proposed building will potentially encroach on the critical area associated with the glideslope antenna signals. The primary concern associated with interference in the critical area is with moving vehicles or aircraft that could affect radio frequencies. According to the consultant for the revised ALP, buildings are less likely to interfere with these frequencies, but any proposed building should be reviewed by the FAA. In addition, the ALP also includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future road alignments.

The proposed plan also includes an emergency gas flare for excess biogas that can accumulate, and is used on an occasional and limited basis in case of emergency or for routine maintenance purposes. The gas flare is entirely located within a concrete foundation. In addition, exhaust air from the digester is released in a large open concrete tank filled with pieces of tree roots to absorb odors. The applicant has indicated that airflow through the tree roots is continuous and will discourage birds, which can be a hazard to airplanes, from foraging for food.

**Maximum Non-residential density (S1b):**

$$\underline{8.83 \text{ gross acres} \times 40 \text{ person per acre} = 353 \text{ persons total}}$$

**Maximum Agricultural Processing density:**

Indoor Production = 49,000 sq.ft

1 person per 200 sq.ft. of indoor processing =

$$1 \text{ person} \times 49,000 \text{ sq.ft.} / 200 \text{ sq.ft. (245)} = 245 \text{ persons}$$

$$\underline{Aq \text{ Processing Density} = 245 \text{ persons}}$$

**Maximum Office density:**

Offices = 1,000 sq.ft.

1 person per 200 sq.ft. of gross floor area for office =

$$1 \text{ person} \times 1,000 \text{ sq.ft.} / 200 \text{ sq.ft. (5)} = 5 \text{ persons}$$

$$\underline{Office \text{ Density} = 5 \text{ persons}}$$

**Maximum Building Coverage: (includes total acreage in S1b and RPZ)**

$$\underline{12.53 \text{ gross acres} \times 10\% = 1.25 \text{ acres (54,450 sq.ft.)}}$$

**Conditions of Approval to be incorporated into any use permit(s) for development:**

1. The non-residential density for the property is limited to 353 persons, the maximum agricultural processing density is limited to 245 persons, and the maximum office density is limited to 5 persons.

2. The building coverage for the property is limited to 1.25 acres (54,450 sq.ft.).
3. All tall structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities must be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for a building permit. The applicant shall also coordinate with the FAA on potential structural encroachments into the glidescope critical areas as shown on the draft Airport Layout Plan.
4. All moderately noise sensitive land uses on the Project Site shall include noise mitigation as required by the ALUP.
5. No structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
6. Any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
  - creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - lighting which is difficult to distinguish from airport lighting;
  - glare in the eyes of pilots using the airport;
  - uses which attract birds and create bird strike hazards;
  - uses which produce visually significant quantities of smoke; and
  - uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).
7. Avigation easements shall be recorded for each property developed within the area included in the proposed local action prior to the issuance of any building permit or conditional use permit.
8. All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area.
9. Consistent with the representations of the application, no fueling station shall be included in the project.

**EXHIBITS:**

- Ex. 1-8: Project Graphics  
Ex. 9: Project Description Package



ATTACHMENT 05  
**Negative Declaration & Notice Of Determination**

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

**ENVIRONMENTAL DETERMINATION NO. ED15-266**

**DATE: 7-21-2016**

**PROJECT/ENTITLEMENT:** Hitachi Zosen Inova Conditional Use Permit; DRC2015-00122

**APPLICANT NAME:** Hitachi Zosen Inova USA, LLC      **Email:** William.Skinner@hz-inova.com  
**ADDRESS:** 3740 Davinci Court, Ste 250, Norcross, CA 30092  
**CONTACT PERSON:** Carol Florence      **Telephone:** 805-541-4509

**PROPOSED USES/INTENT:** Hearing to consider a request by Hitachi Zosen Inova USA, LLC for a Conditional Use Permit to allow for the construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area. The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities. The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres. The proposed project is within the Industrial land use category. The site is in the San Luis Obispo Sub Area (North) of the San Luis Obispo planning area.

**LOCATION:** 4388 Old Santa Fe Road, approximately 850 feet east of Hoover Avenue and Old Santa Fe Road, south of the community of San Luis Obispo.

**LEAD AGENCY:** County of San Luis Obispo  
Dept of Planning & Building  
976 Osos Street, Rm. 200  
San Luis Obispo, CA 93408-2040  
Website: <http://www.sloplanning.org>

**STATE CLEARINGHOUSE REVIEW:** YES  NO

**OTHER POTENTIAL PERMITTING AGENCIES:** Air Pollution Control District Environmental Health

**ADDITIONAL INFORMATION:** Additional information pertaining to this Environmental Determination may be obtained by contacting the above Lead Agency address or (805)781-5600.

**COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT ..... 4:30 p.m. (2 wks from above DATE)**

**30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification**

<b>Notice of Determination</b>		State Clearinghouse No. _____	
This is to advise that the San Luis Obispo County _____ as <input type="checkbox"/> Lead Agency			
<input type="checkbox"/> Responsible Agency approved/denied the above described project on _____, and has made the following determinations regarding the above described project:			
The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures and monitoring were made a condition of approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.			
This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at the 'Lead Agency' address above.			
Signature	Brandi Cummings (bcummings@co.slo.ca.us)	Date	County of San Luis Obispo
	<b>Project Manager Name</b>		<b>Public Agency</b>



ATTACHMENT 05  
**Initial Study Summary – Environmental Checklist**

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

(ver 6.9) 2/24/15

**Project Title & No.** Hitachi Zosen Inova USA, LLC Conditional Use Permit **ED15-266**  
(DRC2015-00122)

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Recreation
<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hazards/Hazardous Materials	<input checked="" type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Noise	<input type="checkbox"/> Wastewater
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Water /Hydrology
<input type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Brandi Cummings (bcummings@co.slo.ca.us) Brandi Cummings 7.13.16  
Prepared by (Print) Signature Date

James Caruso James Caruso Ellen Carroll, 7.13.16  
Reviewed by (Print) Signature (for) Environmental Coordinator Date

**Project Environmental Analysis**

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

**A. PROJECT**

**DESCRIPTION:** A request by Hitachi Zosen Inova USA, LLC for a Conditional Use Permit to allow for the construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area (see map below). The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres. The proposed project is within the Industrial land use category and is located at 4388 Old Santa Fe Road, approximately 850 feet east of Hoover Avenue and Old Santa Fe Road, south of the community of San Luis Obispo. The site is in the San Luis Obispo Sub Area (North) of the San Luis Obispo planning area.

**Construction:** The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 1,059 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities.

**Plant Operations:** The ADP will be manned five days a week in a single-shift. All maintenance and service tasks will be carried out during this time. Brief inspections will be made on weekends and during emergency and stand-by times. The actual digestion process takes place automatically around-the-clock without maintenance. Biogas production and utilization will also take place around-the-clock.

The organic material, which consists of approximately 80% - 90% organic green waste and 10% - 20% food waste, will be delivered to the plant and deposited in the reception hall. All handling of organic materials will take place in closed and ventilated rooms. Automatic roll doors will allow trucks to enter the facility and close immediately upon safe entry. From there, the material will be fed into the processing area using a wheel loader. The material will be pre-processed through a star screen that will remove contaminants such as plastic, paper and other non-organic items. Ferromagnetic particles will also be removed. The material will then be shredded and screened to pieces of approximately 2-inch in size. The pre-treated material will then be transported to an intermediate storage bunker. The dosing unit will be equipped with a conveyor chain (alternative: push floor) feeding the material in batches to the digester via conveyor belts or screw conveyors. The dosing unit will be equipped with a scale to monitor the amount of material fed into the digester.

**The Kompogas Digester.** The continuously fed, horizontal PF1800 plug-flow digester has a capacity of 1,800 m<sup>3</sup> (64,000 cubic feet±) at a filling level of approximately 85%. The digester is a patented steel structure with inner dimensions of approximately 38.3 m (126 feet) / 44m (144

feet) x 8.5m (28 feet) (length x diameter). A heating system, consisting of a central heat distribution system installed underneath the digester and a series of heating lances inserted through the digester, ensures that the process temperature is reached rapidly and is constantly maintained. Hot water supplied by the combined heat and power unit (CHP) is used as the heating media. In order to minimize heat losses, the steel tank is enclosed by thermal insulation. The central heat distribution system is installed underneath the digester within the enclosure, accessible by doors from both ends.

The digestion process is based on anaerobic-thermophilic dry digestion at a temperature of approx. 55°C / 131°F and a retention time of approximately fourteen (14) days. Any unwanted seeds, germ buds and micro-organisms are eliminated inside the gas-tight digester. A slowly turning agitator device results in de-gasification, while sedimentation of heavy matter in the digestion substrate is addressed due to special positioning of the agitator paddles.

**Dewatering.** The digested remainder material will be removed out of the reactor by the outlet pump and dewatered by screw presses, which separate the digested substrate into press cake (ultimately compost) and press water (ultimately liquid digestate/compost tea). The liquid digestate/compost tea will be piped into the press water tank, where it will be stored for future use off-site. A portion of the presswater will be treated by advanced mechanical press water treatment and recirculated for moistening the input feedstock material. The water surplus can also be stored for the further utilization. The press water can be used for moistening compost piles.

**Presswater and Loading.** Liquid digestate from the presswater feeding tank will be pumped to one large presswater storage tank outside of the main building. Storage tanks are covered by a gas and odor tight membrane and equipped with a water tight door. This allows access for periodic removal of sediments with equipment (e.g., Bobcat). The head space above the presswater tank (within the gas membrane) will be used for secondary biogas storage. Presswater can be used as liquid organic amendment in the agriculture industry. Agriculturists will pick up liquid digestate and fill their trucks directly at the storage tank, by means of a digestate loading station.

**Post-Treatment of Solid Digestate.** Solid digestate will be taken from underneath the dewatering presses (dripping cone) with a shovel loader and deposited into one of several open boxes, located in the compost hall. The digestate will be subject to aerobic stabilization and removal of volatile organic compounds. Air will be blown for approximately twenty-one (21) days through the material by means of ventilation channels in the floor, therefore allowing a rapid aerobic stabilization. The exhaust air of those boxes, as well as the air of the whole post-treatment hall, will be collected and piped to the waste air treatment plant (i.e., a system including piping, bio-filter, exhaust, humidification, etc.).

**Biogas Utilization.** The space in the head section of the digester is used as a storage buffer for the continuously produced biogas. This ensures optimal operation of the biogas utilization equipment and hence efficient energy use. The biogas is extracted from the digester/gas storage through stainless steel pipes and fed first into a biogas pretreatment/cleaning system, or directly into the CHP.

Raw biogas from the digester is first desulfurized and then dewatered to an acceptable level for the following biogas utilization systems. The biogas is analyzed for its content of methane (CH<sub>4</sub>), carbon dioxide (CO<sub>2</sub>), oxygen (O<sub>2</sub>) and hydrogen sulfide (H<sub>2</sub>S). The following describes the quantity and quality of the raw biogas during the operational phases of the process.

**Heating of Liquid Digestate (inoculum):** Little biogas is produced in this phase, but what gas is produced is flared. The duration of this phase of the process is approximately four (4) to six (6) weeks depending upon the quality of the liquid digestate and climatic conditions.

**Digester Feeding:** The digester is temperature controlled for enhanced degradation stability and rate. Shortly after the first feedstock is added to the digester and once the target temperature is reached, the biogas quality is typically good (i.e., >50% CH<sub>4</sub>).

The pre-treated biogas is lead to a combined heat and power (CHP) unit. The CHP unit is a complete module with gas controller, gas engine, generator, exhaust funnel, heat recovery, cooling unit, catalyst and control unit. It is installed in a container, ready for connection and supplied for outdoor installation. The CHP is designed to ensure maximum possible electrical efficiency and high availability. The electrical power can be fed into the grid, while a small amount of heat (approximately 25%) is used for heating the fermenter.

**Exhaust Air.** The digester is a completely closed system, as the process operates under anaerobic conditions (i.e., in the absence of air). Therefore, no emissions are released into the surrounding environment by the digestion plant. Exhaust air collected from the various halls is moistened with water by means of a nozzle system operated with compressed air. Reaching humidity levels of 95% guarantees an optimal operation of the subsequent biofilter, requiring minimal maintenance. To lower the total air volume to be treated by the biofilter, the total exhaust air collected in the waste treatment hall is directed to the composting hall as inlet air. The air from the treatment hall is reused for aeration of the composting hall before it is led to the biofilter for treatment.

The biofilter consists of a large open concrete tank with a permeable floor to allow for air flow, and is filled completely with pieces of tree roots. Root wood will consist of 70 – 90% coniferous (e.g., spruce, fir, pine) and 10 – 30% hardwood. After being shredded and sieved to between 40 – 120 mm, the wood chunks offer a large surface as a breeding ground for natural micro-organisms which absorb the volatile organic compounds contained in the exhaust air. The loosely stacked biofilter results in a minimal pressure loss of the exhaust air stream.

To prevent the air from penetrating into the environment, both the treatment hall and the composting hall are kept in a state of slight under-pressure. In the areas of the dewatering and digestate storage of residues, higher odor emissions, such as NH<sub>3</sub>, are expected. Therefore, in the area of the dewatering screw press and the decanter, an air exchange rate of approximately four (4) per hour is anticipated. Further, the feeding and transfer hopper of the screw presses are connected to the exhaust system to evacuate the odor emissions at their source. Blinds/shutters are installed in the back wall of the screw presses to minimize the odor emission in the area of the dewatering presses and decanter.

The waste water collecting shaft is also connected to the exhaust air system. For the area on front of the composting boxes, the overall exchange rate is approximately three (3) per hour. Both liquid storage tanks are connected to the exhaust air system. To prevent an ex-zone within the tanks, an emergency aspiration will be installed in case of failure of the main air exhaust system. Besides the exhaust air coming from the treatment hall, another part of fresh air must be entrained by blinds/shutters or hall-gates into the composting hall.

Before the exhaust air reaches the biofilter, it is humidified. This can be performed by introducing an injection nozzle system into the air duct and applying air and water into the opposite direction of the exhaust air stream. The ADP will be installed with an ammonia scrubber which will prevent inhibition and high odor emissions in the biofilter.

**ASSESSOR PARCEL NUMBER(S):** 076-371-025, 076-371-031

Latitude: 35 degrees 14' 23.5674" N Longitude: -120 degrees 39' 5.1186" W

**SUPERVISORIAL DISTRICT # 3**

**B. EXISTING SETTING**

**PLAN AREA:** San Luis Obispo      **SUB:** San Luis Obispo(North)      **COMM:** San Luis Obispo

**LAND USE CATEGORY:** Industrial

**COMB. DESIGNATION:** Airport Review

**PARCEL SIZE:** 12.53 acres

**TOPOGRAPHY:** Nearly level

**VEGETATION:** Urban-built up

**EXISTING USES:** Industrial uses ; Waste Connections

**SURROUNDING LAND USE CATEGORIES AND USES:**

<i>North:</i> Recreation; airport runway/vacant	<i>East:</i> Industrial/Public Facilities; airport /offices/industrial
<i>South:</i> Public Facilities; airport	<i>West:</i> Agriculture; undeveloped

## C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, at least one issue was identified as having a potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.



### COUNTY OF SAN LUIS OBISPO INITIAL STUDY CHECKLIST

1. AESTHETICS	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The proposed project is located across two parcels that total 12.53 acres. The property is located in the Industrial land use category and is surrounded by Agriculture, Recreation, Industrial, and Public Facilities land use categories. The San Luis Obispo County Regional Airport is located to the north and east of the project site and agricultural properties are located to the south and west. The property is located in an unincorporated area within the City of San Luis Obispo's Urban Reserve Line and greenbelt boundary.

The property is currently utilized by Waste Connections, a solid waste hauling company. The existing site is characterized by buildings, waste container and dumpster storage, haul trucks, and related maintenance equipment. The existing building to be remodeled is located on the rear parcel and is 47 feet in height.

The project is not located in a Sensitive Resource Area, Scenic View Area, or Highway Corridor Design area and is not visible from Highway 227 (Broad Street).

**Impact.** The project consists of the remodel of an existing 47 foot tall building, and an addition to that structure that will be 40 feet tall. The existing building and proposed addition are aesthetically similar to the other Waste Connections buildings and nearby airport structures. The project is surrounded by industrial and office buildings directly to the east, the airport to the north, and open agricultural lands to the south and west. The project will not be visible from any major public roadway or silhouette against any ridgelines as viewed from public roadways. Safety lighting will be installed on the building

and outdoor equipment as necessary. An existing 80 space dirt parking lot will be re-surfaced with pavement, but no additional parking lot lighting will be installed. The project is considered compatible with the surrounding uses.

**Mitigation/Conclusion.** No significant aesthetic impacts are expected and no mitigation is required.

**2. AGRICULTURAL RESOURCES**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Conflict with existing zoning for agricultural use, or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting. Project Elements.** The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Industrial

Historic/Existing Commercial Crops: None

State Classification: Prime Farmland if irrigated

In Agricultural Preserve? Yes

Under Williamson Act contract? No

The soil type(s) and characteristics on the subject property include:

Cropley clay (0 - 2 % slope). This nearly level clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class II when irrigated.

Cropley clay (2 - 9 % slope). This gently sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class II when irrigated.

**Impact.** The project is located in a predominantly non-agricultural area with no agricultural activities occurring on the property or immediate vicinity. The proposed project will be located on a heavily disturbed site that currently serves as a storage and maintenance area for Waste Connections. The area comprises of highly compacted dirt and concrete. No significant impacts to agricultural resources are anticipated.

**Mitigation/Conclusion.** No mitigation measures are necessary.

**3. AIR QUALITY**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>GREENHOUSE GASES</b>				
f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

The project proposes to disturb soils that have been given a wind erodibility rating of 4, which is considered "moderate."

"Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The CARB has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because

people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions and because the presence of pollution detracts from the recreational experience. The nearest residence is located approximately 1,500 feet to the south of the project site. The nearest school/daycare is located approximately 2,600 feet to the northeast of the project site." (RCH Group, March 29, 2016).

Currently, Waste Connections hauls green waste to either Cold Canyon Land Fill (approximately 5 miles southeast) or Engel & Gray, Inc.'s Regional Compost Facility in Santa Maria (approximately 31 miles southeast). Residential food waste is not currently collected.

The applicant has submitted an *Air Quality Technical Memorandum* (RCH Group, April 20, 2016) as well as an *Air Quality Technical Report* (RCH Group, March 29, 2016).

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,
3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO<sub>2</sub>/year (MT CO<sub>2</sub>e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO<sub>2</sub>e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As

a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation.

**Impact.** The proposed project will add to Waste Connection's current collection services by providing residential food waste service. Two additional collection trucks will be added to Waste Management's current fleet to collect commercial food waste and two new residential food waste collection truck drivers and five on-site employees will be hired to run the project. Collection trucks will return to the Waste Connections site to deposit green and food waste in the anaerobic digester facility. Automatic roll doors will allow trucks to enter the facility and close immediately after entry, minimizing odor leakage. The facility will be kept at negative pressure, so outside air will be pulled in when the doors open, preventing inside air and odors from escaping. The material is prescreened to remove trash and then shredded into 2-inch sized matter. Shredded material is loaded into a heated plug-flow digester and is transformed into three by-products: biogas, solid digestate (compost), and liquid digestate (compost tea). Biogas is collected from the digester and pretreated/cleaned. From there the biogas will be utilized by the combined heat and power plant (CHP) to produce electricity to power the operations of the plant and produce heat for the digester to maintain optimum temperature; excess electricity will be fed into the PG&E power grid. Excess gas and gas produced during maintenance periods and project startup will be flared. Solid compost will be taken to a storage area for aerobic stabilization and the exhaust air from this process will be piped to the waste air treatment plant. Liquid digestate will be pumped to one large presswater storage tank outside of the main building. Storage tanks are covered by a gas and odor tight membrane and equipped with a water tight door. The head space above the presswater tank (within the gas membrane) will be used for secondary biogas storage.

**Construction Phase.** As proposed, the project will result in the disturbance of approximately 4.8 acres. "A total of 1,800 cubic yards of cut and 800 cubic yards of fill were estimated during site grading. Based on CalEEMod, a total of 325 haul truck round trips were estimated for cut and fill." (RCH Group, March 29, 2016). This will result in the creation of construction dust, as well as short- and long-term vehicle emissions.

"Construction activities are expected to occur for a duration of approximately seven months and be completed by the end of November 2017. Construction phases would include site preparation, grading, building construction, paving, and architectural coating. Typically, construction activities would occur eight hours per day, Monday through Friday. The CalEEMod was used to quantify construction-related pollutant emissions." (RCH Group, March 29, 2016).

Table AQ-1 below shows the SLO County APCD Thresholds of Significance for Construction Emissions. Tables AQ-2 and AQ-3 below show the estimated peak daily, annual, and quarterly construction emissions.

**Table AQ-1: Thresholds of Significance for Construction Emissions**

Pollutant	Threshold		
	Daily <sup>a</sup>	Quarterly Tier 1 <sup>b</sup>	Quarterly Tier 2 <sup>c</sup>
Ozone Precursors (ROG + NO <sub>x</sub> )	137 pounds	2.5 tons	6.3 tons
Diesel Particulate Matter (DPM)	7 pounds	0.13 tons	0.32 tons
Fugitive Particulate Matter (PM <sub>10</sub> ), Dust <sup>d</sup>	--	2.5 tons	--

Source: Table 2 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-2: Estimated Peak Daily Construction Emissions (pounds)**

	Ozone Precursors (ROG+ NO <sub>x</sub> )	DPM	Fugitive PM <sub>10</sub> Dust
Proposed Project Peak Daily Emissions	63.6 + 51.9 = 115.5	2.5	20.2
Significance Threshold	137	7	--
Significant?	No	No	No

Source: Table 4 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-3: Estimated Annual and Quarterly Construction Emissions (tons)**

	Ozone Precursors (ROG+ NO <sub>x</sub> )	DPM	Fugitive PM <sub>10</sub> Dust
Proposed Project Annual Emissions	0.81 + 2.02 = 2.83	0.11	0.13
Proposed Project Quarterly Emissions	0.40 + 1.01 = 1.41	0.06	0.6
Quarterly Tier 1 Significance Threshold	2.5	0.13	2.5
Significant?	No	No	No

Source: Table 5 of the Air Quality Technical Report (RCH Group, March 29, 2016)

"All construction-related emissions would be below the SLO County APCD's thresholds of significance for construction. However, construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. High winds (greater than 10 miles per hour) occur infrequently in the area, less than two percent of the time. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM<sub>10</sub> concentrations may be adversely affected on a temporary and intermittent basis during construction. In addition, the fugitive dust generated by construction would include not only PM<sub>10</sub>, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts." (RCH Group, March 29, 2016).

The San Luis Obispo County Air Pollution Control District (SLOCAPCD) reviewed the project referral and Air Quality Technical Report (RCH Group, March 29, 2016) and "agrees the construction phase impacts will likely be less than the SLOCAPCD's significance threshold valued identified in Table 2-1 of the CEQA Air Quality Handbook...[s]taff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report." (Guise, APCD Comments Regarding the Kompogas Anaerobic Digestion Plan Initial Study/Mitigated Negative Declaration, May 11, 2016).

**Operational Phase.** The proposed project will add to Waste Connection's current collection services by providing residential food waste service. Two additional collection trucks will be added to Waste Management's current fleet to collect commercial food waste. This will result in an increase of approximately 146 vehicle miles traveled (VMT) per day. Additionally, "[t]he proposed project would result in four new 20-mile haul truck round trips per week for transporting solid and liquid digestate to nearby agricultural areas. The proposed project would also increase the number of worker trips per day due to five new on-site employees and the two new commercial food waste collection truck drivers. Emissions from collection trucks, haul trucks, and employee vehicles were calculated using EMFAC and comprise the mobile (on-road vehicles) emissions." (RCH Group, March 29, 2016).

"The proposed project on-site operations would require the use of a wheel loader, forklift, and pickup truck. The proposed project would use CNG to power the forklift and pick-up truck, however, the analysis assumed a diesel-fueled forklift and a gasoline-fueled pick-up truck in the emission estimates as a conservative analysis. Mobile off-road equipment emissions were estimated using OFFROAD and EMFAC, and comprise the mobile (off-road equipment) emissions." (RCH Group, March 29, 2016).

Biogas produced by the digester will be utilized by the combined heat and power plant (CHP) to produce electricity to power the operations of the plant and produce heat for the digester to maintain optimum temperature. "The combined heat and power unit ("CHP") would be equipped with a selective catalytic reduction unit ("SCR") with Oxicat. SCR is one of the most cost-effective and fuel-efficient diesel engine emissions control technologies available and would control ROG emissions, including air toxics such as formaldehyde and benzene (byproducts of the combustion of gaseous fuels). Additionally, the biogas flare will provide ninety-eight percent (98%) destruction efficiency for any toxics present in the biogas." (*Draft Initial Study Checklist*, Oasis Associated, Inc., April 2016). SCR is a process of converting NO<sub>x</sub> with the aid of a catalyst, into nitrogen and water.

Table AQ-4 shown below shows the SLO County APCD Thresholds of Significance for Operational Emissions. Tables AQ-5 and AQ-6 show the estimated daily operational emissions for the CHP with and without a SCR/Oxicat. Table AQ-7 shows the estimated daily operational emissions of the flare. Table AQ-9 shows the estimated annual operational emissions of the project.

As seen in Table AQ-8, daily ROG and NO<sub>x</sub> emissions from the project would exceed the APCD's threshold of 25 lbs/day and is considered a significant impact requiring mitigation (See Exhibit B).

**Table AQ-4: Thresholds of Significance for Construction Emissions**

Pollutant	Threshold	
	Daily	Annual
Ozone Precursors (ROG + NO <sub>x</sub> ) <sup>a,b</sup>	25 pounds/day	25 tons/year
Diesel Particulate Matter (DPM) <sup>a,c</sup>	1.25 pounds/day	--
Fugitive Particulate Matter (PM10), Dust <sup>d</sup>	25 pounds/day	25 tons/year
Carbon Monoxide (CO)	550 pounds/day	--

Source: Table 2 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-5: Estimated Daily Operational Emissions (CHP with SCR/Oxicat) (pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$8.8 - 5.9 = 14.7$	0.59	--	41.0
<b>Total Daily Emissions</b>	<b>24.3</b>	<b>0.69</b>	<b>0.2</b>	<b>45.3</b>
Significance Threshold	25	1.25	25	550
Significant?	No	No	No	No

Source: Table 7 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-6: Estimated Daily Operational Emissions (CHP without SCR/Oxicat) (pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$23.4 + 64.5 = 87.9$	0.59	--	147
<b>Total Daily Emissions</b>	<b>97.5</b>	<b>0.69</b>	<b>0.2</b>	<b>151</b>
Significance Threshold	25	1.25	25	550
Significant?	Yes	No	No	No

Source: Table 6 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-7: Estimated Daily Operational Emissions (Flare)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
Flare	$0.0 + 12.8 = 12.8$	--	--	31.9
<b>Total Daily Emissions</b>	<b>22.4</b>	<b>0.1</b>	<b>0.2</b>	<b>36.2</b>
Significance Threshold	25	1.25	25	550
Significant?	No	No	No	No

Source: Table 8 of the Air Quality Technical Report (RCH Group, March 29, 2016)

**Table AQ-8: Estimated Daily Operational Emissions (all, pounds)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
Area Sources	$3.5 + 0.0 = 3.5$	0.0	--	0.0
Energy	$0.0 + 0.4 = 0.4$	0.0	--	0.3
Mobile (Off-Road Equipment)	$0.2 + 1.5 = 1.7$	0.1	0.1	2.1
Mobile (On-Road Vehicles)	$0.1 + 3.9 = 4.0$	0.0	0.1	1.9
CHP	$11.4 + 7.5 = 18.9$	0.76	--	53.1
<b>Total Daily Emissions</b>	<b>28.5</b>	<b>0.86</b>	<b>0.2</b>	<b>57.4</b>
Significance Threshold	25	1.25	25	550
Significant?	Yes	No	No	No

Source: Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Technical Memorandum (dated May 24, 2016)

**Table AQ-9: Estimated Annual Operational Emissions (tons)**

Source	Ozone Precursors (ROG+ NOx)	DPM	Fugitive PM10 Dust	CO
<b>Significance Threshold</b>	<b>25</b>	<b>--</b>	<b>25</b>	<b>--</b>
<b>Initial Year (CHP without SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	4.1 + 11.4 = 15.5	0.0	--	25.8
Flare	0.0 + 0.6 = 0.6	0.1	--	1.4
<b>Total</b>	<b>17.0</b>	<b>0.1</b>	<b>0.0</b>	<b>30.3</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Initial Year (CHP with SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	1.6 + 1.0 = 2.6	0.0	--	7.2
Flare	0.0 + 0.6 = 0.6	0.1	--	1.4
<b>Total</b>	<b>4.1</b>	<b>0.1</b>	<b>0.0</b>	<b>11.5</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Subsequent Year (CHP without SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	5.5 + 15.1 = 20.6	0.0	--	34.3
Flare	0.0 + 0.1 = 0.1	0.0	--	0.2
<b>Total</b>	<b>21.6</b>	<b>0.0</b>	<b>0.0</b>	<b>37.6</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Subsequent Year (CHP with SCR/Oxicat)</b>				
Area	0.6 + 0.1 = 0.1	0.0	--	2.5
Energy	0.0 + 0.1 = 0.1	0.0	0.0	0.1
Mobile (Off-Road Equipment)	0.0 + 0.2 = 0.2	0.0	0.0	0.3
Mobile (On-Road Vehicles)	0.0 + 0.5 = 0.5	0.0	--	0.2
CHP	2.1 + 1.4 = 3.5	0.0	--	9.6
Flare	0.0 + 0.1 = 0.1	0.0	--	0.2
<b>Total</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND (RCH Group, May 24, 2016)

**Greenhouse Gas Emissions.** This project is an anaerobic digester plant for processing green and food waste. Using the GHG threshold information described in the Setting section, the project is expected to generate less than bright-line numerical value threshold of 10,000 MT CO<sub>2</sub>e/yr for stationary

source (industrial) projects of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions. Section 15064(h)(2) of the CEQA Guidelines provide guidance on how to evaluate cumulative impacts. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required.

The projected greenhouse gas emissions for this project during the initial and subsequent operational years are shown below in Tables AQ-10 and AQ-11 and are compared to the 10,000 MT CO<sub>2</sub>e/yr threshold. (*Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND*, RCH Group, May 24, 2016).

**Table AQ-10: Estimated GHG Emissions during Initial Year of the Proposed Project**

Source	Annual CO <sub>2</sub> e Metric Tons/year
Construction (25-year amortized)	9.61
<b>Operations</b>	
Area Sources	<0.1
Energy	160
Water	26.8
Mobile (Off-Road Equipment)	40.8
Mobile (On-Road Vehicles)	176
CHP Unit	4,538
Flare	3.85
<b>Total Emissions (Construction plus Operations)</b>	<b>4,955</b>
<b>SLO County Significance Threshold</b>	<b>10,000</b>
<b>Potentially Significant?</b>	<b>No</b>

Source: *Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND* (RCH Group, May 24, 2016)

**Table AQ-11: Estimated GHG Emissions during Subsequent Years of the Proposed Project**

Source	Annual CO <sub>2</sub> e Metric Tons/year
Construction (25-year amortized)	9.61
<b>Operations</b>	
Area Sources	<0.1
Energy	160
Water	26.8
Mobile (Off-Road Equipment)	40.8
Mobile (On-Road Vehicles)	176
CHP Unit	6,024
Flare	0.60
<b>Total Emissions (Construction plus Operations)</b>	<b>6,438</b>
<b>SLO County Significance Threshold</b>	<b>10,000</b>
<b>Potentially Significant?</b>	<b>No</b>

Source: *Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant IS/MND* (RCH Group, May 24, 2016)

**Odors.** \*The SLO County APCD CEQA Air Quality Handbook contains project screening level distances for nuisance sources. The SLO County APCD recommends contacting their Enforcement Division if a project is proposed within the screening level distances. An anaerobic digestion facility is not listed among the potential nuisance sources; however, the proposed project would handle organic waste similar to a composting facility or transfer station. The project screening level distance for a composting facility and transfer station is one mile. The proposed project is approximately 1,500 feet away from existing residences to the south.

Based on hourly meteorological surface data from the SLO Regional Airport (adjacent and northeast of the project site) from 2009 through 2013, the wind direction is predominately from the northwest with a high frequency of calm and low wind conditions. The regional average annual wind speed is 6.8 mph (See Appendix AQ-2 for wind rose and distribution). Residential receptors are approximately 1,500 feet to the south (downwind) of the project site and could be potentially exposed to objectionable odors from the proposed project.

The proposed project would not include any composting operations or storage of liquid digestate in open ponds/lagoons, which have the greatest potential to cause odor issues. The AD process would occur in an enclosed facility. Collection trucks would back into the facility through roll-up doors and drop organic waste in the receiving area. Organics would be pretreated and then sent to an intermediate storage bunker, where a crane feeds organics into the digester. The AD process occurs in a fully enclosed reactor and the exhaust air from the enclosed facility would be cleaned using a biofilter.\* (RCH Group, March 29, 2016).

**Mitigation/Conclusion.** Mitigation measures are proposed to address dust control, odors, contaminated soil, lead, ROG/NOX emissions and asbestos. See Exhibit B of this document for a complete list of mitigation measures.

#### 4. BIOLOGICAL RESOURCES

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species* or their habitats?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish &amp; Wildlife or U.S. Fish &amp; Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened or endangered, as described in this section.

**Setting.** The following are existing elements on or near the proposed project relating to potential biological concerns:

On-site Vegetation: Developed property, little to no vegetation

Name and distance from blue line creek(s): 500 feet east of unnamed creek

Habitat(s): Developed property, little to no vegetation

Site's tree canopy coverage: Approximately 0%

The Natural Diversity Database (or other biological references) identified the following species potentially existing within approximately one mile of the proposed project:

**Vegetation:**

Cambria morning-glory (*Calystegia subacaulis* ssp. *episcopalis*) List 4

The potential for the Cambria morning-glory (*Calystegia subacaulis* ssp. *episcopalis*) has been identified about 0.07 miles to the west. This perennial herb is a California and a San Luis Obispo County endemic, which is found in chaparral and foothill woodland communities at elevations between 60 and 500 meters (200 to 1,640 feet). This species blooms from April to May. Cambria morning glory is listed as rare by the CNPS (List 1B, RED 3-2-3).

Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) List 1B, FSC

The potential for the Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) has been identified about 0.01 miles to the northeast. This species occurs primarily within valley and foothill annual grassland habitats containing alkaline soils (Tibor, 2001). This annual herb typically blooms from June through November. In San Luis Obispo County, this species has been documented as occurring in low valleys and foothill woodlands. The species is considered extremely rare on the California Native Plant Society (CNPS) List 1B (RED 3-3-3).

Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*) List 1B

The potential for the Hoover's button-celery (*Eryngium aristulatum* var. *hooveri*) has been identified about 0.07 miles to the west. This annual/perennial herb is found generally in vernal pool areas at elevations between 3 and 45 meters (10 to 150 feet). It has a blooming period of July. The CNPS considers this plant extremely rare (List 1b, RED 3-3-3).

The project is within an area considered suitable for Pismo clarkia.

The project is within 0.6 mile of a serpentine outcrop area. Serpentine soils are known to support several rare and endangered plants.

**Wildlife:**

American badger (*Taxidea taxus*)

The potential for the American badger (*Taxidea taxus*) has been identified about 0.34 miles to the north. In California, Badgers range throughout the state except for the humid coastal forests of northwestern California (Del Norte and Humboldt Co). Badger populations have declined drastically in California within the last century (Grinnell et al., 1937; Longhurst, 1940), where they now survive only in low numbers in peripheral parts of the central valley and adjacent lowlands to the west in eastern Monterey, Mendocino, San Benito and San Luis Obispo counties. In California, Badgers occupy a diversity of habitats. The principal requirements seem to be sufficient food, friable soils, and relatively open, uncultivated ground. Grasslands, savannas, and mountain meadows near timberline are preferred. Badgers prey primarily on burrowing rodents such as Gophers (*Thomomys*), Ground Squirrels (*Spermophilus*, *Ammospermophilus*), Marmots (*Marmota*), and Kangaroo Rats (*Dipodomys*). They are predatory specialists on these rodents, although they will eat a variety of other animals, including mice, Woodrats, reptiles, birds and their eggs, bees and other insects, etc.

Deliberate killing probably has been a major factor in the decline of Badger populations with many people regarding them as detrimental to their interests. Cultivation is adverse to Badgers, as they do not survive on cultivated land. Agricultural and urban developments have been the primary causes of decline and extirpation of populations of Badgers in California. Rodent and predator poisoning pose double threats through direct and secondary poisoning of Badgers and elimination of the food Badgers are dependent upon. Shooting and trapping of Badgers for animal "control" is another source of mortality.

#### Ferruginous hawk (*Buteo regalis*) CSC

The potential the ferruginous hawk (*Buteo regalis*) has been identified about 0.65 miles to the north. The ferruginous hawk is a wintering species of grasslands and agricultural areas in southwestern CA. They roost in open areas, usually in a lone tree or utility pole, and often in an unshaded area. They do not breed in CA, only in locations from Oregon to Alaska. They require large, open tracts of grasslands, sparse shrub, or desert habitats with elevated structures for nesting.

#### Vernal pool fairy shrimp (*Branchinecta lynchi*) FT

The potential for the vernal pool fairy shrimp (*Branchinecta lynchi*) has been identified about 0.07 miles to the west. The vernal pool fairy shrimp is considered federally threatened. This species is endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, as well as found in rain-filled pools. The shrimp inhabits small, clear-water sandstone-depression pools and grassed swales, earth slumps, or basalt-flow depression pools.

#### Western pond turtle (*Emys marmorata pallida*), CSC, FSC

The potential for the western pond turtle (*Emys marmorata pallida*) has been identified about 0.64 miles to the north. The western pond turtle is a federal and California Species of Special Concern. This is an aquatic turtle that uses upland habitat seasonally. They occur in ponds, streams, lakes, ditches, and marshes. The species prefers slow-water aquatic habitat with available basking sites nearby. Hatchlings require shallow water habitat with relatively dense submergent vegetation for foraging.

**Impact.** Vegetation on the site consists of ornamental trees, shrubs, and ground covers that are located at the entry and parking lot adjacent to the main office building. No native vegetation, sensitive habitat, or wetlands occur on-site. There are four existing buildings that are located within Waste Connections' storage yard, portions of which are paved, while the balance of the area is surfaced with compacted gravel. The site is relatively flat with a gradual slope to an east-west drainage channel running through the middle of the site. This channel conveys runoff from Old Santa Fe Road and the majority of the site, and serves as an overflow channel for the San Luis Obispo County's Regional Airport detention basin. This man-made drainage channel is maintained to ensure an unimpeded capture and flow of stormwater. Runoff from the portion of the site that that does not drain to the channel is collected in area drains and conveyed via an existing pipe off-site to a drainage channel west of the subject properties.

There are no natural drainage features on site, but stormwater that is not retained on-site eventually flows off-site to the west. There are a number of named and unnamed drainages that ultimately flow to San Luis Creek and into the Pacific Ocean at Avila Beach. While the proposed project includes an additional structure and related paving, post construction stormwater facilities, pursuant to the County's Stormwater Control Plan requirements, will be implemented. These low impact development measures include gravel trenches and infiltration basins. The infiltration basins and gravel trenches treat and infiltrate stormwater runoff from the site, reduce the volume of runoff, and retard runoff so that post-developed peak flowrates do not exceed the pre-developed flowrates. Additionally, the project will include the installation of a 10,000 gallon cistern to collect, store, and use roof runoff for facility operations.

**Mitigation/Conclusion.** No significant biological impacts are expected to occur, and no mitigation measures are necessary.

## 5. CULTURAL RESOURCES

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb archaeological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historical resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Cause a substantial adverse change to a Tribal Cultural Resource?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Cultural Resources

**Setting.** The project is located in an area historically occupied by the Obispeno Chumash. No historic structures are present and no paleontological resources are known to exist in the area. The project is not located within a mapped Archaeologically Sensitive Area.

No previous cultural surveys were found for the subject property. A search of ¼ mile around the subject property identified the following previous survey work: 1 report where no resources were encountered; 0 report where resources were identified.

In order to meet AB52 Cultural Resources requirements, outreach to four Native American tribes groups had been conducted (Northern Salinan, Xolon Salinan, Yak Tityu Tityu Northern Chumash, and the Northern Chumash Tribal Council); no comments or requests for consultation were received.

The project site has been heavily disturbed since the early 1980's when Trusco Tank, a steel tank manufacturing company owned and developed the site. Chicago Bridge & Ironworks (CB&I) purchased and further developed the site. Waste Connections took over the site in 2012 and constructed an outdoor storage yard for the hauling trucks and waste containers.

**Impact.** The project is not located in an area that would be considered culturally sensitive due to lack of physical features typically associated with prehistoric occupation. Per AB52, tribal consultation was performed and no resources were identified. Impacts to historical or paleontological resources are not expected.

**Mitigation/Conclusion.** No significant cultural resource impacts are expected to occur, and no mitigation measures are necessary.

## 6. GEOLOGY AND SOILS

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**6. GEOLOGY AND SOILS**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant impact	Not Applicable
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone", or other known fault zones*?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\* Per Division of Mines and Geology Special Publication #42

**Setting.** The following relates to the project's geologic aspects or conditions:

Topography: Nearly level

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to moderate

Liquefaction Potential: Low to Moderate

Nearby potentially active faults?: 1 Capable fault Distance? 0.25 miles

Area known to contain serpentine or ultramafic rock or soils?: No

Shrink/Swell potential of soil: High

Other notable geologic features? None

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts.

**Impact.** As proposed, the project will result in the disturbance of approximately 4.8 acres (210,200 square feet). Site improvements resulting in this disturbance include a driveway around the facility and three 2-foot deep infiltration basins that will serve as a stormwater control measure. A *Geotechnical Engineering Report* (Earth Systems Pacific, March 21, 2016) was prepared for this project. The report

concludes that the site is suitable provided the recommendations contained in the report are implemented during construction.

**Mitigation/Conclusion.** Mitigation measures are proposed to incorporate the recommendations from the *Geotechnical Engineering Report*. See Exhibit B for complete mitigation measures.

<b>7. HAZARDS &amp; HAZARDOUS MATERIALS - Will the project:</b>	<b>Potentially Significant</b>	<b>Impact can &amp; will be mitigated</b>	<b>Insignificant Impact</b>	<b>Not Applicable</b>
a) <i>Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impair implementation or physically interfere with an adopted emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Be within a 'very high' fire hazard severity zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project is not located in an area of known hazardous material contamination. The project is not within a 'high' or 'very high' severity risk area for fire.

Under federal and State laws, any material, including waste, may be considered hazardous if it is specifically listed by statute, as such or if it is toxic (causes adverse human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases). The term "hazardous materials" is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment, if released into the workplace (State of California Health and Safety Code, Chapter 6.95 §25501(o)).

CalRecycle also regulates anaerobic digestion facilities as either compost facilities or transfer and processing facilities, depending upon whether the feedstock is compostable. CalRecycle implements and oversees the regulatory requirements in California Code of Regulations Title 14, along with its designated local enforcement agencies (LEAs). CalRecycle also included permit tiers for digestion operations and facilities that are based upon the amount of material processed.

**Fire Protection.** The project site is currently not served by a water purveyor, but is served by an on-site well with private water storage tanks. The Waste Connections property has an independent fire pump operating at 75 HP with 1,500 GPM output rated at 71 psi. A shared 200,000 gallon fire water tank is on an adjacent property immediately to the east. The tank is shared between three properties. The other two properties are owned/tenanted by Earth Systems Pacific (ESP) and CTI. ESP shares a separate fire pump with CTI. The Waste Connections property and ESP use well water to fill the fire tank. ESP's well is currently set to auto-fill the tank, but the subject property's well can also be set to auto fill. A supply line is connected from the tank to the 1,500 gpm private pump on Waste Connections' property. The fire pump is dedicated to the Waste Connections facility and does not provide service to the ESP or CTI facilities. There is no formal recorded agreement for the shared responsibility and use of the fire water tank and related systems between the three properties. Currently water, maintenance, and upkeep responsibilities have been shared between the properties on an informal basis. (*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016)

**Airport Review Combining Designation.** The project is within the County's Airport Review combining designation (AR). The AR is used to recognize and minimize the potential conflict between new development around the San Luis Obispo County Regional Airport and the ability of aircraft to safely and efficiently maneuver to and from this airport. This includes additional standards relating to limiting structure/vegetation heights as well as avoiding airport operation conflicts (e.g., exterior lighting, radio/electronic interference, etc.). The site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29, and approximately 400 feet from active runway 11. A portion of the property is located within the Runway Protection Zone (RPZ).

The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport.

The Airport Land Use Plan (ALUP) provides guidance for and limitations to the type of development allowed within the AR designation.

**Impact.** The proposed project is not found on the 'Cortese List' (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). The project is not expected to conflict with any regional emergency response or evacuation plan.

The proposed project is considered a medium volume facility under CalRecycle standards, taking in an average 15 – 100 tons per day, not to exceed 700 tons per week or 36,400 tons per year. Based upon this volume, the proposed project is in the Registration Permit Tier (§17896.5).

**Fire Protection.** The proposed project is unique in nature and is the first facility of this type to be designed and constructed in the United States. Cal Fire is working closely with the applicant and the applicant's Fire Protection Engineer to research and develop standards that would mitigate any potential safety concerns.

With respect to the proposed HZI project, the risk of fire hazard is generally low because of the tightly controlled internal environment within the digester itself. In addition, the anaerobic digestion facility and biogas transmission lines will operate with very low pressures, similar to residential natural gas distribution lines, minimizing high pressure conditions. The facility will include redundant fire safety relief valves to prevent over pressurizing, flame arresters, gas detectors, and physical barriers to minimize fire and explosion hazards. That said, a fire or explosion condition could develop in an upset condition through process or equipment failure. (*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016)

**Airport Review Area.** The primary use of the project, as defined in Section 8 of the Airport Land Use Plan (ALUP), is "Agricultural Processing" because the project involves "receiving and processing of green material which is not produced on-site (commercial composting)." The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited in RPZ, but no portion of the proposed project is proposed in the RPZ area.

Unusually hazardous uses are prohibited in the S-1b area. The above-ground presswater tank with backup biogas storage tank could potentially meet this definition. However, only the upper portion (approximately 10%) of the 300,000 gallon tank would be used for occasional backup storage and would not be continuously filled with flammable material. The biogas in this tank would not be compressed, and would be approximately 2 psi in pressure. As conditioned, this project does not include features that could substantially contribute to the severity of an aircraft accident nor does it include the above ground storage of substantial quantities of flammable materials.

Draft revisions to the ALP, which are under review but not yet approved by the FFA, show that a portion of the proposed building will potentially encroach on the critical area associated with the glideslope antenna signals. According to the consultant for the revised ALP, buildings are less likely to interfere with those frequencies, but all structures should be reviewed by the FFA.

Additionally, the ALP includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future alignments.

Exhaust air from the digester is released into a waste air treatment plant – a large concrete tank filled with pieces of tree roots to absorb odors. Airflow through the tree roots is continuous and will discourage birds, which can be hazardous to airplanes.

Per the ALUP, the proposed use is considered "conditionally approvable". The project was reviewed by the Airport Land Use Commission (ALUC) on June 29, 2016. The ALUC recommended conditions to limit density, require aviation easements, and prohibit project characteristics that would interfere with maneuvering of aircraft. The project was also referred to the County Airport Manager who commented that the project should undergo FFA review, provide evidence that there will be no impact to the Instrument Landing System as ultimately planned, and shall not have lighting that would interfere with aircraft operations. All projects within the AR designation are required to obtain an aviation easement to secure avigable airspace.

Safety lighting will be installed on the building and outdoor equipment as necessary. An existing 80 space dirt parking lot will be re-surfaced with pavement, but no additional parking lot lighting will be installed.

**Mitigation/Conclusion.** Mitigation measures are proposed that require the applicant to implement all

recommendations and suggestions of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation*, as well as all requirements and recommendations relating to airport safety. Mitigation measures are listed in detail in Exhibit B.

**8. NOISE**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate permanent increases in the ambient noise levels in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Cause a temporary or periodic increase in ambient noise in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project is located adjacent to the end of San Luis Obispo County Regional Airport's main runway. During commercial jet takeoff, the existing facility experiences noise levels in the 75 to 85 decibel (dB) range. Industrial land uses are not considered noise-sensitive, however offices are. Table N-1 below shows the maximum allowed exterior noise levels when measured at a noise-sensitive land use.

**Table N-1: Title 22 Maximum Allowed Exterior Noise Level Standards**

Maximum Allowed Exterior Noise Level Standards		
Sound levels	Daytime 7 a.m. to 10 p.m.	Nighttime (1) 10 p.m. to 7 a.m.
Hourly Equivalent Sound Level (L <sub>eq</sub> , dB)	50	45
Maximum level, dB	70	65

In the event the measured ambient noise level exceeds the applicable exterior noise level standard, above, the standard shall be adjusted to equal the ambient noise plus one dB.

**Impact.** The project is within the Airport Review designation and the area is subject to relatively low aircraft flyovers.

An *Acoustical Analysis* (David Dubbink Associates, February 17, 2016) was prepared to analyze the noise impacts created by this project.

"For the ADP, noise measurements are reported for all of the individual components at a digester plant in Ottenbach, Germany. The metric used was Leq which is the average sound energy over the measurement period. Indoor measurements were typically made 2 meters (6.5 feet) from the source. There were also outdoor measurements of the same equipment for two of the locations." (David Dubink Associates, February 17, 2016).

**Table N-2: Noise Measurements for ADP Equipment in Ottenbach, Germany (Leq)**

<b>Equipment</b>	<b>Indoor @ 6.5 feet</b>	<b>Outdoors</b>
Fan Room	90.6	51.7
CHP*	88.6	60.8
Shredder	93.2	---
Sieve	88.3	---

\*Combined Heat and Power

*Source: Acoustical Analysis (David Dubbink Associates, February 17, 2016)*

"The Ottenbach study also evaluated the noise levels at a distance from the ADP facility (at 30 meters, equivalent to 100 feet). The measurements were made in the afternoon with all equipment in operation. The combined noise from operations at this distance was 41.0 LAeq. The "A" signifies a weighting is made for the frequencies most audible to humans. The unweighted sound level was a Leq of 62.4 indicating production of a significant low frequency sound component." (David Dubink Associates, February 17, 2016).

The table below summarized the various noise levels and metrics.

**Table N-3: Noise Levels at Project Site**

<b>Operation</b>	<b>Level</b>	<b>Metric</b>
Regional Jet Departure	75 to 85	Lmax
24 Hour Air Operations	75	Ldn
ADP Operations @ 100 ft.	41	Leq

*Source: Acoustical Analysis (David Dubbink Associates, February 17, 2016)*

(Day Night Average Sound Level (DNL or Ldn) is a measurement taken over 24 hours. The DNL is different from Leq, because it gives a penalty to operations taking place at night between 10pm and 7am. This measurement is used by federal agencies including the FAA.)

The report concludes that "The existing sound level for the area is in the realm of 75 Ldn. If the existing ambient level exceeds that standard as it does here, the standard is shifted to one decibel above the existing ambient, or 76 Ldn. If the assumption is made that operations at the ADP will occur throughout a 24 hour day the resulting Ldn would be 48.4, and if this is added to the existing Ldn of 75 the total is 76.008 Ldn. (In logarithmic addition the larger numbers dominate the math). It is evident that the ADP does not shift the Ldn standard above the level permitted in an office area." (David Dubbink Associates, February 17, 2016).

**Mitigation/Conclusion.** No significant noise impacts are anticipated, and no mitigation measures are necessary.

**9. POPULATION/HOUSING***Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county. The County's Inclusionary Housing Ordinance requires provision of new affordable housing in conjunction with both residential and nonresidential development and subdivisions.

**Impact.** Two new food waste collection truck drivers and five on-site employees will be hired to run the ADP. The project will not result in a need for a significant amount of new housing, and will not displace existing housing.

**Mitigation/Conclusion.** No significant population and housing impacts are anticipated. The project will offset its cumulative impact to the shortage of affordable housing stock by payment of the housing impact fee, as required by ordinance. No mitigation measures are necessary.

**10. PUBLIC SERVICES/UTILITIES***Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Police protection (e.g., Sheriff, CHP)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Schools?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Roads?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Solid Wastes?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project area is served by the following public services/facilities:

Police: County Sheriff

Location: San Luis Obispo (Kansas Ave.) Approximately 3 miles to the north

Fire: Cal Fire (formerly CDF)

Hazard Severity: Not Applicable

Response Time: 5-10 minutes

Location: Approximately 0.7 miles to the east

School District: San Luis Coastal Unified School District.

For additional information regarding fire hazard impacts, go to the 'Hazards and Hazardous Materials' section

**Impact.** No significant project-specific impacts to utilities or public services were identified. This project, along with others in the area, will have a cumulative effect on police/sheriff and fire protection, and schools. The project's direct and cumulative impacts are within the general assumptions of allowed use for the subject property that was used to estimate the fees in place.

**Mitigation/Conclusion.** Regarding cumulative effects, public facility (County) and school (State Government Code 65995 et seq.) fee programs have been adopted to address this impact, and will reduce the cumulative impacts to less than significant levels.

## 11. RECREATION

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Recreation

**Setting.** The County's Parks and Recreation Element does not show that a potential trail goes through the proposed project. The project is not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area.

**Impact.** The proposed project will not create a significant need for additional park, Natural Area, and/or recreational resources.

**Mitigation/Conclusion.** No significant recreation impacts are anticipated, and no mitigation measures are necessary.

## 12. TRANSPORTATION/CIRCULATION

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Level of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>12. TRANSPORTATION/CIRCULATION</b>	<b>Potentially Significant</b>	<b>Impact can &amp; will be mitigated</b>	<b>Insignificant impact</b>	<b>Not Applicable</b>
<i>Will the project:</i>				
<b>c) Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>d) Provide for adequate emergency access?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>e) Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>f) Conflict with an applicable congestion management program?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>h) Result in a change in air traffic patterns that may result in substantial safety risks?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>i) Other: _____</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The County has established the acceptable Level of Service (LOS) on roads for this urban area as "D" or better. The existing road network in the area including the project's access street, Santa Fe Road, is operating at acceptable levels. Based on existing road speeds and configuration (vertical and horizontal road curves), sight distance is considered acceptable.

Referrals were sent to County Public Works and San Luis Obispo City Community Development. The project is subject to the City of San Luis Obispo's Citywide Transportation Impact Fee, Airport Area Specific Plan, and LOVR Interchange Mitigation Fee, which addresses cumulative impacts to City roads in the area.

**Vehicle Trips.** Waste Connections currently has nine dedicated green waste haul trucks that operate Monday through Friday. Green waste collected on those routes is disposed of primarily at Engle & Grey in Santa Maria, with the balance disposed of at Cold Canyon Landfill in Arroyo Grande. Current daily vehicle trips for green-waste pick up are 48, with 30 of those trips resulting from off-site disposal prior to returning to Waste Connections.

Table TR-1: Current Green Waste Vehicle Trips

Route	Number of Trucks	Average Daily Truck Trips		Total Average Daily Truck Trips
		Off-site unloading	WC facility	
South County	4	16	8	24
San Luis Obispo	2	8	4	12
North County	3	6	6	12
<b>TOTAL</b>	<b>9</b>	<b>30</b>	<b>18</b>	<b>48</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

As shown in Tables TR-2 and TR-3, below, the green waste collection trucks travel a total of 685 miles, excluding the residence-to-residence route miles.

Table TR-2: Detailed Daily Vehicle Miles Traveled by Route (existing)

Travel	Miles	Current	
		x*	Miles
WC to South County (Nipomo)	20		20
South County (Nipomo) to Engel & Gray, Santa Maria	10	3	30
Engel & Gray to WC	30		30
<b>South County ROUTE TOTAL</b>			<b>80</b>
WC to San Luis Obispo	5		5
SLO to Cold Canyon Landfill	5	3	15
Cold Canyon Landfill to WC	5		5
<b>SLO ROUTE TOTAL</b>			<b>25</b>
WC to North County (Cambria)	45		45
North County (Cambria) to Cold Canyon Landfill	55		55
Cold Canyon Landfill to WC	5		5
<b>North County ROUTE TOTAL</b>			<b>105</b>

\* Multiplier for reverse or repeated trips (e.g., South County Service Area to WC)

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

Table TR-3: Summary Daily Vehicle Miles Traveled by Route (existing)

Route	Trucks	Current	
		mi	sum
South County	4	80	320
San Luis Obispo	2	25	50
North County	3	105	315
Commercial Truck	A & B	0	0
<b>TOTAL DAILY MILES- ALL TRUCKS</b>			<b>685</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

**Impact. Vehicle Trips.** A *Vehicle Trip Generation Report* (Oasis Associates, May 13, 2016) was provided for this project. The proposed project is estimated to add two additional haul trucks for commercial food waste pickup. The two new haul trucks will add eight truck trips daily. Because green waste will be disposed of at the ADP facility on the Waste Connections site, the 30 off-site unloading trips of the existing fleet will be eliminated. Proposed daily vehicle trips for green-waste pick up are 38.

**Table TR-4: Projected Green Waste Vehicle Trips**

Route	Number of Trucks	Average Daily Truck Trips		Total Average Daily Truck Trips
		Off-site unloading	WC facility	
South County	4	0	16	16
San Luis Obispo	2	0	8	8
North County	3	0	6	6
Green Waste	2	0	8	8
<b>TOTAL</b>	<b>11</b>	<b>0</b>	<b>38</b>	<b>38</b>

*Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)*

Table TR-5: Detailed Daily Vehicle Miles Traveled by Route (proposed)

Travel		x*	Miles	x*	Miles	Delta
WC to South County (Nipomo)	20		20	4	80	
South County (Nipomo) to Engel & Gray, Santa Maria	10	3	30			
Engel & Gray to WC	30		30			
<b>South County ROUTE TOTAL</b>			<b>80</b>		<b>80</b>	<b>0</b>
WC to San Luis Obispo	5		5	4	20	
SLO to Cold Canyon Landfill	5	3	15			
Cold Canyon Landfill to WC	5		5			
<b>SLO ROUTE TOTAL</b>			<b>25</b>		<b>20</b>	<b>-5</b>
WC to North County (Cambria)	45		45	2	90	
North County (Cambria) to Cold Canyon Landfill	55		55			
Cold Canyon Landfill to WC	5		5			
<b>North County ROUTE TOTAL</b>			<b>105</b>		<b>90</b>	<b>-15</b>
<b>Commercial Truck (includes service route mileage)</b>						
Truck A: WC to North County (Cambria)	45		-	2	90	
Truck A: North County service area	10		-		10	
Truck A: WC to San Luis Obispo	5		-	2	10	
Truck A: SLO service area (partial)	15		-		15	
<b>Truck A subtotal</b>			<b>-</b>		<b>125</b>	<b>+125</b>
Truck B: WC to South County (Nipomo)	20		-	2	40	
Truck B: South County service area	10		-		10	
Truck B: WC to San Luis Obispo	5		-	2	10	
Truck B: SLO service area (partial)	15		-		15	
<b>Truck B subtotal</b>			<b>-</b>		<b>75</b>	<b>+75</b>
<b>COMMERCIAL TRUCK TOTAL</b>					<b>200</b>	
<b>TOTAL DAILY MILES</b>			<b>210</b>		<b>390</b>	<b>+180</b>

\* Multiplier for reverse or repeated trips (e.g., South County Service Area to WC)

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

Table TR-6: Summary Daily Vehicle Miles Traveled by Route (proposed)

Route	Trucks	Current		ADP		Delta
		mi	sum	mi	sum	
South County	4	80	320	80	320	0
San Luis Obispo	2	25	50	20	40	-10
North County	3	105	315	90	270	-45
Commercial Truck	A & B	0	0		200	+200
<b>TOTAL DAILY MILES- ALL TRUCKS</b>			<b>685</b>		<b>830</b>	<b>+145</b>

Source: Vehicle Trip Generation Report (Oasis Associates, May 13, 2016)

The proposed ADP project will not alter existing residential green-waste routes, but will modify the trip destinations and vehicle miles traveled (VMT). The total number of daily truck trips to the WC facility will increase by twenty (20) trips as off-site unloading is redistributed to the facility location. However,

overall total truck trips will be reduced by ten (10) trips daily, as unloading will be completed at the same location as the termination point of the daily routes. The total VMT will increase, mainly due to the new commercial food waste trucks. (*Oasis Associates, May 13, 2016*).

**Mitigation/Conclusion.** Mitigation measures are proposed to address San Luis Obispo City traffic impact fees. See Exhibit B for complete mitigation details.

### 13. WASTEWATER

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** Regulations and guidelines on proper wastewater system design and criteria are found within the County's Plumbing Code (hereafter CPC; see Chapter 7 of the Building and Construction Ordinance [Title 19]), the "Water Quality Control Plan, Central Coast Basin" (Regional Water Quality Control Board [RWQCB] hereafter referred to as the "Basin Plan"), and the California Plumbing Code. These regulations include specific requirements for both on-site and community wastewater systems. These regulations are applied to all new wastewater systems.

There is an existing on-site engineered septic system that was approved and installed during the permitting for Waste Connections.

**Impact.** The project proposes to use the existing on-site system as its means to dispose of wastewater. Based on the proposed project, the on-site system has the capacity to handle the project's additional effluent from the five new employees.

**Mitigation/Conclusion.** Given that the system is currently operating at acceptable levels and that it has the capacity to support existing commitments in addition to the proposed project, no mitigation measures are necessary.

### 14. WATER & HYDROLOGY

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<b>QUALITY</b>				
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 14. WATER & HYDROLOGY

	Potentially Significant	Impact can & will be mitigated	Insignificant impact	Not Applicable
<i>Will the project:</i>				
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Change rates of soil absorption, or amount or direction of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Involve activities within the 100-year flood zone?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>QUANTITY</b>				
h) Change the quantity or movement of available surface or ground water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Adversely affect community water service provider?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting.** The project proposes to obtain its water needs from an on-site well. The well will be utilized primarily during initial project start up. Once the ADP is up and running, the water needs of the system will be fulfilled from the in-system presswater tank. Water for fire suppression purposes (i.e. fire sprinklers) will be provided from an existing system that includes the existing well, pumps, and water storage.

The topography of the project is nearly level. The closest creek from the proposed development is approximately 0.1 miles away. As described in the NRCS Soil Survey, the soil surface is considered to have moderate erodibility.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County's Land Use Ordinance requires that temporary erosion and sedimentation measures to be installed.

**DRAINAGE** – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? No

Closest creek? Unnamed Creek Distance? Approximately 500 feet

Soil drainage characteristics: Very poorly drained

For areas where drainage is identified as a potential issue, the Land Use Ordinance (LUO Sec. 22.52.110 or CZLUO Sec. 23.05.042) includes a provision to prepare a drainage plan to minimize potential drainage impacts. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

**SEDIMENTATION AND EROSION** – Soil type, area of disturbance, and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in the previous Agriculture section under "Setting". As described in the NRCS Soil Survey, the project's soil erodibility is as follows:

Soil erodibility: Moderate

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

**Groundwater Basin.** The project is within the: San Luis Valley subbasin of the San Luis Obispo Valley Groundwater Basin. Per the County Master Water Plan, this basin is summarized as follows:

This groundwater basin is approximately 13,800 acres in size and consists of three sub-basins. Two of these sub-basins, Avila Valley subbasin and San Luis Valley subbasin, are within this WPA while the third, Edna Valley, is within WPA 7.

This sub-basin is the primary water source for the Los Ranchos/Edna Valley area, upper Los Osos valley, some rural residential areas, the airport area, the City of San Luis Obispo and agricultural uses.

The Department of Water Resources (DWR) has estimated the basin's maximum safe yield at 2,250 acre feet per year (afy). Thus, for 1990, there was an apparent overdraft of about 5,700 acre feet. Despite the fact that these calculations indicate a substantial overdraft, the absence of any persistent supply problems during the last ten years has caused some doubt that an overdraft condition really exists.

A study conducted by a consultant to the City of San Luis Obispo was completed in 1991. It suggests that there may be some justification for increasing the estimate of the basin's safe annual yield, based upon the observation that well levels in the area are not meaningfully lower, even after a decade when extractions exceeded 2,250 acre feet per year. However, these findings must be reconciled with reports that some well levels are, in fact, lower in some parts of the Los Ranchos/Edna Village area.

**RMS Annual Resource Summary Report.** The 2010 Annual Resource Summary Report has no recommended Level of Severity.

**City of San Luis Obispo.** The City of San Luis Obispo receives water primarily from the Salinas and Whale Rock reservoirs. Until 1989, the city relied completely on its allocation of surface water and did not extract any groundwater. In response to the drought of the late 80's, the City drilled new wells and

extracted approximately 1,950 acre feet per year (afy) in 1990 and 1991 to supplement the dwindling water supplies at the reservoirs. Use of these wells was discontinued in 1992 and 1993 because of high nitrate levels. The remaining wells, which are not impacted by contamination, can pump approximately 150 acre feet per year. Current city policy assumes groundwater extractions of 500 afy maximum. Agricultural irrigation accounted for an estimated 5,200 acre feet in 1990, while rural residential uses pumped an estimated 978 acre feet. From 1980 through 1989, extractions from the basin averaged about 5,800 afy.

A study conducted by a consultant to the City of San Luis Obispo was completed in 1991. It suggests that there may be some justification for increasing the estimate of the basin's safe annual yield, based upon the observation that well levels in the area are not meaningfully lower, even after a decade when extractions exceeded 2,250 acre feet per year. However, these findings must be reconciled with reports that some well levels are, in fact, lower in some parts of the Los Ranchos/Edna Village area. The City has considered a variety of projects to increase its water supply. The City has also proposed the expansion of the Salinas Reservoir by about 70 percent as an additional way to address its long-term water requirements. However, escalating cost estimates and concerns about seismic stability have caused the Salinas reservoir project to be accorded a lower priority. If the cost of water for other alternatives increases, desalination may become a more competitive option. Possibilities include a cooperative agreement with the City of Morro Bay and a facility near the Whale Rock reservoir, which could connect to the existing pipeline to San Luis Obispo.

In 2002, the San Luis Obispo city council voted to set its "reliability reserve" to zero (0) in its calculation of future water demand, thus reducing the city's requirement for additional supplies to serve its buildout population of 56,000.

In 2004, the city completed the first phase of a study to evaluate the yield of the groundwater basin according to alternative pumping scenarios which would involve coordination with withdrawals from the reservoir in years that are wetter or dryer than average. Preliminary estimates indicated that it may be possible to pump more than 500 afy under certain circumstances, without causing subsidence or significant reduction in stream flow. However, with the recent decision for City participation in the Nacimiento Project and the cost and uncertainty of additional studies needed to determine impacts to stream flows, the City Council has deferred additional phases of the groundwater investigation.

**County Master Water Plan.** Per the County Master Water Plan, the project is within the San Luis Obispo Water Planning Area (WPA) #6. The City of San Luis Obispo, unincorporated areas surrounding San Luis Obispo, California Men's Colony, and Cal Poly receive water from Whale Rock Reservoir and from the Salinas Reservoir (Santa Margarita Lake). The City also receives an allocation from the Nacimiento Water project. The City of San Luis Obispo also uses groundwater from wells near Los Osos Valley Road, and in Mitchell Park. The Coastal Branch of the State Water Project traverses the area, but there are no existing entitlements or turnouts from the system for the City of San Luis Obispo. Certain areas are also served by individual on-site wells.

**San Luis Obispo Area Plan EIR.** The project is within the San Luis Obispo planning area. In December, 1996, an Environmental Impact Report was certified as a part of the update of the San Luis Obispo Area Plan. The proposed level of development is consistent with the level of development evaluated in the EIR's buildout assessment. The EIR concluded that significant and unavoidable impacts (Class I) to water resources would result at buildout. Overriding considerations were made as a part of approving the San Luis Obispo Area Plan update showing the benefits that would result to offset the impacts to water resources.

### **Impact – Water Quality/Hydrology**

With regards to project impacts on water quality the following conditions apply:

- ✓ Approximately 4.8 acres of site disturbance is proposed and the movement of approximately 2,600 cubic yards of material;

- ✓ The project will be subject to standard County requirements for drainage, sedimentation and erosion control for construction and permanent use;
- ✓ The project will be disturbing over an acre and will be required to prepare a SWPPP, which will be implemented during construction;
- ✓ The project is not on highly erodible soils, nor on moderate to steep slopes;
- ✓ The project is not within a 100-year Flood Hazard designation;
- ✓ The project is more than 100 feet from the closest creek or surface water body;
- ✓ All disturbed areas will be permanently stabilized with impermeable surfaces and landscaping;
- ✓ Stockpiles will be properly managed during construction to avoid material loss due to erosion;
- ✓ The project is subject to the County's Plumbing Code (Chapter 7 of the Building and Construction Ordinance [Title 19]), and/or the "Water Quality Control Plan, Central Coast Basin" for its wastewater requirements, where wastewater impacts to the groundwater basin will be less than significant;
- ✓ All hazardous materials and/or wastes will be properly stored on-site, which include secondary containment should spills or leaks occur;

Based on available water information, there are no known constraints to prevent the project from obtaining its water demands.

**Mitigation/Conclusion.** See Exhibit B for mitigation measures.

**15. LAND USE**

*Will the project:*

	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Setting/Impact.** Surrounding uses are identified on Page 2 of the Initial Study. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The project was found to be consistent with these documents (refer also to

Exhibit A on reference documents used).

The project is not within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses as summarized on page 2 of this Initial Study.

**Mitigation/Conclusion.** No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

<b>16. MANDATORY FINDINGS OF SIGNIFICANCE</b>	<b>Potentially Significant</b>	<b>Impact can &amp; will be mitigated</b>	<b>Insignificant Impact</b>	<b>Not Applicable</b>
<i>Will the project:</i>				
a) <i>Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

For further information on CEQA or the County's environmental review process, please visit the County's web site at "[www.sloplanning.org](http://www.sloplanning.org)" under "Environmental Information", or the California Environmental Resources Evaluation System at: <http://resources.ca.gov/ceqa/> for information about the California Environmental Quality Act.

## Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ) and when a response was made, it is either attached or in the application file:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	<b>Attached</b>
<input checked="" type="checkbox"/>	County Environmental Health Services	<b>Attached</b>
<input type="checkbox"/>	County Agricultural Commissioner's Office	<b>Not Applicable</b>
<input checked="" type="checkbox"/>	County Airport Manager	<b>Attached</b>
<input checked="" type="checkbox"/>	Airport Land Use Commission	<b>Attached</b>
<input checked="" type="checkbox"/>	Air Pollution Control District	<b>Attached</b>
<input type="checkbox"/>	County Sheriff's Department	<b>Not Applicable</b>
<input type="checkbox"/>	Regional Water Quality Control Board	<b>Not Applicable</b>
<input type="checkbox"/>	CA Coastal Commission	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Fish and Wildlife	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Forestry (Cal Fire)	<b>Not Applicable</b>
<input type="checkbox"/>	CA Department of Transportation	<b>Not Applicable</b>
<input type="checkbox"/>	Community Services District	<b>Not Applicable</b>
<input checked="" type="checkbox"/>	Other <u>City of San Luis Obispo</u>	<b>Attached</b>
<input type="checkbox"/>	Other _____	<b>Not Applicable</b>

**\*\* "No comment" or "No concerns"-type responses are usually not attached**

The following checked ("") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

<input checked="" type="checkbox"/> Project File for the Subject Application	<input type="checkbox"/> Design Plan
<u>County documents</u>	<input type="checkbox"/> Specific Plan
<input type="checkbox"/> Coastal Plan Policies	<input checked="" type="checkbox"/> Annual Resource Summary Report
<input checked="" type="checkbox"/> Framework for Planning (Coastal/Inland)	<input type="checkbox"/> Circulation Study
<input checked="" type="checkbox"/> General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:	<u>Other documents</u>
<input checked="" type="checkbox"/> Agriculture Element	<input checked="" type="checkbox"/> Clean Air Plan/APCD Handbook
<input checked="" type="checkbox"/> Conservation & Open Space Element	<input checked="" type="checkbox"/> Regional Transportation Plan
<input type="checkbox"/> Economic Element	<input checked="" type="checkbox"/> Uniform Fire Code
<input checked="" type="checkbox"/> Housing Element	<input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)
<input checked="" type="checkbox"/> Noise Element	<input checked="" type="checkbox"/> Archaeological Resources Map
<input type="checkbox"/> Parks & Recreation Element/Project List	<input checked="" type="checkbox"/> Area of Critical Concerns Map
<input checked="" type="checkbox"/> Safety Element	<input checked="" type="checkbox"/> Special Biological Importance Map
<input checked="" type="checkbox"/> Land Use Ordinance (Inland/Coastal)	<input checked="" type="checkbox"/> CA Natural Species Diversity Database
<input type="checkbox"/> Building and Construction Ordinance	<input checked="" type="checkbox"/> Fire Hazard Severity Map
<input checked="" type="checkbox"/> Public Facilities Fee Ordinance	<input checked="" type="checkbox"/> Flood Hazard Maps
<input type="checkbox"/> Real Property Division Ordinance	<input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County
<input checked="" type="checkbox"/> Affordable Housing Fund	<input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.)
<input checked="" type="checkbox"/> San Luis Obispo Airport Land Use Plan	<input type="checkbox"/> Other
<input type="checkbox"/> Energy Wise Plan	
<input checked="" type="checkbox"/> SLO Area Plan/SLO (north) sub area and Update EIR	

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

*Acoustical Analysis* (David Dubbink Associates, February 17, 2016)

*Air Quality Technical Report*, RCH Group, March 29, 2016

*Air Quality Technical Memorandum (CHP Unit Engine Emission)*, RCH Group, April 20, 2016

*Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Applicant Submitted IS/MND*, RCH Group, May 24, 2016

*Air Quality Technical Memorandum in Response to SLO County APCD Comments Regarding HZI AD Plant Technical Memorandum*, RCH Group, June 20, 2016

*Geotechnical Engineering Report*, Earth Systems Pacific, March 21, 2016

*Preliminary Fire Protection Hazard Evaluation*, Collings & Associates, April 12, 2016

SLO GIS Parcel Viewer, June 2, 2016

<http://slocity.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=516bdd31ca984b7cae364939dd72de39>

*Stormwater Control Plan*, Tetra Tech, March 2016

*Vehicle Trip Generation*, Oasis Associates, May 13, 2016

## Exhibit B - Mitigation Summary Table

Per Public Resources Code Section 21081.6, the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, are responsible to verify compliance with these COAs.

### AIR QUALITY

**AQ-1: Odor Control.** Prior to issuance of construction permits, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

**AQ-2: Portable Equipment.** Prior to issuance of construction permit, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

### **AQ-3: Fugitive Dust Mitigation Measures.**

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off

- trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
  - l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
  - m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
  - n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

**AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.

**AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered during construction activities, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public

- nuisance; and
- Clean soil shall be segregated from contaminated soil.

**AQ-6: Lead During Demolition.** The applicant shall contact APCD ten days prior to the start of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.

**AQ-7: Naturally Occurring Asbestos.** Prior to any construction activities at the site, the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.

**AQ-8: Demolition Asbestos.** Prior to any construction activities at the site, the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:

- a. written notification, within at least 10 business days of activities commencing to the APCD
- b. asbestos survey conducted by a certified Asbestos Consultant and
- c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

**AQ-9: Idling Restrictions.**

- a. Driver's shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- b. Driver's shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesel07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesel07/frooal.pdf).
- e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

**AQ-10: Permit to Operate.** Prior to final inspection or occupancy, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

## **GEOLOGY AND SOILS**

**GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

## **HAZARDS AND HAZARDOUS MATERIALS**

**HZ-1: Fire Safety.** Prior to issuance of a construction permit, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection*

*Hazard Evaluation* prepared by Collings & Associates, April 12, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented **prior to final occupancy**, and/or on-going for the life of the project.

**HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 **at least 30 days before proposed construction or application for building permit**. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.

**HZ-3: Prior to the issuance of construction permits**; the applicant shall provide a recorded avigation easement for each property developed within the area included in the proposed local action.

**HZ-4: Exterior Light Plan. Prior to issuance of construction permits**, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned "down and into" the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

**HZ-5: Environmental Health. Prior to occupancy or final inspection**, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

**HZ-6:** The non-residential density for this property shall be limited to 353 persons.

**HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).

**HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.

**HZ-9: For the life of the project**, no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.

**HZ-10: For the life of the project**, any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:

- Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
- Lighting which is difficult to distinguish from airport lighting;
- Glare in the eyes of pilots using the airport;
- Uses which attract birds and create bird strike hazardous;
- Uses which produce visually significant quantities of smoke; and
- Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)

**HZ-11:** All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.

**HZ-12:** For the life of the project, any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall require, at a minimum, referral to and recommendation from the Airport Land Use Committee.

**HZ-13:** For the life of the project, any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.

**HZ-14:** For the life of the project, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.

### **TRANSPORTATION AND CIRCULATION**

**TR-1: Traffic Impacts.** In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be provided to the County, prior to construction permit issuance. These fees shall include:

- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

### **WATER AND HYDROLOGY**

**WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

**WR-2: Water System.** Prior to occupancy or final inspection, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

DATE: July 13, 2016

**DEVELOPER'S STATEMENT & MITIGATION MONITORING PROGRAM  
FOR HITACHI ZOSEN INOVA USA, LLC CONDITIONAL USE PERMIT  
ED15-266 (DRC2015-00122)**

The applicant agrees to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property.

Per Public Resources Code Section 21081.6 the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, is responsible to verify compliance with these COAs.

<p><b>Note:</b> The items contained in the boxes labeled "Monitoring" describe the County procedures to be used to ensure compliance with the mitigation measures.</p>
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**AIR QUALITY**

**AQ-1: Odor Control.** Prior to issuance of construction permits, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

**AQ-2: Portable Equipment.** Prior to issuance of construction permit, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

<p><b>Monitoring:</b> Required prior to issuance of construction permits. Compliance will be verified by the County Department of Planning and Building.</p>
--

July 13, 2016

**AQ-3: Fugitive Dust Mitigation Measures.**

- a. Reduce the amount of the disturbed area where possible;
- b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock-pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
- n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

**AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as CNG, liquefied natural gas (LNG), propane or biodiesel.

**AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered during construction activities, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and
- Clean soil shall be segregated from contaminated soil.

**AQ-6: Lead during Demolition.** The applicant shall contact APCD ten days prior to the start of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.

**AQ-7: Naturally Occurring Asbestos.** Prior to any construction activities at the site, the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.

**AQ-8: Demolition Asbestos.** Prior to any construction activities at the site, the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:

- a. written notification, within at least 10 business days of activities commencing to the

July 13, 2016

**APCD**

- b. asbestos survey conducted by a certified Asbestos Consultant and
- c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-591 2 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

**AQ-9: Idling Restrictions.**

- a. Driver's shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location;
- b. Driver's shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling limit;
- d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
- e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

**Monitoring:** Required during grading and construction activities. Compliance will be verified by the County Department of Planning and Building.

**AQ-10: Permit to Operate.** Prior to final inspection or occupancy, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

**Monitoring:** Required during prior to final inspection or occupancy. Compliance will be verified by the County Department of Planning and Building.

**GEOLOGY AND SOILS**

**GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

**Monitoring:** Required prior to issuance of construction permits and during project construction. Compliance will be verified by the County Department of Planning and Building.

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## **HAZARDS AND HAZARDOUS MATERIALS**

**HZ-1: Fire Safety.** Prior to issuance of a construction permit, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection Hazard Evaluation* prepared by Collings & Associates, April 12, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented prior to final occupancy, and/or on-going for the life of the project.

**HZ-2: Prior to issuance of construction permits,** all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for building permit. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.

**HZ-3: Prior to the issuance of construction permits;** the applicant shall provide a recorded avigation easement for each property developed within the area included in the proposed local action.

**HZ-4: Exterior Light Plan.** Prior to issuance of construction permits, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned "down and into" the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

**Monitoring:** Required prior to issuance of construction permits. Compliance will be verified by the County Department of Planning and Building.

**HZ-5: Environmental Health.** Prior to occupancy or final inspection, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

**HZ-6:** The non-residential density for this property shall be limited to 353 persons.

**HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).

**HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.

July 13, 2016

**HZ-9: For the life of the project, no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.**

**HZ-10: For the life of the project, any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:**

- Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
- Lighting which is difficult to distinguish from airport lighting;
- Glare in the eyes of pilots using the airport;
- Uses which attract birds and create bird strike hazardous;
- Uses which produce visually significant quantities of smoke; and
- Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)

**HZ-11: All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.**

**HZ-12: For the life of the project, any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall require, at a minimum, referral to and recommendation from the Airport Land Use Committee.**

**HZ-13: For the life of the project, any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.**

**HZ-14: For the life of the project, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.**

**Monitoring: Required for the life of the project. Compliance will be verified by the County Department of Planning and Building.**

July 13, 2016

**TRANSPORTATION AND CIRCULATION**

**TR-1: Traffic Impacts.** In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be provided to the County, prior to construction permit issuance. These fees shall include:

- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

**Monitoring:** Required during grading and construction activities. Compliance will be verified by the County Department of Planning and Building.

**WATER AND HYDROLOGY**

**WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

**Monitoring:** Required for the life of the project. Compliance will be verified by the County Department of Environmental Health.

**WR-2: Water System.** Prior to occupancy or final inspection, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

**Monitoring:** Required prior to final inspection or occupancy. Compliance will be verified by the County Department of Planning and Building.

The applicant understands that any changes made to the project description subsequent to this environmental determination must be reviewed by the Environmental Coordinator and may require a new environmental determination for the project. By signing this agreement, the owner(s) agrees to and accepts the incorporation of the above measures into the proposed project description.

C.M. Florence San Luis Obispo County  
Department of Planning and Building

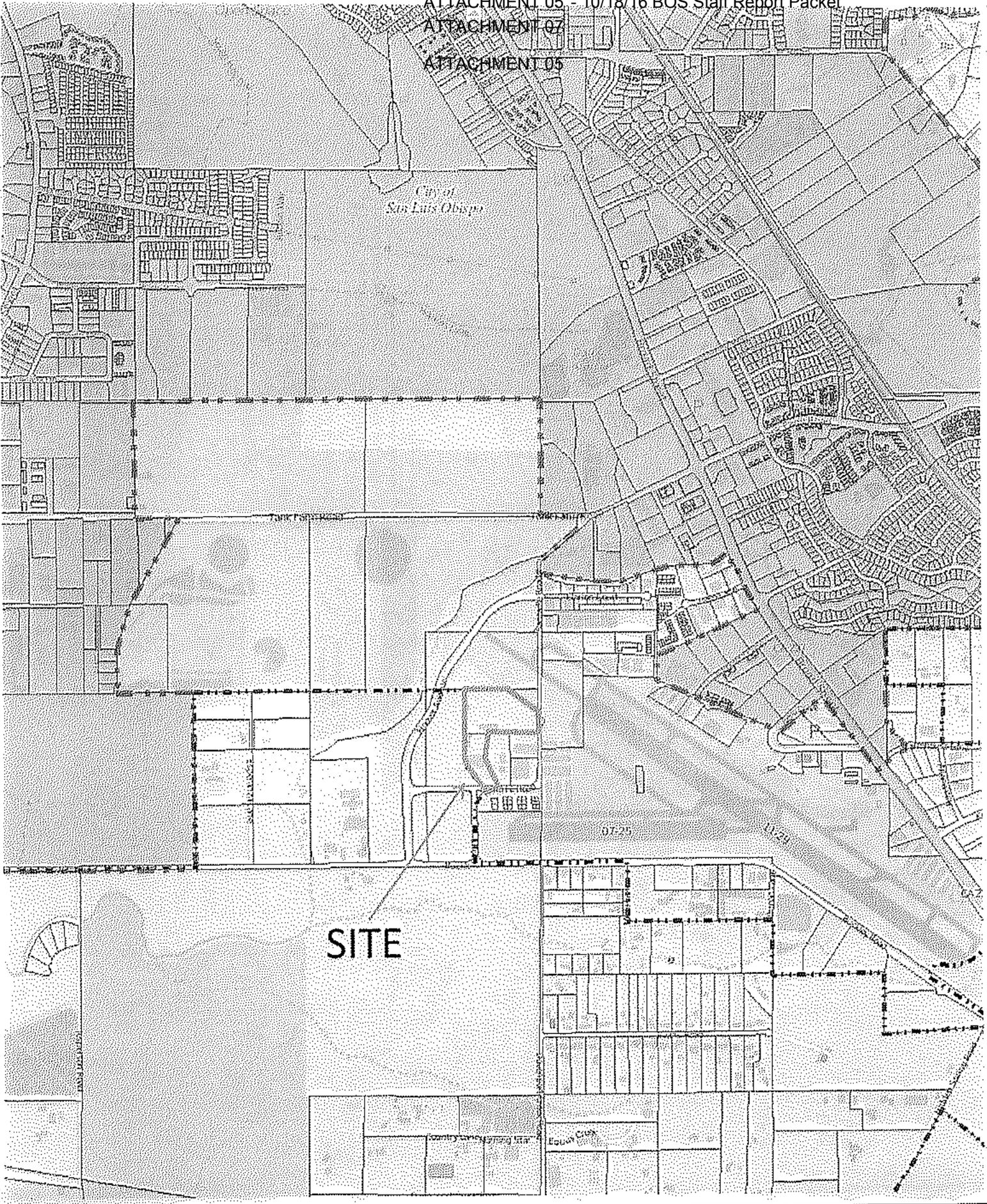
C.M. Florence, AICP

13 July 2016

**Signature of Applicant Agent**

**Name (Print)**

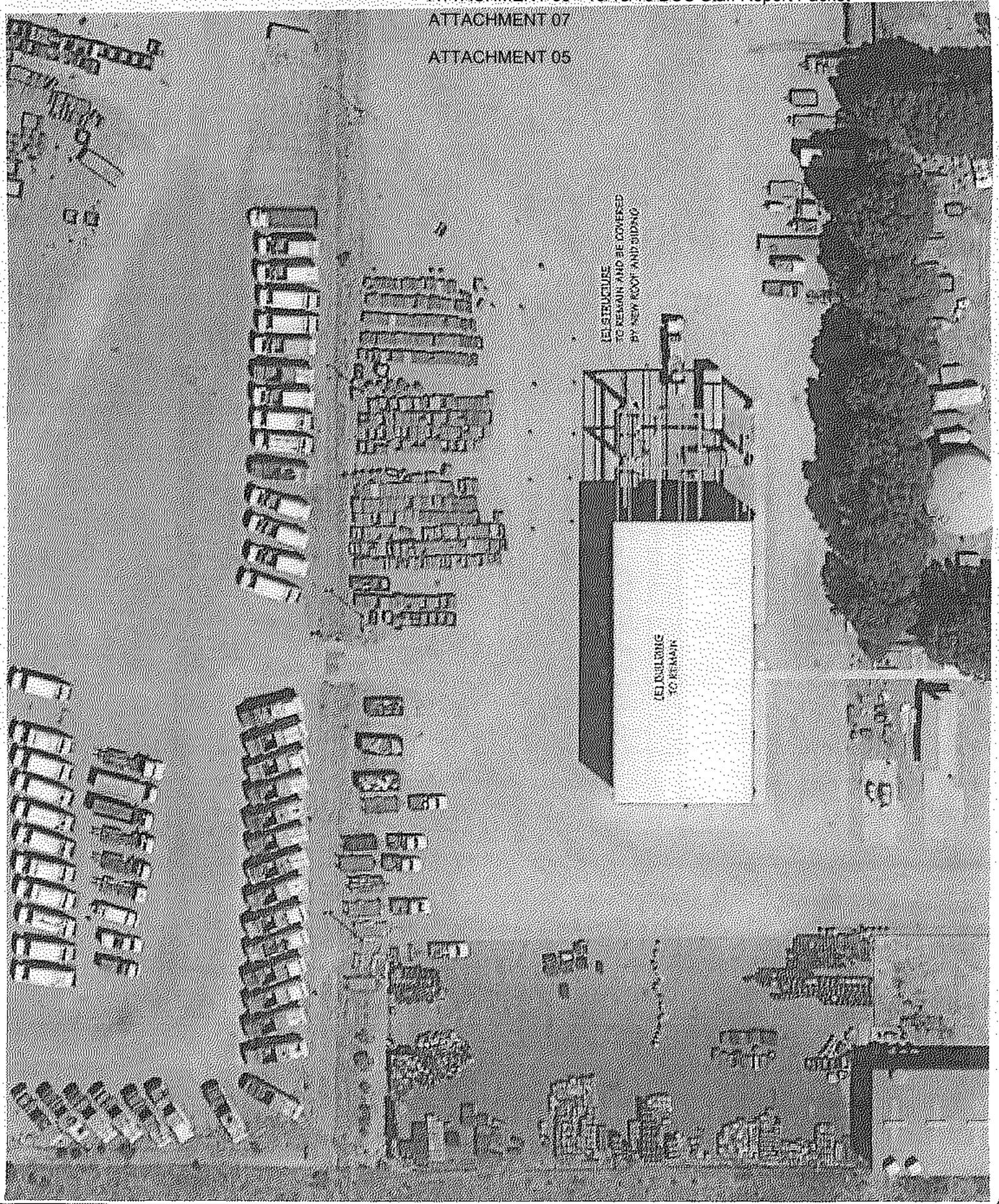
**Date**



SITE

**PROJECT**  
 Hitachi Zosen Inova USA, LLC  
 DRC2015-00122

**EXHIBIT**  
 Vicinity Map



REMAINING TO REMAIN

STRUCTURES TO REMAIN AND BE COVERED BY NEW ROOF AND SIDING

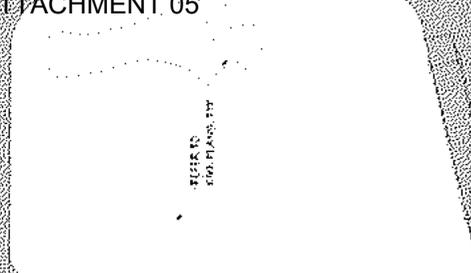
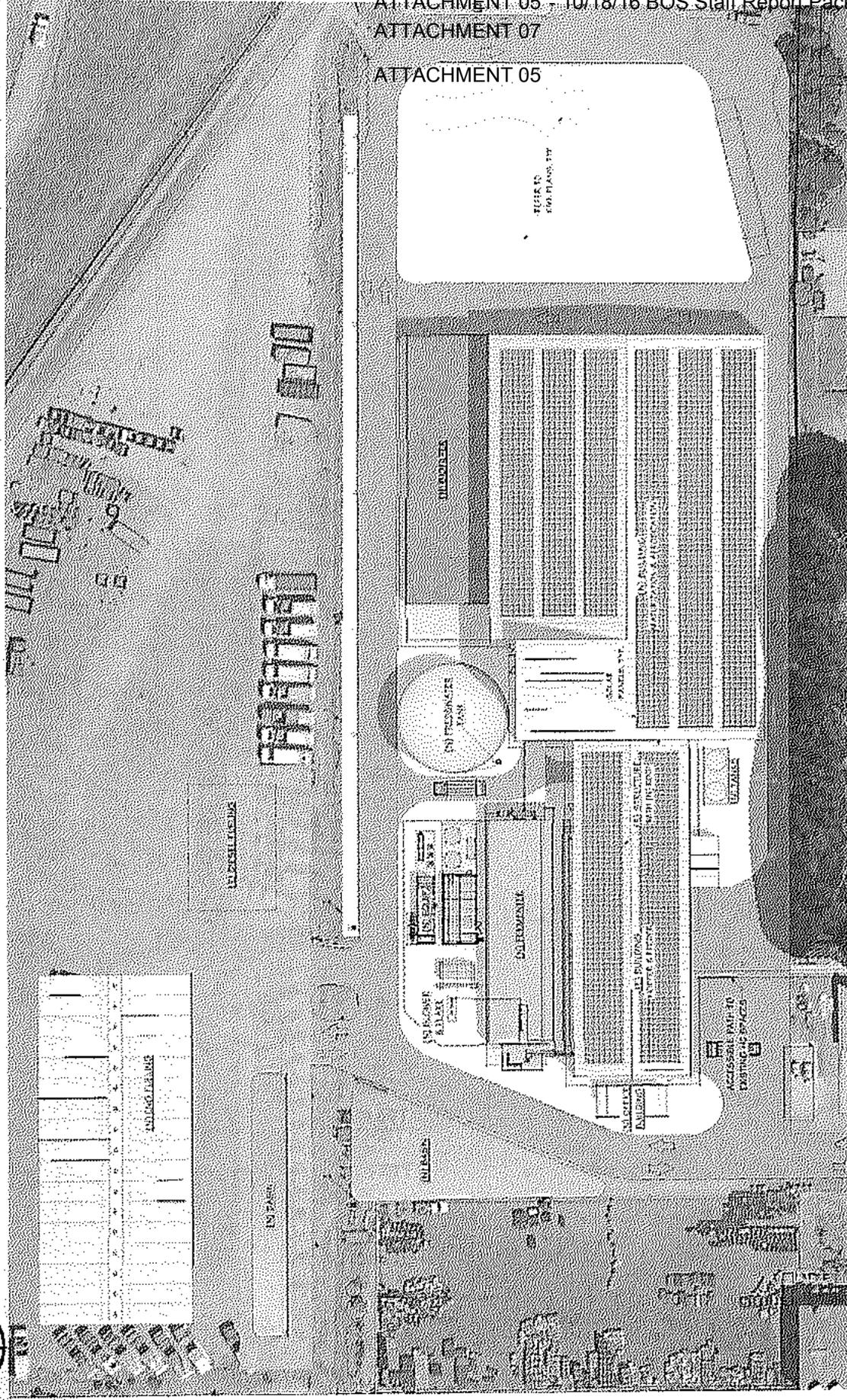
**PROJECT**

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

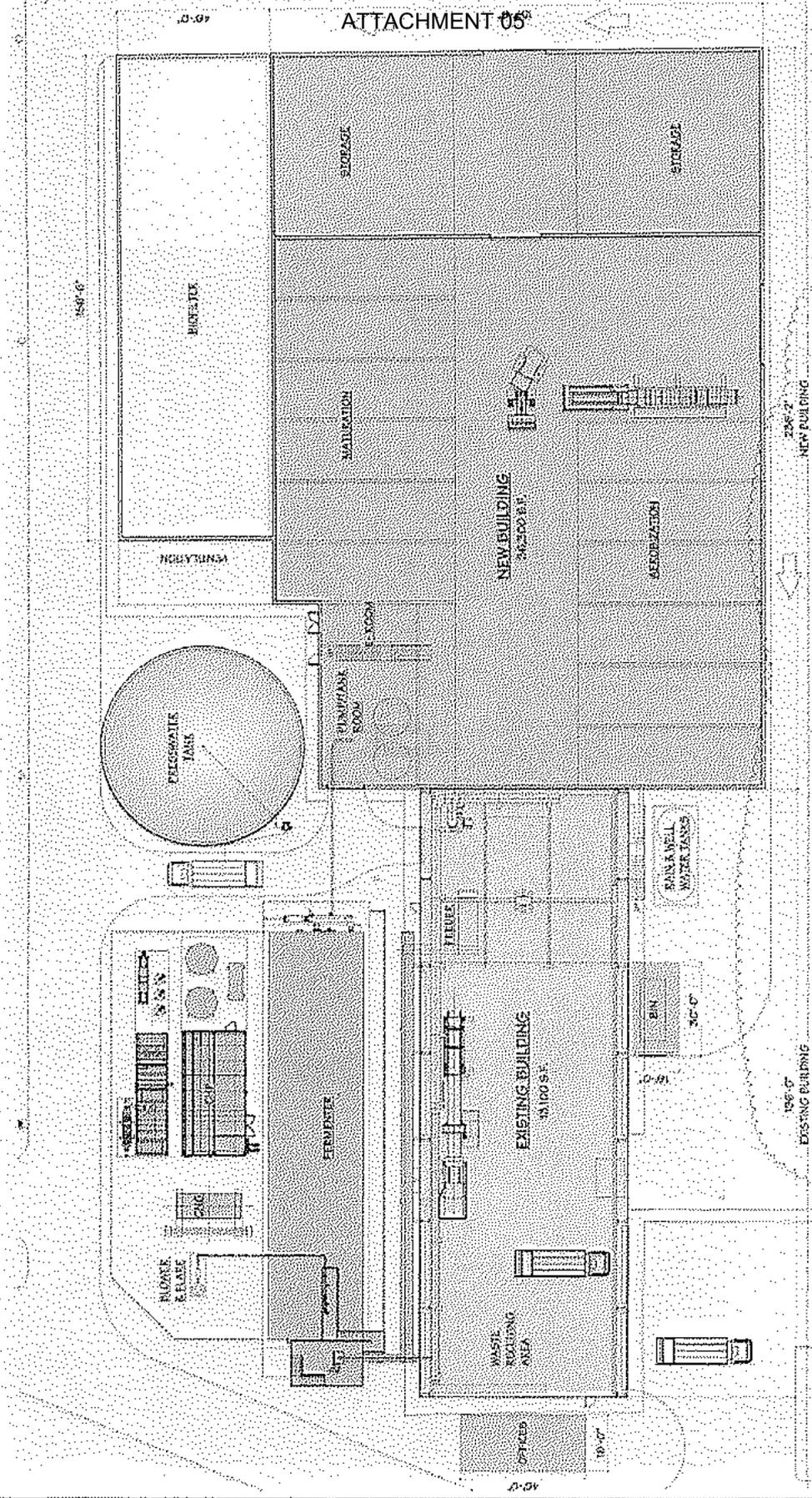
Existing Site Plan

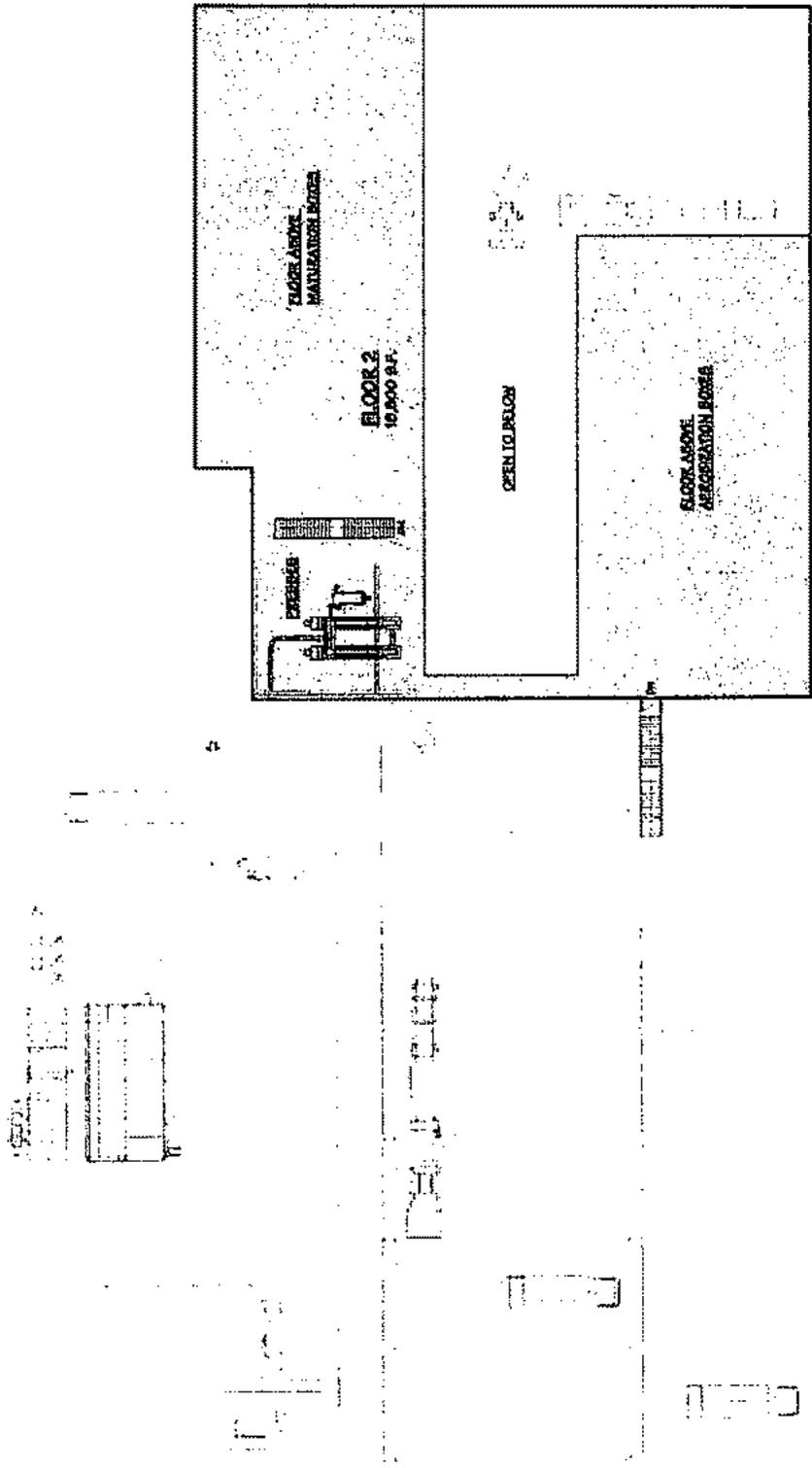
ATTACHMENT 05



**PROJECT**  
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**  
Proposed Site Plan



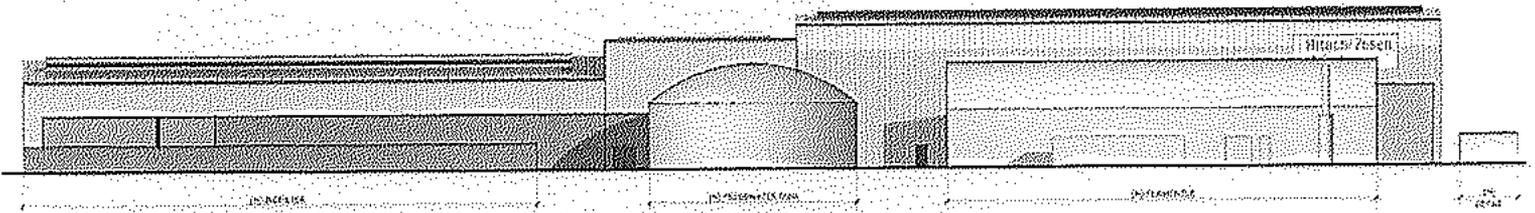


**PROJECT**

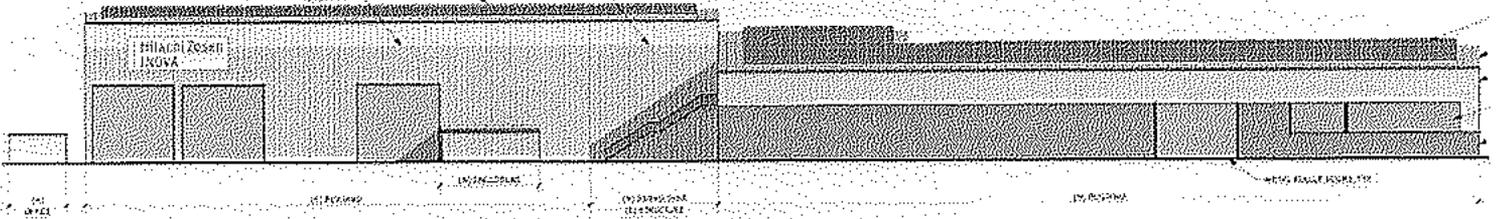
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

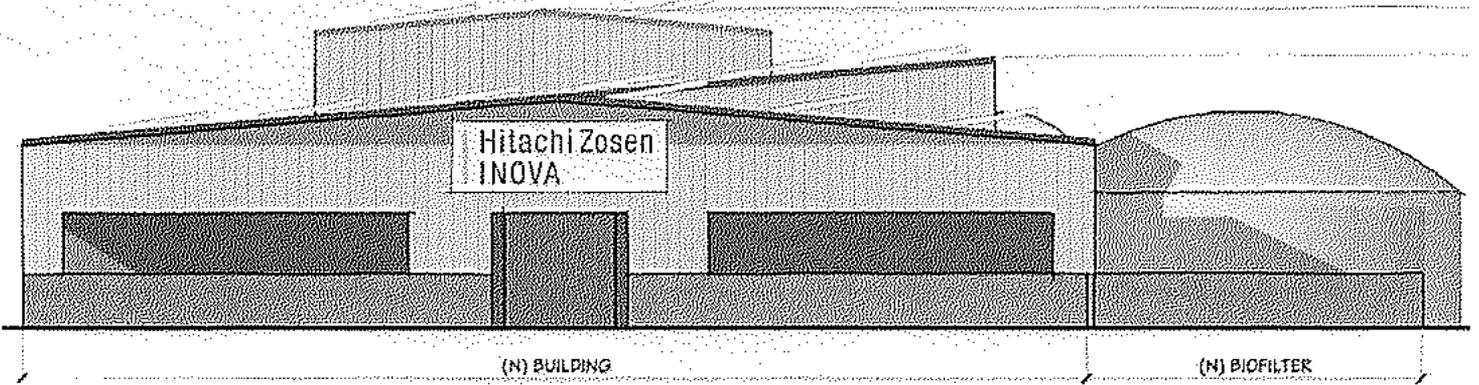
Upper Floor Plan



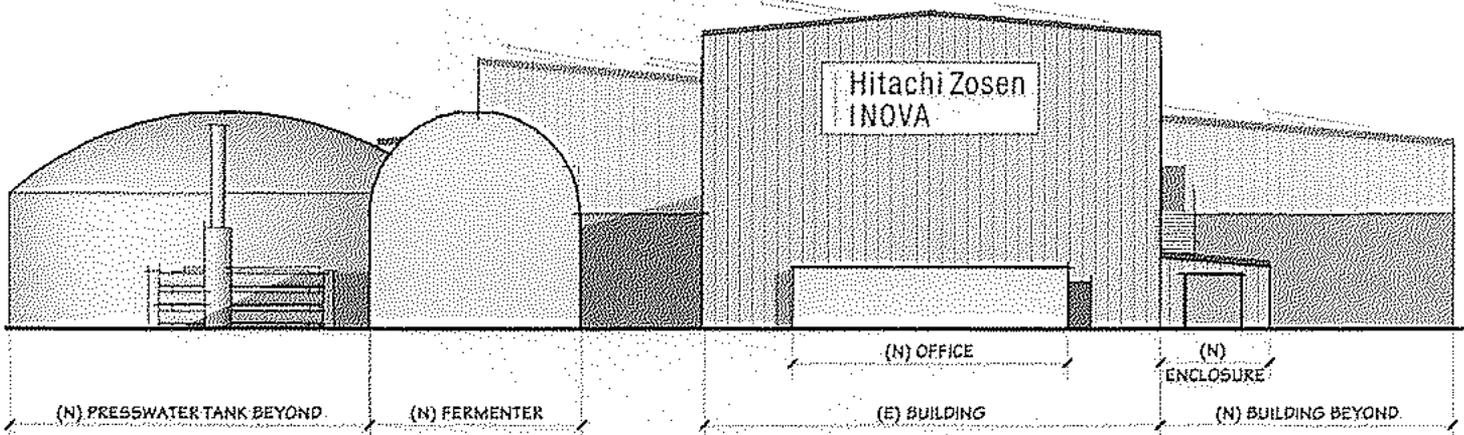
North



South



East



West



**PROJECT**

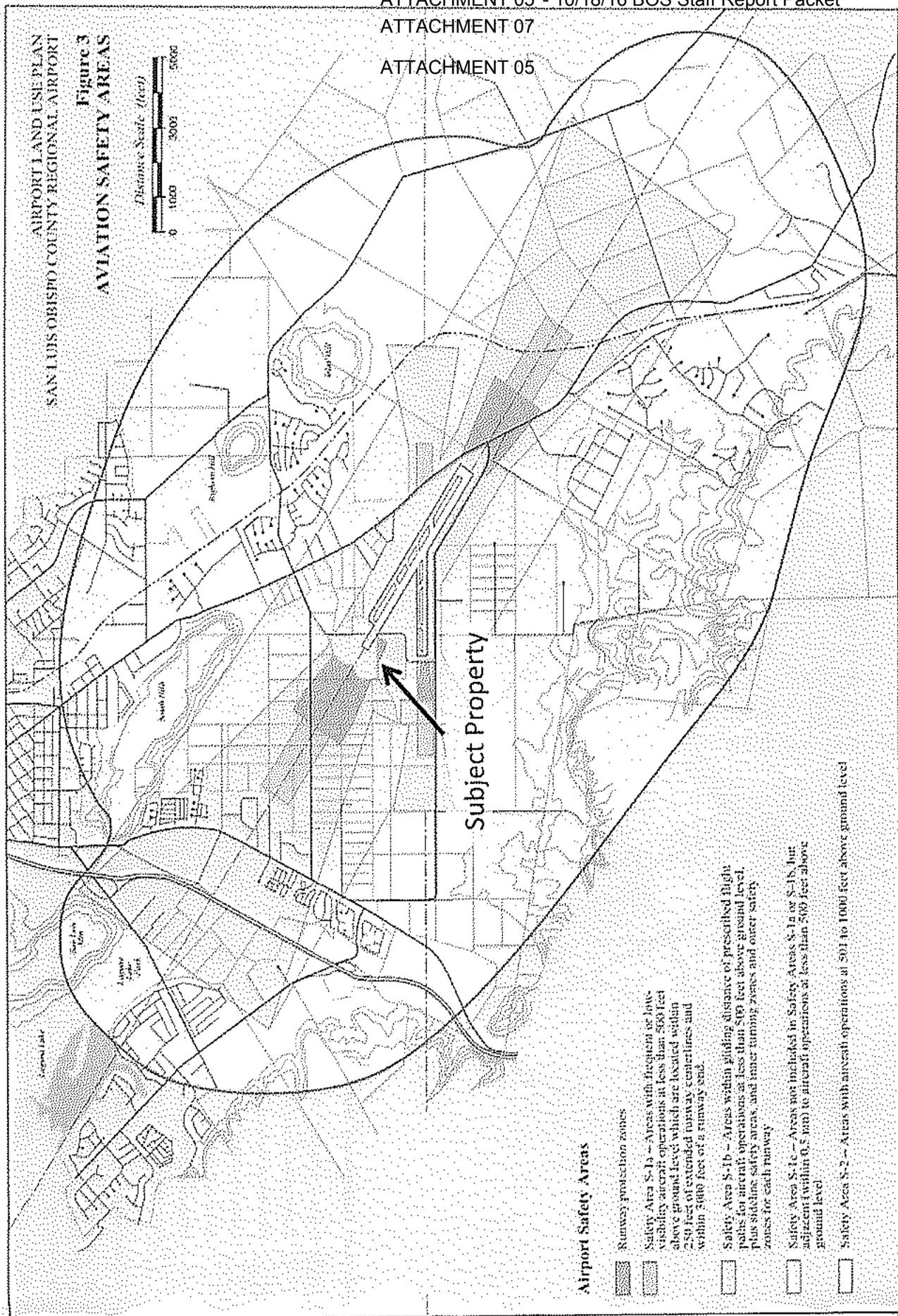
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

ATTACHMENT 05

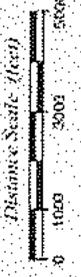
Page 202 of 238  
Page 416 of 516 - November 15, 2016

**EXHIBIT**

Elevations



AIRPORT LAND USE PLAN  
 SAN LUIS OBISPO COUNTY REGIONAL AIRPORT  
**Figure 3**  
**AVIATION SAFETY AREAS**

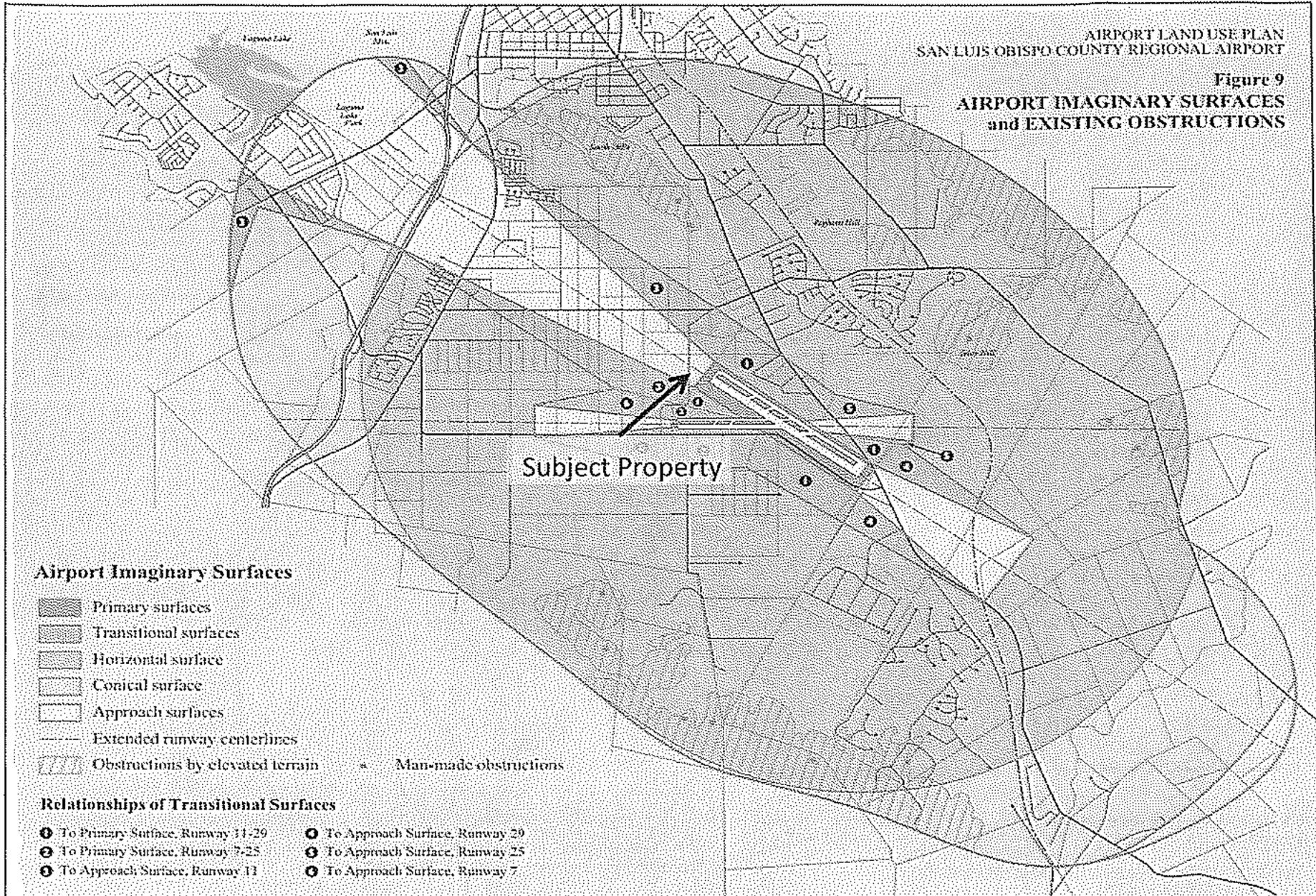


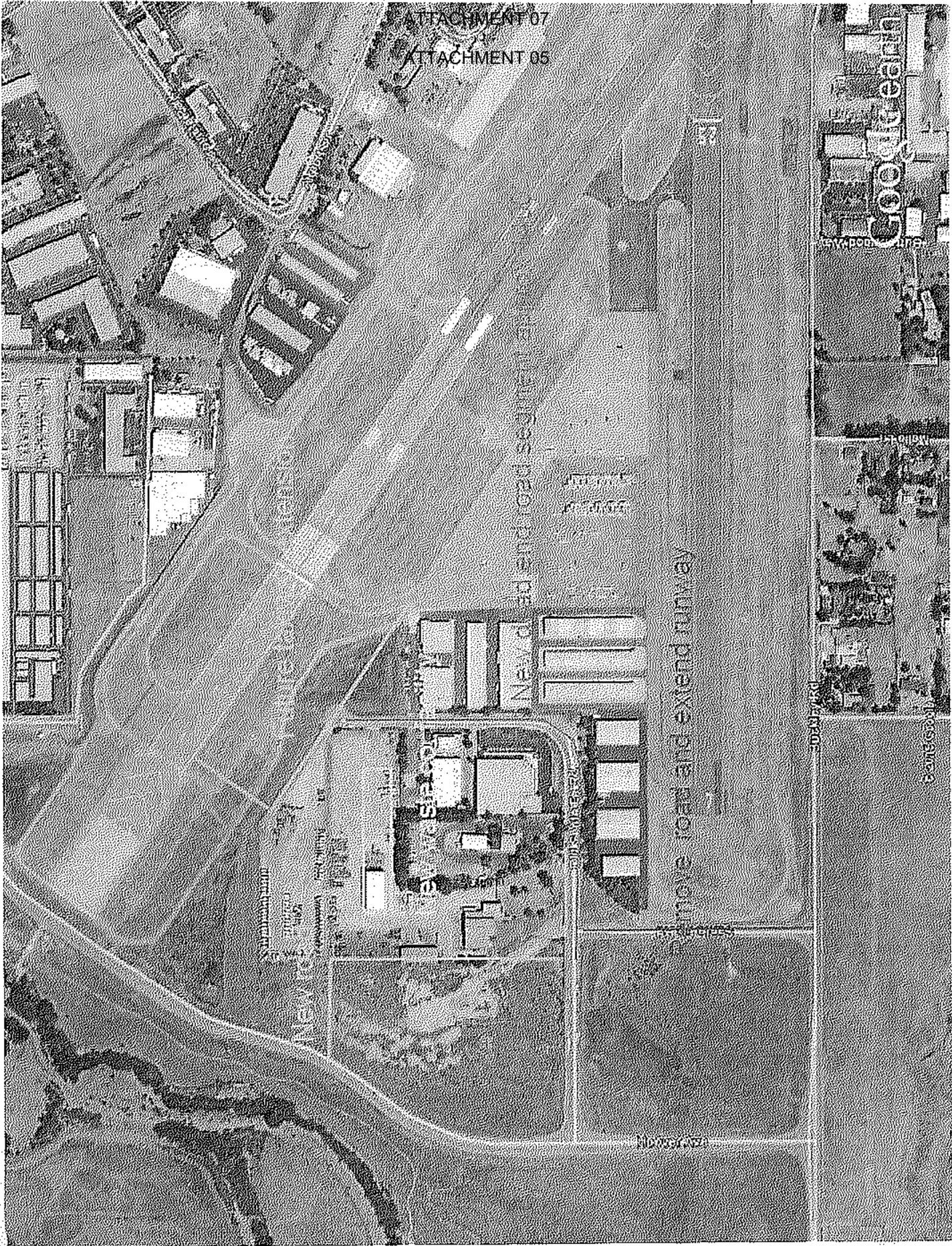
Subject Property

- Airport Safety Areas**
- Runway protection zones
  - Safety Area S-1a - Areas with frequent or low-visibility aircraft operations at less than 500 feet above ground level which are located within 250 feet of extended runway centerlines and within 3000 feet of a runway end.
  - Safety Area S-1b - Areas within gliding distance of prescribed flight paths for aircraft operations at less than 500 feet above ground level, plus sideline safety areas, and inner turning zones and other safety zones for each runway.
  - Safety Area S-1c - Areas not included in Safety Areas S-1a or S-1b, but adjacent (within 0.5 nm) to aircraft operations at less than 500 feet above ground level.
  - Safety Area S-2 - Areas with aircraft operations at 501 to 1000 feet above ground level.

PROJECT  
 Hitachi Zosen Inova USA, LLC  
 DRC2015-00122

EXHIBIT  
 Airport Imaginary Surfaces  
 and Existing Obstructions





**PROJECT**

Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**

Future Airport Expansion

## RE: Anaerobic Digester

ATTACHMENT 05

Craig Piper

Wed 6/29/2016 9:03 AM

To: Brandi Cummings &lt;bcummings@co.slo.ca.us&gt;;

Cc: Kevin Bumen &lt;kbumen@co.slo.ca.us&gt;;

Hi Brandi,

I can't find that I responded to you yet via email. I know we have exchanged voicemail messages.

We do have some concerns.

1. Any new structures/construction should undergo the FAA 7460 review for obstructions.
2. The airport is planning for an extension of Taxiway M which is the parallel taxiway on the west side of the runway. This will also include the relocation of the Glide Slope which is part of the Instrument Landing System (ILS). The developer/property owner needs to ensure that their project will not impact the operation the ILS as currently installed or as ultimately planned as shown in the Airport Layout Plan. This assurance will need to be coordinated with the FAA to ensure compliance.
3. Any lighting needs to be installed in such a way so as not to shine or be directed toward aircraft on approach to departure from the airport, especially during hours of darkness as this will affect pilots ability to operate aircraft.
4. Any development should be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violating airport security.

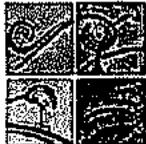
Craig Piper  
Assistant Director  
Department of Airports  
County of San Luis Obispo  
805-781-4376

From: Brandi Cummings  
Sent: Thursday, June 09, 2016 2:04 PM  
To: Craig Piper <capiper@co.slo.ca.us>  
Subject: Anaerobic Digester

Hi Craig,

I'm wondering if you would like to submit a formal referral response to this project? I know there were a few potential issues brought up at the meeting we all had.

Also, it's my understanding that ALUC is scheduled for June 29th, and their comments/recommendation will be listed as a separate response.



Brandi Cummings  
Planner  
Department of Planning & Building  
County of San Luis Obispo  
805.781.1006

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Air Pollution Control District  
San Luis Obispo County

May 11, 2016

Brandi Cummings  
County of San Luis Obispo County Planning and Building  
Government Center  
San Luis Obispo ca 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant Initial Study / Mitigated Negative Declaration.

Dear Ms. Cummings,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced project located at 4388 Old Santa Fe Road in San Luis Obispo.

The project as proposed includes an anaerobic digestion plant to process green and food waste from Waste Connections' service area. The plant will utilize an existing 13,000 square foot (SF) building (formerly the plate cutting building) with 36,000 SF of new construction, including the introduction of equipment related to the anaerobic digestion process. A new office trailer for support staff will be located west of the existing plant cutting building. An 80 space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming and outgoing trucks. The site plan depicts a compressed natural gas (CNG) fueling station for the potential to fuel the increasing fleet of CNG -fueled trucks utilized by Waste Connections. Other alternative uses for the biogas include the combined heat and power unit (CHP), net metering and distribution into the existing power grids. The biogas is a by-product of the anaerobic digestion process. Other site improvements include grading to accommodate post construction storm water facilities.

*The following are APCD comments that are pertinent to this project.*

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text.**

Initial Study / Mitigated Negative Declaration for ~~Kompogus Wastewater~~  
Digestion Plant  
May 11, 2016  
Page 2 of 6

### **CONSTRUCTION PHASE IMPACTS**

Based on the SLOCAPCD review of the Initial Study and associated Air Quality Technical Report, staff agrees the construction phase impacts will likely be less than the SLOCAPCD's significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook (available at the APCD web site: [www.slocleanair.org](http://www.slocleanair.org)). Staff also agrees with the mitigation measures (AQ-1 and AQ-2) in the Air Quality Technical Report. **Therefore, with the exception of the requirements below, the APCD is not requiring other construction phase mitigation measures for this project. SLOCAPCD staff recommends the requirement listed below be included as a mitigation measure to ensure compliance with the requirements.**

#### Dust Control for Drought Conditions

The SLOCAPCD agrees with the dust control measures outlined in mitigation measure AQ-1 ( Air Quality Technical Report on page 10 and 11). However, **please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

#### Hydrocarbon Contaminated Soil

**Should hydrocarbon contaminated soil be encountered during construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:**

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH -non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,
- Clean soil must be segregated from contaminated soil.

**The notification and permitting determination requirements shall be directed to the APCD Engineering Division at 781-5912.**

#### Lead During Demolition

Demolition, renovation, or retrofitting of structures coated with lead based paint is a concern for the APCD. Improper demolition can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. **Depending on the removal method, an APCD permit may be required. Contact the APCD Engineering Division at (805)**

*Initial Study / Mitigated Negative Declaration for Koppoegas Water Treatment  
Digestion Plant  
May 11, 2016  
Page 3 of 6*

**781-5912 for more information. Approval of a lead work plan by the APCD is required and must be submitted ten days prior to the start of the demolition. For more information, contact the APCD Enforcement Division at (805) 781-5912 or for specific information regarding lead removal, please contact Cal-OSHA at (818) 901-5403. Additional information can also be found on line at <http://www.epa.gov/lead>.**

#### Naturally Occurring Asbestos

Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2012 CEQA Handbook, Technical Appendix 4.4. The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), and therefore the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105), **prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the regulation. An exemption request must be filed with the APCD.** If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. More information on NOA can be found at [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php).

#### Demolition/Asbestos

Demolition, renovation, or retrofitting activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). **If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).

#### Construction Permit Requirements

As indicated on page 12 of the Air Quality Technical Report, portable equipment may require a permit. Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

Initial Study / Mitigated Negative Declaration for Nonpoint Source  
Digestion Plant  
May 11, 2016  
Page 4 of 6

ATTACHMENT 05

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc.).

**To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.** SLOAPCD staff recommends this requirement be included as a mitigation measure to ensure compliance with the requirement.

#### Idling Restrictions

As indicated on page 12 of the Air Quality Technical Report, California Code of Regulation limits idling. **SLOAPCD staff recommends the requirements listed be included as a mitigation measures to ensure compliance with the requirement.**

#### **OPERATIONAL PHASE IMPACTS**

In order for the SLOAPCD to verify the operation phase emissions the following items will need to be addressed.

- **Biogas upgrading system**-The project description included a discussion of possible uses of the biogas. One being the use of the biogas as a fuel for the combined heat and power unit (CHP), or upgraded for in the CNG waste hauler trucks. However, the calculations do not appear to include the upgrading process or associated emissions that would be produced from the operation. **Please provide more information on how the biogas upgrading process works and what happens to the impurities that are removed from the gas (e.g. CO<sub>2</sub>, H<sub>2</sub>S). If the operational plans include this gas upgrade process then the equipment and emissions should be included in the calculations to determine the full impacts from the project.**
- **Press Water Storage Tank**-Page 9 of the project description discusses a press-water storage tank. What is the size of this tank? The project description indicates the storage tanks are covered by a gas and odor tight membrane. This would imply the system includes some sort of vapor recovery system. **Please provide more information about how this system works.**
- **Biofilter**-It was not clear from the description of the biofilter (page 12 of the project description) how the ammonia (NH<sub>3</sub>) in the exhaust gas will be monitored. **Please explain.**

Initial Study / Mitigated Negative Declaration for ~~Kompogas Aerobic~~  
Digestion Plant  
May 11, 2016  
Page 5 of 6

- **CHP**-The size of the CHP to be used for the project is unclear from the documents presented with this application. The Air Quality Technical Report (page 13) indicates the CHP is expected to be less than 800 kW, however, it states the emission estimates assumed an 800 kW CHP to provide a maximum case. In the initial study, several different CHP sizes were analyzed (250 kW, 400kW, 826 kW, 1,069 kW and 1,200 kW). In the Initial study, page 6 the following statement is made:

*"The analysis assumed that the CHP unit would run continuously 24 hours per day. The daily operational emissions from the proposed project using an 826 kW CHP unit would be below the daily significance threshold levels established by APCD. The daily operational emissions from the proposed project utilizing a 1,069 kW or a 1,200 kW CHP unit would be slightly above the daily significance threshold of 25 pounds/day (lbs./day) for ROG + NOx. and would be potentially significant. Projects that exceed the 25 lbs./day threshold for ROG + NOx requires further mitigation, as established by the APCD. While the analysis includes a variety of alternative CHP unit sizes, emissions, and related mitigation, the final design will reflect the final CHP unit size, accordingly."*

What is meant by the last sentence, "The final design will reflect the final CHP unit size accordingly?" If the larger CHP units are selected, then additional mitigation should be proposed. In order for the SLOCAPCD to make a determination about the air quality impact the exact size of the equipment needs to be defined. **The initial study, supporting documentation, and any conditions of approval should make it clear as to which size CHP will be used and appropriate mitigation recommended as needed. Also, please provide the manufacturer's emission rates, emission factors and specification sheet for the CHP and flare.**

- **Odors**-As recommended in the initial study and Air Quality Technical Report, the SLOCAPCD agrees an Odor Management Plan should be prepared for this project. **The Odor Management Plan should be submitted to the SLOCAPCD for review and approval prior to the start of construction activities. In addition to the items listed on page 8 of the initial study, the SLOCAPCD also recommends that the Odor Management Plan include a section to address complaint notification and response.**
- **Greenhouse Gases**-The application of the GHG threshold has been misapplied in the GHG analysis on pages 30 and 31 of the Air Quality Technical Report and page 13 of the initial study. **All project GHG emissions including the mobile sources, energy usage, water, CHP and construction emissions (amortized over the life of the project) should be summed up and compared to the 10,000 tons/yr. threshold.**
- **Mobile sources**-As indicated in the Vehicle Trip Generation Report dated February 26, 2016, the total vehicle miles traveled (VMT) associated with the project will increase mainly due to the new commercial food waste trucks. The data for the new commercial food waste truck is presented on page 3 and 4 of this report. There appears to be an additional error for the total miles for the commercial trucks. Truck A is shown to travel 125 miles for the various routes and Truck B is shown to travel 85 miles for the various route, which adds up to a total of 210 miles, not 201 miles as show on the table, thus making daily vehicle miles travelled for

ATTACHMENT 05  
*Initial Study / Mitigated Negative Declaration for Kompost Aerobic  
Digestion Plant  
May 11, 2016  
Page 6 of 6*

all trucks an increase of 155 miles, not 146 miles. **This should be checked and the calculations modified accordingly.**

- **Operational Emission: tons/yr.**-The Air Quality Technical Report provides summary tables for operational phase emissions on pages 14 and 15. However, Table 9 for the annual operating emissions (annual tons/year) does not include all the sources of emissions; it only lists the emissions for the CHP (with and without the SCR/oxicat). **All sources including mobile, energy usage, water, and CHP should be included on one summary table and compared to the SLOCAPCD annual thresholds, as was done for the daily emission summary Table 6, 7 and 8.**
- **Permit to Operate**-Based on the information provided, this project will be required to obtain a permit to operate from the SLOCAPCD. **To minimize potential delays prior to the start of the project, please contact the APCD Engineering Division at 805-781-5912 for specific information regarding permitting requirements.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 805-781-4667.

Sincerely,



Air Quality Specialist

MAG/ihs

cc: Dora Drexler, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

Attachments:

1. Naturally Occurring Asbestos - Construction & Grading Project Exemption Request Form, Construction & Grading Project Form

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Air Pollution Control District  
San Luis Obispo County

June 14, 2016

Brandi Cummings  
County of San Luis Obispo County Planning and Building Government Center  
San Luis Obispo, CA 93401

SUBJECT: APCD Comments Regarding the Kompogas Anaerobic Digestion Plant-  
Comments on Technical Memorandum May 24, 2016

Dear Ms. Cummings:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the above referenced document and have the following comments.

Page 1 and 2 of the Technical Memorandum dated May 24, 2016

We appreciate the applicant's willingness to include the mitigation measures referenced in the APCD letter dated May 11, 2016. However, in a few cases we recommend the language be expanded to ensure all facets of the requirement are included in the conditions of approval.

1. For hydrocarbon contaminated soil, APCD staff recommend the following portion of standard language be added to the verbiage on page 1 of the Technical Memorandum dated May 24, 2016:
  - *Cover on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;*
  - *Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;*
  - *Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;*
  - *The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;*
  - *During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,*
  
2. For naturally occurring asbestos (NOA), APCD staff recommend the following addition to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*If the site is not exempt from the requirements of the regulation, the applicant must comply with all requirements outlined in the Asbestos ATCM.*

3. For Demolition/Asbestos, APCD staff recommend adding the following to the language listed on page 2 of the Technical Memorandum dated May 24, 2016:

*These requirements include, but are not limited to 1) written notification within at least 10 business days of activities commencing to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at 805 781-5912 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the "Other Forms" section of [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php)*

Page 2 of the Technical Memorandum dated May 24, 2016

The applicant indicates that the biogas upgrading is no longer part of the project and all biogas will go to the CHP unit or flare during project start-up and maintenance. However, on page 3 (same document) the applicant recommends MM AQ-4 as possible mitigation which indicates the applicant shall construct an on-site CNG fueling station to reduce collection-truck vehicle miles travelled, if feasible. Since it was stated on the previous page that the upgrading facility was no longer part of the project measure, MM AQ-4 seems to contradict what was stated previously. Please explain. If an upgrading facility is intended for future installation, then potential emissions from the facility should be included in the evaluation.

Page 3 of the Technical Memorandum dated May 24, 2016

Under the CHP paragraph the applicant proposes MM AQ-3, AQ-4, and AQ-5. Mitigation Measure AQ-3 states that the applicant proposes replacing diesel fueled collection trucks with CNG if feasible. In the Air Quality Technical Report dated March 29, 2016, which was previously submitted MM AQ-3 addresses odors and proposes an Odor Control Plan. **San Luis Obispo County APCD requests that one comprehensive list of proposed mitigation measures be compiled and be submitted for clarification.**

On page 5 of the Technical Memorandum dated May 24, 2016

The APCD has two operational phase emission thresholds for ROG+NO<sub>x</sub>, and PM<sub>10</sub>, 25 lbs/day and 25 tons/year. For the CEQA evaluation the project emissions should be compared to both the daily and annual thresholds. Mitigation is required if the project emissions exceed either threshold and offsite mitigation may be required if the project exceeds the 25 ton/year threshold. The data presented on page 5 only evaluated the tons/year.

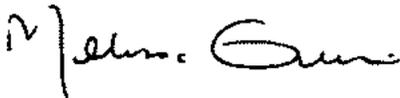
Based on the APCD review of the data presented it appears the operational phase emissions will exceed the daily threshold of 25 lbs/day for ROG +NO<sub>x</sub> without an SCR oxidation catalyst system. The project proponent should demonstrate that the proposed mitigation measures will reduce the emissions to below the thresholds. If CNG vehicles are being proposed to reduce emissions, then the reduction should be quantified. As noted above, with regard to onsite CNG refueling, MM AQ-4 page 2 of this document indicates that a biogas upgrading system was no longer being considered as part of the project, which makes any emission reductions from this measure unlikely. As shown in the calculations and supporting documentation an SCR oxidation catalyst system would provide

approximately 75% reduction in NOx. The APCD recommends an SCR oxidation catalyst, or other equivalent measures be proposed, that will provide real quantifiable emission reduction on site.

This project will require a permit from the APCD and will be subject to the New Source Review Rule 204. Under Rule 204 equipment emitting more than 25 lbs/day of NOx requires Best Available Control Technology.

Please contact the APCD Engineering Division at 805 781-5912 for specific information regarding permitting requirements and for any other questions or comments you may have regarding this letter, please feel free to contact me at 805-781-4667.

Sincerely,



Melissa Guise  
Air Quality Specialist  
MAG/his

cc: Dora Drexler, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

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# RE: Hitachi Zosen Anaerobic Digester

Byrnes, Dennis@CALFIRE <Dennis.Byrnes@fire.ca.gov>

Fri 6/10/2016 1:35 PM

Inbox

To Brandi Cummings <bcummings@co.slo.ca.us>;

Cc: Salas, Mike@CALFIRE <Mike.Salas@fire.ca.gov>; Laurie Donnelly <laurie.donnelly@fire.ca.gov>; Tony.Gomes\_fire.ca.gov <Tony.Gomes@fire.ca.gov>; Jerilyn Moore <jerilyn.moore@fire.ca.gov>;

Brandi,  
Yes I am the lead on this project for CAL FIRE.  
Due to the unique nature of this project CAL FIRE/ San Luis Obispo County Fire Department is working closely with the applicant and the applicants Fire Protection Engineer to develop Fire/Life Safety standards. This is the first anaerobic digester (wet) designed by this company being constructed in the United States, so research is being conducted to developed standards and mitigate concerns. I anticipate meeting with the applicants Fire Protection Engineer the second week in July to start the primary review.

Regards

Dennis Bymes  
Fire Captain / Fire Prevention  
**CAL FIRE** San Luis Obispo  
635 N. Santa Rosa  
San Luis Obispo, CA. 93405  
805-543-4244 Office  
805-543-4248 Fax

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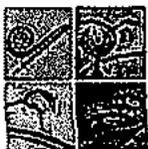
**From:** Brandi Cummings [bcummings@co.slo.ca.us]  
**Sent:** Thursday, June 09, 2016 9:00 PM  
**To:** Byrnes, Dennis@CALFIRE  
**Cc:** Salas, Mike@CALFIRE  
**Subject:** Hitachi Zosen Anaerobic Digester

Hi Dennis,

I'm not sure who is officially working on this project, but I believe you were the last one I spoke with about it.

I know Cal Fire and Building are working with the applicant team to address potential issues, but I am wondering if Cal Fire would like to submit a formal referral response for the staff report and file. If there are any special project conditions needed, those could be included as well.

Thanks,



Brandi Cummings  
Planner  
Department of Planning & Building  
County of San Luis Obispo  
805.781.1006



# DEPARTMENT OF PLANNING AND BUILDING

Promoting the wise use of land - Helping to build great communities

## THIS IS A NEW PROJECT REFERRAL

DATE: 4/28/2016

TO: ENV. HEALTH

FROM: Brandi Cummings (805-781-1006 or bcummings@co.slo.ca.us)  
South County Team / Development Review

MAY 2 2016  
SR 15082

**PROJECT DESCRIPTION:** DRC2015-00122 HITACHI ZOSEN INOVA – Request for a conditional use permit to allow construction of an anaerobic digestion plant to process green and food waste. The project includes removal of an existing 13,000 SF building and a new 36,000 SF building and related equipment. APN(s): 076-371-025 & 031

Return this letter with your comments attached no later than 14 days from receipt of this referral. CACs please respond within 60 days. Thank you.

### PART 1 - IS THE ATTACHED INFORMATION ADEQUATE TO COMPLETE YOUR REVIEW?

- YES (Please go on to PART II.)
- NO (Call me ASAP to discuss what else you need. We have only 10 days in which we must obtain comments from outside agencies.)

### PART II - ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?

- YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter.)
- NO (Please go on to PART III.)

### PART III - INDICATE YOUR RECOMMENDATION FOR FINAL ACTION.

Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial.

IF YOU HAVE "NO COMMENT," PLEASE SO INDICATE, OR CALL.

Please see attached Thank you

5/20/16  
Date

[Signature]  
Name

X 5551  
Phone

## COUNTY OF SAN LUIS OBISPO HEALTH AGENCY

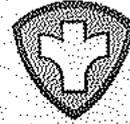
## ATTACHMENT 05



## Public Health Department

Jeff Hamm  
Health Agency Director

Penny Borenstein, M.D., M.P.H.  
Health Officer



**Public Health**  
Prevent. Promote. Protect.

May 20, 2016

To: Brandi Cummings  
South County Team / Development Review

From: Environmental Health  
Leslie Terry

Project Description: DRC2015-00122, Hitachi Zosen INOVA CUP  
APN 076-371-025 & 031

Prior to construction final, applicant to obtain appropriate level of permitting from this office for process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including a potential for a Risk Management Plan). Project may necessitate updates to the Waste Connections, Inc. Business Plan including but not limited to the site plan.

Confirm separation distances between water wells, basins, and septic system components.

If plan review for cross connection determines a device is necessary, then an annual device test requirement shall be added as a condition of this CUP.

Prior to construction final, the site shall have a permit for a Non-Transient Non-Community water system in process (reactivation of the CBI water system permit).



SAN LUIS OBISPO COUNTY  
**DEPARTMENT OF PUBLIC WORKS**

Wade Horton, Director

County Government Center, Room 206 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: [pwd@co.slo.ca.us](mailto:pwd@co.slo.ca.us)



Date: May 6, 2016  
To: Brandi Cummings, Project Planner  
From: Tim Tomlinson, Development Services  
Subject: **Public Works Comments on DRC2015-00122 Hitachi Zosen Inova CUP, Old Santa Fe Rd., SLO, APN 076-371-025 & 031**

Thank you for the opportunity to provide information on the proposed subject project. It has been reviewed by several divisions of Public Works, and this represents our consolidated response.

**Public Works Comments:**

- A. Project site may be located within the City of San Luis Obispo Sphere of Influence per Memorandum of Agreement (MOA) approved by the Board on October 18, 2005. City road impact fees may be applicable to this project.
- B. The proposed project is within a drainage review area as there is an area of considerable flooding down stream of this project. A drainage plan is required to be prepared by a registered civil engineer and it will be reviewed at the time of Building Permit submittal by Public Works. The applicant should review Chapter 22.52.110 of the Land Use Ordinance prior to future submittal of development permits. Additional detention of storm water for flood control purposes may be required.
- C. The project meets the applicability criteria for Storm Water Management. Therefore, the project is required to submit a Storm Water Control Plan Application and Coversheet. The Storm Water Control Plan application and template can be found at:  
<http://www.slocounty.ca.gov/Assets/PL/Forms+and+Information+Library/Construction+Permit+Documents/Grading+and+Drainage+Documents/SWCP+Application+Pkg.pdf>

The Post Construction Requirement (PCR) Handbook can be found at:  
<http://www.slocounty.ca.gov/Assets/PL/Grading+and+Stormwater+Mgmt/new+stormwater/PCR+Handbook+1.1.pdf>

The provided SWCP appears adequate

**Recommended Project Conditions of Approval** ATT 05

**Access**

1. **At the time of application for construction permits, the applicant shall provide evidence to the Department of Planning and Building that onsite circulation and pavement structural sections have been designed and shall be constructed in conformance with Cal Fire standards and specifications back to the nearest public maintained roadway.**
2. **At the time of application for construction permits, and in accordance with Streets and Highway Code Section 1480.5 & 1481 the applicant shall submit an application to the Department of Public Works for an Encroachment Permit to reconstruct, if necessary, all deteriorated or non-compliant parent parcel frontage improvements.**

**Drainage**

3. **At the time of application for construction permits, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) of the Land Use Ordinance. Provide calculations to determine if all drainage must be retained or detained on-site (the design of the basin shall be approved by the Department of Public Works).**

**Storm Water Control Plan**

4. **At the time of application for construction permits, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.**
5. **At the time of application for construction permits, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.**
6. **Prior to issuance of construction permits, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.**



## Community Development

919 Palm Street, San Luis Obispo, CA 93401-3249  
805.781.7170  
society.org

June 8, 2016

Brandi Cummings  
Department of Planning and Building  
County of San Luis Obispo  
976 Osos St., Rm. 300  
San Luis Obispo, CA 93408

**SUBJECT: Proposed Conditional Use Permit for an anerobic digestion plant to process green and food waste; 4388 Old Santa Fe Road, San Luis Obispo (DRC 2015-000122 HITACHI Zosen Inova)**

This letter serves as the City of San Luis Obispo's comment letter on the conditional use permit review to allow construction of an anaerobic digestion plant to process green and food waste.

The 2005 City/County Memorandum of Understanding states that the County and City should work cooperatively to plan for future uses and public services and facilities to improve and maintain area circulation, connections, and to preserve agricultural land and open space, and we appreciate this opportunity to provide input. The project is located within the City of San Luis Obispo's Airport Area Specific Plan (AASP) and is designated for annexation.

This letter includes comments and recommended conditions of approval which should be included with any project approvals.

### Airport Land Use Plan

Due to the proposed project's close proximity to County Airport runways 7-25 & 11-29, and proposed installation of the new blower and flare, and rooftop photovoltaics, staff recommends consultation with the County staff liaison to the Airport Land Use Commission to verify conformance with any overflight safety provisions of the Airport Land Use Plan (glare, emissions, etc.) and to determine whether the project should be reviewed by the County Airport Land Use Commission.

### Airport Area Specific Plan

The project site is located within the Airport Area Specific Plan (AASP) and is designated for annexation to the City of San Luis Obispo. Project approvals in this area should be coordinated with planned development and infrastructure improvements in the AASP. The AASP provides a framework to guide development decisions in the

City of San Luis Obispo referral response ATTACHMENT 05  
Hitachi Zosen Inova (DRC2015-00122)

planning area and conditions of approval to accommodate planned infrastructure should be applied accordingly (please see Public Works comments and conditions below).

For the complete Airport Area Specific Plan, please see the following link:  
<http://www.slocity.org/government/department-directory/community-development/planning-zoning/specific-area-plans/airport-area>

## **Public Works Department Comments**

### ***Comments for the County Referral Projects accessed from Buckley Road***

1. All projects should be conditioned to be consistent with the City's Airport Area Specific Plan (AASP) street and infrastructure recommendations.
2. Transportation Impact fees are primarily for off-site mitigation needed to serve development in this area. This includes the Buckley Road extension to Higuera, work at Broad/TFR and the LOVR interchange location. AASP fees do not include collections of funds for this section of Buckley Road. The County no longer collects Fringe Fees for these purposes and has turned responsibility over to the City to implement many of the area projects.

### ***Recommended Condition of Approval***

*Should the County consider approval of the application to construct the commercial building, the City requests the following conditions be required:*

1. In order to mitigate offsite traffic impacts, fees shall be required for City transportation Impact fees for various programs. These fees will need to be paid at time of building permit issuance but may also be paid prior to map recordation consistent with County policies. These fees should include:
  - a. Citywide Transportation Impact Fee
  - b. Airport Area Specific Plan Fee
  - c. LOVR Interchange Mitigation Fee

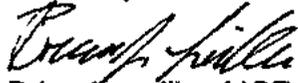
**The City requests to continue to be notified/consulted on further project review such as any significant project modifications, environmental review, and upcoming hearings.**

Please feel free to contact me if you have any questions or would like to arrange a meeting. I can be contacted by phone at 805-781-7166, or by e-mail: [bleveille@slocity.org](mailto:bleveille@slocity.org)

Thank you for considering City Community Development Department comments on the proposed project.

City of San Luis Obispo referral response ATTACHMENT 05  
Hitachi Zosen Inova (DRC2015-00122)

Sincerely,



Brian Leveille, AICP

Senior Planner

Long Range Planning

City of San Luis Obispo, Community Development Department

CC: San Luis Obispo City Council  
Xzandrea Fowler, Deputy Director of Community Development  
Tim Bochum, Deputy Director of Public Works  
Hal Hannula, Supervising Civil Engineer  
Jake Hudson, Traffic Operations Manager

**STAFF REPORT****SAN LUIS OBISPO COUNTY AIRPORT LAND USE COMMISSION****DATE: JUNE 29, 2016****TO: AIRPORT LAND USE COMMISSION (ALUC)****FROM: BRIAN PEDROTTI, COUNTY PLANNING AND BUILDING****REFERRING  
AGENCY:****COUNTY OF SAN LUIS OBISPO****APPLICANT: HITACHI ZOSEN INOVA, U.S.A., LLC****COUNTY FILE NUMBER: DRC2015-00122****PROJECT MANAGER: BRANDI CUMMINGS**

**SUBJECT: A REFERRAL BY THE COUNTY OF SAN LUIS OBISPO (COUNTY) FOR A DETERMINATION OF CONSISTENCY OR INCONSISTENCY REGARDING A CONDITIONAL USE PERMIT (CUP) TO ALLOW FOR THE CONSTRUCTION OF AN ANAEROBIC DIGESTION PLANT TO PROCESS GREEN AND FOOD WASTE. THE PROJECT INCLUDES AN EXISTING 13,000 SQUARE FOOT BUILDING AND A NEW 36,000 SQUARE FOOT BUILDING AND RELATED EQUIPMENT.**

**LOCATION: THE 12.5-ACRE PROPERTY (APNs: 076-371-025 AND 031) IS LOCATED AT 4388 OLD SANTA FE ROAD, AND IS WITHIN THE INDUSTRIAL LAND USE CATEGORY. THE PROPOSED PROJECT IS LOCATED IN THE SAN LUIS OBISPO COUNTY REGIONAL AIRPORT LAND USE PLAN (ALUP) – AVIATION SAFETY AREAS S-1B AND THE RPZ (RUNWAY PROTECTION ZONE).**

**RECOMMENDATION:**

Recommend a determination of consistency with the ALUP to the County of San Luis Obispo for a Conditional Use Permit (CUP) to allow for the construction of an anaerobic digestion plant to process green and food waste subject to the conditions of approval set forth below.

**Finding(s):**

- a) The proposed project is consistent with General Land Use Policies, G-1 through G-3 because: all information required for review of the proposed local action was provided by the referring agency; the project (as conditioned) would not result in any incompatibilities to the continued economic vitality and efficient operation of the Airport with specific respect to safety, noise, overflight or obstacle clearance; and since some of the lots affected by the proposed project or local action are located in more than one noise exposure area or aviation safety area, the standards for each such area will be applied separately to the land area lying within each noise or safety zone;
- b) The proposed project is consistent with the Specific Land Use Policies for Noise because the area affected by the project or local action is located within the 60 dB CNEL airport noise contour and development of any moderately noise-sensitive uses such as offices shall meet the requirements of interior noise levels specified in Table 4 and Section 4.3.3 of the ALUP;
- c) The proposed project is consistent with the Specific Land Use Policies for Safety because the proposed development would not result in a density greater than specified in Table 7; the proposed development would not result in a greater building

- coverage than permitted by Table 7; and the proposed development would not result in high intensity land uses or special land use functions as conditioned;
- d) The proposed project is consistent with the Specific Land Use Policies for Airspace Protection because the proposed gas flare is fully enclosed in a concrete foundation and is only used occasionally for excess biogas combustion, and the proposed development shall not include any structure, landscaping, glare, apparatus, or other feature, whether temporary or permanent in nature to constitute an obstruction to air navigation or a hazard to air navigation;
- e) The proposed project is consistent with the Specific Land Use Policies for Overflight because the proposed development has been conditioned to record avigation easements for each property developed within the project area prior to the issuance of any building permit or minor use permit; and all owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the Airport Area; and
- f) The proposed development within the project area will not exceed the maximum building coverage nor increase densities greater than what is allowed per Table 7 of the ALUP, because the square footage of the space and maximum number of people per acre do not surpass the requirements set by the ALUP as discussed in the report, and will be incorporated into the conditions of approval for the development permits.

**PROJECT DESCRIPTION:**

Proposal: Construction of an anaerobic digestion plant to process green and food waste

Setting: Industrial and commercial uses

Existing Uses: Four buildings, including a manufacturing building [21,382 square feet (sq.ft.)] and office area (5,000 sq.ft.), a paint booth building (7,160 sq.ft.), a manufactured building/portable restroom, and a 47-foot tall one-story manufacturing building (13,128 sq. ft.), also known as the "plate cutting" building

Site Area: Approximately 12.5 acres

**DISCUSSION:****Anaerobic Digestion Plant**

The applicant has submitted a proposal for the construction of an anaerobic digestion plant to process green and food waste. The plant will utilize the existing 13,128 square foot building (formerly, the plate cutting building) with the addition of 36,000 square feet of new construction, including the introduction of equipment related to the anaerobic digestion process. A new office trailer will be located west of the existing plate cutting building. An 80-space paved parking lot is planned for the east side of the new building. A new weighbridge will be installed in the paved area for weighing incoming/outgoing trucks. As initially referred, the project includes a compressed natural gas ("CNG") fueling station for the potential to fuel the increasing fleet of CNG-fueled trucks. However, the applicant has indicated that the fueling station is longer going to be included in the project.

**Setting/Existing Uses/Site Area**

The project site consists of two parcels totaling 12.5 acres located at 4388 Old Santa Fe Road, east of Hoover Road. The subject parcels (APNs: 076-371-025 and 031) are in the Industrial land use category. The site is developed with four buildings as described above. Surrounding land uses include: the SLO Regional Airport to the north, light industrial and Airport to the south and east, and vacant County-owned land to the west.

**Airport Land Use Plan Applicability**

The project site is located within Airport Land Use Plan Aviation Safety Area S-1b, and is approximately 300 feet from the Airport active runway 29 and approximately 400 feet from active runway 11. The project site is within the 60 dB Airport Land Use Plan Noise Contour, as shown on ALUP Figure 1 (Airport Noise Contours) and the 75 dB Single Event Noise Contour, as shown on ALUP Figure 2 (Single Event Noise Contours). A portion of the property is located within the RPZ, however, no development is proposed within the RPZ.

**ALUP 5.3 Land Use Compatibility Table**

Staff has identified the primary use as Agricultural Processing, as defined in Section 8 of the ALUP, because the project involves "receiving and processing of green material which is not produced on-site (commercial composting)." The ALUP Section 5.3 Land Use Compatibility Table designates Agricultural Processing within Aviation Safety Area S-1b as NR6 (land use is allowed provided the maximum non-residential density of use is limited to the values presented in ALUP Table 7 and Figure 6). Agricultural Processing is prohibited within the RPZ, but no portion of the operation is proposed in this area.

Although the fueling station constitutes a special function land use, specifically an unusually hazardous use (defined to include "fuel pumping facilities") which is prohibited within S-1b, the applicant has indicated that the fueling station will not be included in the project. The ALUP defines "unusually hazardous uses" as follows: "land uses which include features which could substantially contribute to the severity of an aircraft accident if they were to be involved in one; includes above ground storage of substantial quantities of flammable materials, fuel pumping facilities, above ground electric transmission lines or switching facilities, above ground pipelines carrying flammable materials, and other similar uses." Aside from the fueling station, the only other proposed uses potentially falling within this definition include the above ground storage tank and pipelines storing/carrying flammable materials. The proposed tank includes a secondary biogas storage unit in the upper portion of the tank which is intended to be used as occasional backup storage, and will not be continuously filled with flammable material. Based on the foregoing and as conditioned, the project does not include features that could "substantially contribute" to the severity of an aircraft accident nor does it include the above ground storage of "substantial quantities" of flammable materials. This is an issue the Commission should deliberate further during this hearing so the Applicant and Airports Manager can work toward a final resolution. A finding will need to be made to address this conclusion.

**ALUP Table 7 – Density Adjustment**

Based on review of the ALUP Table 7 (Planning Requirements and density adjustments for Land Uses within the Aviation Safety Areas for the San Luis Obispo County Regional Airport): 1) the maximum building coverage (% of gross area) is 10 percent for Airport Safety Area S-1b; 2) the maximum density of use (non-residential) is 40 persons/acre for Airport Safety Area S-1b; and 3) Special Function and High Intensity Land Uses are not allowed within the Airport Safety Area S-1b.

**ALUP Table 8 – Non-Residential Land Use Densities**

Based on review of ALUP Table 8 – Non-Residential Land Use Densities: 1) Agriculture (Agricultural processing) maximum density is 1 person per 200 sq. ft. gross floor area, plus one person per 1000 sq. ft. outdoor processing area is allowable; and 2) Offices maximum density is 1 person per 200 sq. ft. gross floor area.

**Density and Building Coverage Calculations**

The applicant's requested density for the anaerobic digester facility is based on 8.83 gross acres within the S-1b Airport Safety Area. Based on ALUP Table 7, a maximum non-residential density of up to 40 persons per acre is allowed. Based on ALUP Table 8, density is determined for the facility as 1 person per 200 sq.ft; and 1 person per 200 sq.ft. gross floor area for Office.

Airspace Protection

The construction of tall structures, including buildings and construction cranes – in the vicinity of an airport can be hazardous to the navigation of airplanes. The FAA, through FAR Part 77, established a method of identifying surfaces that should be free from penetration by obstructions in order to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage needing to be evaluated for tall structure impacts can extend miles from an airport facility. The proposed digester facility, as well as any tall structure(s) proposed as future development for other parcels, shall be reviewed by the Air Traffic Division of the FAA to determine compliance with the provisions of FAR Part 77.

The current approved Airport Layout Plan (ALP) in the Airport Master Plan identifies the project site for future airport acquisition to enable expansion of the airport. Draft revisions to the ALP, which are currently under review but not yet finalized by the FAA, show that a portion of the proposed building will potentially encroach on the critical area associated with the glideslope antenna signals. The primary concern associated with interference in the critical area is with moving vehicles or aircraft that could affect radio frequencies. According to the consultant for the revised ALP, buildings are less likely to interfere with these frequencies, but any proposed building should be reviewed by the FAA. In addition, the ALP also includes potential future roadway alignments and taxiway extensions in the vicinity of the project. The proposed building does not appear to encroach or interfere with these future road alignments.

The proposed plan also includes an emergency gas flare for excess biogas that can accumulate, and is used on an occasional and limited basis in case of emergency or for routine maintenance purposes. The gas flare is entirely located within a concrete foundation. In addition, exhaust air from the digester is released in a large open concrete tank filled with pieces of tree roots to absorb odors. The applicant has indicated that airflow through the tree roots is continuous and will discourage birds, which can be a hazard to airplanes, from foraging for wood.

**Maximum Non-residential density (S1b):**

$$\underline{8.83 \text{ gross acres} \times 40 \text{ person per acre} = 353 \text{ persons total}}$$

**Maximum Agricultural Processing density:**

Indoor Production = 49,000 sq.ft

1 person per 200 sq.ft. of indoor processing =

$$1 \text{ person} \times 49,000 \text{ sq.ft.} / 200 \text{ sq.ft. (245)} = 245 \text{ persons}$$

$$\underline{Aq \text{ Processing Density} = 245 \text{ persons}}$$

**Maximum Office density:**

Offices = 1,000 sq.ft.

1 person per 200 sq.ft. of gross floor area for office =

$$1 \text{ person} \times 1,000 \text{ sq.ft.} / 200 \text{ sq.ft. (5)} = 5 \text{ persons}$$

$$\underline{Office \text{ Density} = 5 \text{ persons}}$$

**Maximum Building Coverage: (includes total acreage in S1b and RPZ)**

$$\underline{12.53 \text{ gross acres} \times 10\% = 1.25 \text{ acres (54,450 sq.ft.)}}$$

**Conditions of Approval to be incorporated into any use permit(s) for development:**

1. The non-residential density for the property is limited to 353 persons, the maximum agricultural processing density is limited to 245 persons, and the maximum office density is limited to 5 persons.

2. The building coverage for the property is limited to 1.25 acres (54,450 sq.ft.).
3. All tall structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities must be reported via FAA Form 7460-1 at least 30 days before proposed construction or application for a building permit. The applicant shall also coordinate with the FAA on potential structural encroachments into the glidescope critical areas as shown on the draft Airport Layout Plan.
4. All moderately noise sensitive land uses on the Project Site shall include noise mitigation as required by the ALUP.
5. No structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
6. Any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
  - creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - lighting which is difficult to distinguish from airport lighting;
  - glare in the eyes of pilots using the airport;
  - uses which attract birds and create bird strike hazards;
  - uses which produce visually significant quantities of smoke; and
  - uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).
7. Avigation easements shall be recorded for each property developed within the area included in the proposed local action prior to the issuance of any building permit or conditional use permit.
8. All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area.
9. Consistent with the representations of the application, no fueling station shall be included in the project.

**EXHIBITS:**

- Ex. 1-8: Project Graphics  
Ex. 9: Project Description Package



SAN LUIS OBISPO COUNTY

DEPARTMENT OF PLANNING AND BUILDING

Promoting the Wise Use of Land - Helping to Build Great Communities

COUNTY OF SAN LUIS OBISPO  
DEPARTMENT OF PLANNING AND BUILDING  
OFFICE MEMORANDUM

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DATE: August 24, 2016  
TO: Planning Commissioners  
FROM: Brandi Cummings, Current Planning  
SUBJECT: August 25, 2016 Planning Commission Hearing –  
Hitachi Zosen Inova USA, LLC Conditional Use Permit (DRC2015-00122)

Attached are revised Conditions of Approval (Exhibit B) for this project.

The revised Conditions of Approval address the following minor technical changes:

- Condition 1a has been revised to reflect the correct output of the combined heat and power unit (CHP). The correct output is 1,062 KW (originally stated as 1,059 KW).
- Condition 1d has been revised to correct the maximum allowed height. The maximum allowed height for this project is 45 feet from average natural grade.
- Condition 3 has been revised to state that the allowed area for each wall sign shall be 320 square-feet each, or less (originally stated without 'or less').
- Condition 15 has been revised to reference the updated *Preliminary Fire Protection Hazard Evaluation* report date of July 30, 2016 (originally stated as April 12, 2016)
- Condition 22 has been revised to correct the maximum allowed height (same as Condition 1d change). The maximum allowed height for this project is 45 feet from average natural grade.

**EXHIBIT B - CONDITIONS OF APPROVAL (REVISED 8/24/16)  
HITACHI ZOSEN INOVA USA, LLC – DRC2015-00122**

**Approved Development**

1. This approval authorizes
  - a. construction and operation of an anaerobic digestion plant (ADP) to process green and food waste from the Waste Connections service area. The project will include the remodel of an existing 13,128 square-foot (sf) warehouse building and construction of a 36,000 sf addition. Other improvements will include a new office trailer, 80-space parking lot, vehicle weighbridge, 5,000 sf digester, 3,500 sf presswater tank, 7,500 sf biofilter, 4,059,1,062 kW combined heat and power (CHP) unit with flare, site grading, and stormwater facilities. The project will result in the disturbance of approximately 4.8 acres on two parcels totaling 12.53 acres.
  - b. modification to the 200 foot setback requirement for structures to left side and rear property lines to allow a 37 foot left side setback, and a 173 foot rear setback.
  - c. modification to sign ordinance to allow up to four (4) wall signs of 320 square-feet each.
  - d. maximum height is 40-45 feet from average natural grade.

**Conditions required to be completed at the time of application for construction permits**

***Site Development***

2. **At the time of application for construction permits** plans submitted shall show all development consistent with the approved site plan, floor plan, and architectural elevations.
3. **At the time of application for construction permits**, the applicant shall provide details on any proposed signs. The number of such signs allowed is four (4). The allowed area for the wall signs shall be 320 square-feet each or less. Such wall signs may be located on building faces other than those with public entrances. Freestanding signs shall be monument signs under six feet in height.

***Fire Safety***

4. **At the time of application for construction permits**, all plans submitted to the Department of Planning and Building shall meet the fire and life safety requirements of the California Fire Code. Requirements shall include, but not be limited to those outlined in the Fire Safety Plan, prepared by the Cal Fire/County Fire Department for this proposed project.

***Services***

5. **At the time of application for construction permits**, the applicant shall submit evidence that there is adequate water to serve the proposal, on the site.

6. **At the time of application for construction permits**, the applicant shall submit evidence that a septic system, adequate to serve the proposal, can be installed on the site.

#### **Access**

7. **At the time of application for construction permits**, the applicant shall provide evidence to the Department of Planning and Building that onsite circulation and pavement structural sections have been designed and shall be constructed in conformance with Cal Fire standards and specifications back to the nearest public maintained roadway.
8. **At the time of application for construction permits**, and in accordance with Streets and Highway Code Section 1480.5 & 1481 the applicant shall submit an application to the Department of Public Works for an Encroachment Permit to reconstruct, if necessary, all deteriorated or non-compliant parent parcel frontage improvements.

#### **Drainage**

9. **At the time of application for construction permits**, the applicant shall submit complete drainage plans and report prepared by a licensed civil engineer for review and approval in accordance with Section 22.52.110 (Drainage) of the Land Use Ordinance. Provide calculations to determine if all drainage must be retained or detained on-site (the design of the basin shall be approved by the Department of Public Works).

#### **Storm Water Control Plan**

10. **At the time of application for construction permits**, the applicant shall demonstrate whether the project is subject to the LUO Section for Storm Water Management. Applicable projects shall submit a Storm Water Control Plan (SWCP) prepared by an appropriately licensed professional to the County for review and approval. The SWCP shall incorporate appropriate BMP's, shall demonstrate compliance with Storm Water Quality Standards and shall include a preliminary drainage plan, a preliminary erosion and sedimentation plan. The applicant shall submit complete drainage calculations for review and approval.
11. **At the time of application for construction permits**, if necessary, the applicant shall submit a draft "Private Storm Water Conveyance Management and Maintenance System" exhibit for review and approval by the County.

#### **Conditions to be completed prior to issuance of a construction permit**

##### **Fees**

12. **Prior to issuance of a construction permit**, the applicant shall pay all applicable school and public facilities fees.

##### **Air Quality**

13. **AQ-1: Odor Control. Prior to issuance of construction permits**, the applicant shall develop an Odor Control Plan for review and approval by the APCD that identifies potential odor sources and determines control strategies to reduce potential odors. Odor control strategies that can be incorporated into these plans include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

14. **AQ-2: Portable Equipment. Prior to issuance of construction permit**, the applicant shall obtain all required permits from the APCD for portable construction equipment (i.e. generators).

#### ***Hazards and Hazardous Materials***

15. **HZ-1: Fire Safety. Prior to issuance of a construction permit**, the applicant shall provide a copy of the final *Fire Safety Plan* prepared by Cal Fire for this project and the *Preliminary Fire Protection Hazard Evaluation* prepared by Collings & Associates, ~~April 12~~ July 30, 2016. The recommendations and requirements of the *Fire Safety Plan* and *Preliminary Fire Protection Hazard Evaluation* shall be implemented **prior to final occupancy**, and/or on-going for the life of the project.
16. **HZ-2: Prior to issuance of construction permits**, all structures shall be reviewed by the Air Traffic Division of the FAA regional office having jurisdiction over San Luis Obispo County to determine compliance with the provisions of FAR Part 77. In addition, applicable construction activities shall be reported via FAA Form 7460-1 **at least 30 days before proposed construction or application for building permit**. The applicant shall also coordinate with the FAA on potential structural encroachments into the glideslope critical areas as shown on the draft Airport Layout Plan.
17. **HZ-3: Prior to the issuance of construction permits**; the applicant shall provide a recorded avigation easement for each property developed within the area included in the proposed local action.
18. **HZ-4: Exterior Light Plan. Prior to issuance of construction permits**, the Applicant shall submit an Exterior Lighting Plan for both permanent and temporary facilities, for County review and approval. The Plan shall define the height, location, and intensity of all exterior lighting. All lighting fixtures shall be positioned “down and into” the development, and shielded so that neither the lamp nor the related reflector interior surface is visible from surrounding properties or the San Luis Obispo County Regional Airport. All lighting poles, fixtures, and hoods shall be dark colored. When nighttime lighting is required for construction, temporary lighting shall be hooded to the extent consistent with safety. Lighting fixtures shall be directed away from the airport to avoid glare and, when near a residence, shall be pointed away from the residence.

#### ***Transportation and Circulation***

19. **TR-1: Traffic Impacts**. In order to mitigate offsite traffic impacts, fees shall be required for San Luis Obispo City transportation impact fees for various programs. These fees shall be paid to the City of San Luis Obispo, and evidence of payment or waiver shall be

provided to the County, **prior to construction permit issuance**. These fees shall include:

- a. Citywide Transportation Impact Fee
- b. Airport Area Specific Plan Fee
- c. Los Osos Valley Road Interchange Mitigation Fee

### ***Storm Water Control Plan***

20. **Prior to issuance of construction permits**, if necessary, the applicant shall record with the County Clerk the "Private Storm Water Conveyance Management and Maintenance System" to document on-going and permanent storm drainage control, management, treatment, disposal and reporting.

### **Conditions to be completed during project construction**

#### ***Site Development***

21. The project shall provide for utilities being placed underground.

#### ***Building Height***

22. The maximum height of the project is ~~40~~45 feet from average natural grade.
  - a. **Prior to any site disturbance**, a licensed surveyor or civil engineer shall stake the lot corners, building corners, and establish average natural grade and set a reference point (benchmark).
  - b. **Prior to approval of the foundation inspection**, the benchmark shall be inspected by a licensed surveyor prior to pouring footings or retaining walls, as an added precaution.
  - c. **Prior to approval of the roof nailing inspection**, the applicant shall provide the building inspector with documentation that gives the height reference, the allowable height and the actual height of the structure. This certification shall be prepared by a licensed surveyor or civil engineer.

#### ***Air Quality***

23. **AQ-3: Fugitive Dust Mitigation Measures.**
  - a. Reduce the amount of the disturbed area where possible;
  - b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
  - c. All dirt stock-pile areas should be sprayed daily as needed;
  - d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
  - e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
  - f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance

- by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.
- n. Since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

24. **AQ-4: Combustion Emission Mitigation Measures.**

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- f. All on and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as

CNG, liquefied natural gas (LNG), propane or biodiesel.

25. **AQ-5: Hydrocarbon Contaminated Soil.** Should hydrocarbon contaminated soil be encountered **during construction activities**, the APCD shall be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:
- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
  - Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate.
  - Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
  - The air quality impacts from the excavation and haul trips associated with removing the contaminated soil shall be evaluated and mitigated if total emissions exceed the APCD’s construction phase thresholds;
  - During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and
  - Clean soil shall be segregated from contaminated soil.
26. **AQ-6: Lead During Demolition.** The applicant shall contact APCD **ten days prior to the start** of any demolition, renovation, or retrofitting work to determine if a lead work plan is required. An APCD permit may be required; if required the permit shall be obtained prior to any demolition, renovation, or retrofitting work.
27. **AQ-7: Naturally Occurring Asbestos. Prior to any construction activities at the site,** the applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is exempt from the asbestos regulation. An exemption request shall be filed with the APCD. If the site is not exempt from regulation, the applicant shall comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program approved by the APCD.
28. **AQ-8: Demolition Asbestos. Prior to any construction activities at the site,** the applicant shall comply with all requirements of the National Emission Standard for Hazardous Air Pollutants. These requirements include, but are not limited to:
- a. written notification, within at least 10 business days of activities commencing to the APCD
  - b. asbestos survey conducted by a certified Asbestos Consultant and
  - c. applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at(805) 781-591 2 and also go to [slocleanair.org/business/asbestos.php](http://slocleanair.org/business/asbestos.php) for further information. To obtain a Notification of Demolition and Renovation form go to the” Other Forms” section of: [slocleanair.org/business/onlineforms.php](http://slocleanair.org/business/onlineforms.php).
29. **AQ-9: Idling Restrictions.**
- a. Driver’s shall not idle the vehicle’s primary diesel engine for greater than 5 minutes at any location;
  - b. Driver’s shall not operate a diesel-fueled auxiliary power system (APS) to power a

- heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location when within 100 feet of a restricted area;
- c. Signs shall be posted in the designated queuing areas and job sites to remind drivers of the five minute idling limit;
  - d. Off-road diesel equipment shall comply with the five minute idling restriction identified in Section 2449(d)(3) of the California Air Resources Board's In-Use off-Road Diesel regulation: [www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf).
  - e. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the five minute idling limit.

### ***Geology and Soils***

30. **GS-1: Geotechnical Recommendations.** The applicant shall implement the recommendations of the *Geotechnical Engineering Report* prepared by Earth Systems Pacific, dated March 2016.

### **Conditions to be completed prior to occupancy or final building inspection /establishment of the use**

31. **Prior to occupancy or final inspection**, which ever occurs first, the applicant shall obtain final inspection and approval from CDF of all required fire/life safety measures.
32. **Prior to occupancy of any structure associated with this approval**, the applicant shall contact the Department of Planning and Building to have the site inspected for compliance with the conditions of this approval.

### ***Air Quality***

33. **AQ-10: Permit to Operate. Prior to final inspection or occupancy**, the applicant shall obtain a permit to operate from the SLO APCD. The applicant shall install a Selective Catalyst Reduction (SCR) and oxidation catalyst (Oxicat) system on the combined heat and power (CHP) unit.

### ***Hazards and Hazardous Material***

34. **HZ-5: Environmental Health. Prior to occupancy or final inspection**, the applicant shall obtain the appropriate permits from the Department of Environmental Health for the process gasses produced. Depending on reportable quantities, a Hazardous Materials Business Plan may be required (including potential for a Risk Management Plan). The project may necessitate updates to the Waste Connections, Inc. Business Plan, including, but not limited to, the site plan.

### ***Water and Hydrology***

35. **WR-2: Water System. Prior to occupancy or final inspection**, the site shall have a permit from the Department of Environmental Health for a Non-Transient Non-Community Water System (reactivation of the CBI water system permit).

### ***Notice of Use***

36. A notice listing the authorized land uses for a site shall be recorded in the Office of the County Recorder **prior to occupancy or final inspection**.

**On-going conditions of approval (valid for the life of the project)**

37. This land use permit is valid for a period of 24 months from its effective date unless time extensions are granted pursuant to Land Use Ordinance Section 22.64.070 or the land use permit is considered vested. This land use permit is considered to be vested once a construction permit has been issued and substantial site work has been completed. Substantial site work is defined by Land Use Ordinance Section 22.64.080 as site work progressed beyond grading and completion of structural foundations; and construction is occurring above grade.
38. All conditions of this approval run with the land and shall be strictly adhered to, within the time frames specified, and in an on-going manner for the life of the project. Failure to comply with these conditions of approval may result in an immediate enforcement action by the Department of Planning and Building. If it is determined that violation(s) of these conditions of approval have occurred, or are occurring, this approval may be revoked pursuant to Section 22.74.160 of the Land Use Ordinance.

***Hazards and Hazardous Material***

39. **HZ-6:** The non-residential density for this property shall be limited to 353 persons.
40. **HZ-7:** The building coverage for this property shall be limited to 1.25 acres (54,450 square-feet).
41. **HZ-8:** All moderately noise sensitive land uses on the project site shall include noise mitigation as required by the ALUP.
42. **HZ-9: For the life of the project,** no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined by the ALUP.
43. **HZ-10: For the life of the project,** any use is prohibited that may entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
  - Creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - Lighting which is difficult to distinguish from airport lighting;
  - Glare in the eyes of pilots using the airport;
  - Uses which attract birds and create bird strike hazardous;
  - Uses which produce visually significant quantities of smoke; and
  - Uses which entail a risk of physical injury to operators or passengers of aircraft (e.g. exterior laser light demonstrations or shows)
44. **HZ-11:** All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport.
45. **HZ-12: For the life of the project,** any fueling stations in connection with this project shall be processed through an amendment to this Conditional Use Permit, and shall

require, at a minimum, referral to and recommendation from the Airport Land Use Committee.

46. **HZ-13: For the life of the project**, any proposed solar system installation shall be referred to the Airport Manager for review and approval. The proposed solar system project shall be evaluated by the FAA Solar Glare Hazard Analysis Tool (SGHAT) and be designed to mitigate glare to the maximum extent possible.
47. **HZ-14: For the life of the project**, any development shall be setback from the fence line to ensure nothing creates an opportunity for someone to easily climb over the fence and violate airport security.

***Water and Hydrology***

48. **WR-1: Cross Connection.** If a cross-connection review by the Department of Environmental Health determines a cross-connection device is necessary, then an annual device test is required.

August 17, 2016

San Luis Obispo Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

Dear Commissioners,

We are writing today to express our strong support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). My city, City of San Luis Obispo has voiced their support for the project by passing a rate increase and extending the current franchise agreement, and are very much looking forward to successful implementation of this project.

We are excited that HZI has chosen San Luis Obispo as the site for their first project in the US, and know that this will be the first of many such successful projects in California. Further, this is an important step in our community's ability to help create renewable energy while helping make our air quality better.

Thank you for your time, and we look forward to seeing this project approved.

Regards,



Adam Fukushima  
786 Peach Street Unit B  
San Luis Obispo CA 93401

cc: District 1 – Jim Irving  
District 2 – Ken Topping  
District 3 – Eric Meyer  
District 4 – Jim Harrison  
District 5 – Don Campbell  
Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building

August 17, 2016

**San Luis Obispo Planning Commission**

976 Osos Street, Room 200  
San Luis Obispo, CA 93408

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

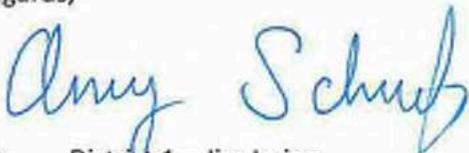
Dear Commissioners,

We are writing today to express our strong support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). Our City, San Luis Obispo, has voiced their support for the project by passing a rate increase and extending the current franchise agreement, and are very much looking forward to successful implementation of this project.

We are excited that HZI has chosen San Luis Obispo as the site for their first project in the US, and know that this will be the first of many such successful projects in California. Further, this is an important step in our community's ability to help create renewable energy while helping make our air quality better.

Thank you for your time, and we look forward to seeing this project approved.

Regards,



cc: District 1 – Jim Irving  
District 2 – Ken Topping  
District 3 – Eric Meyer  
District 4 – Jim Harrison  
District 5 – Don Campbell  
Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building

Bruce Falkenhagen  
2275 Corbett Canyon Road  
San Luis Obispo, CA 93401  
(805) 748-2045

August 23, 2016  
Via email, hard copy not to follow

San Luis Obispo Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408

Re: August 25, 2016 Planning Commission Hearing  
Item #4, Hitachi Zosen INOVA Anaerobic Digester

Gentlemen:

I received notice of this hearing and unfortunately will be unable to attend to make verbal comments.

I am in support of this application. What is being proposed is along the lines of what the neighbors of Cold Canyon hoped for with regards to the composting operation during the recent extension of its landfill permit. I looked at the design and for what it is worth, looks good based on my facilities experience, and also hope that it works as planned. My experience in part comes from dealing with the handling of H<sub>2</sub>S in the oilfields of Santa Maria, which has the highest H<sub>2</sub>S in the State.

I would like to offer a suggestion, really more to Hitachi Zosen, but also to the Commission. There is discussion in the APCD's letter about the treatment for H<sub>2</sub>S. There is no discussion about what it would be, but most likely it will be a sulfa-check or sulfa treat type of liquid pretreatment to the CHP unit. Those systems can be expensive to operate depending on the H<sub>2</sub>S level, it requires 4-5 vessels, and it may remove CO<sub>2</sub> in the process that it doesn't need to remove.

Recently I became aware of something called a "BOSS" system (Boiler, Oxidizer, and Scrubbing System) in another application package for Santa Barbara County. A couple of oilfield operations in Santa Maria proposed using it, but one has yet to be started up. Those operations have 60,000-180,000 ppm H<sub>2</sub>S, but the unit handles 20,000 ppm gas with no issue; it apparently has been used elsewhere with success. The key is that it burns the H<sub>2</sub>S contaminated gas before treatment, then treats the stack exhaust with sodium hydroxide to remove the SO<sub>2</sub> generated (from the H<sub>2</sub>S) in a liquid spray system. SO<sub>2</sub> is easier and safer to handle than H<sub>2</sub>S, it could be a cheaper alternative than the sulfa-check system, and doesn't require all of the vessels to water wash and dry the H<sub>2</sub>S gas.

While the BOSS system is used now with a boiler, my thinking is that it possibly could be used with an IC engine, if the engine does not require a catalytic converter (unknown in the application package; sulfur destroys a catalyst). It would be a slight change in design, but would like to throw it out for Hitachi to keep in mind or look deeper into it as it finalizes its plans and starts procurement.

Towards that end, I would suggest that the Commission approve the project as proposed, but also add the caveat that if an alternate H<sub>2</sub>S treatment system be considered during the implementation of the project, it would be considered as already approved by the Commission under this application. As far as Land Use is concerned, your approval is for an H<sub>2</sub>S treatment system, and the details have not

been a concern so far by staff. After all, the project did receive a negative declaration already. If Hitachi did run the numbers and see that the BOSS type system is good, it will require an APCD permit just like the sulfa check system. The APCD would be to ones to be concerned with the details of the design and it has the expertise for the in-depth review.

Thank you for allowing me to comment. If you have any questions, please contact me at the number above.

Sincerely,

Bruce Falkenhagen

**City Administration**

990 Palm Street, San Luis Obispo, CA 93401-3249  
805.781.7114  
[slocity.org](http://slocity.org)

August 24, 2016

San Luis Obispo County Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

Dear Commissioners,

We are writing today to express our strong support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). The City of San Luis Obispo has supported the project by passing a rate increase and extending the current franchise agreement, and are very much looking forward to successful implementation.

We are excited that HZI has chosen San Luis Obispo as the site for their first project in the United States, and know that this will be the first of many such successful projects in California. This project will allow us to manage our organic waste stream locally and create a beneficial soil amendment. Further, this is an important step in our community's ability to help create renewable energy while helping make our air quality better.

Thank you for your time, and we look forward to seeing this project approved.

Regards,

A handwritten signature in blue ink that reads "Jan Marx".

Jan Marx  
Mayor

cc: Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building

August 17, 2016

San Luis Obispo Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

Dear Commissioners,

We are writing today to express our strong support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). Our [city/csd] has voiced their support for the project by passing a rate increase and extending the current franchise agreement, and are very much looking forward to successful implementation of this project.

We are excited that HZI has chosen San Luis Obispo as the site for their first project in the US, and know that this will be the first of many such successful projects in California. Further, this is an important step in our community's ability to help create renewable energy while helping make our air quality better.

Thank you for your time, and we look forward to seeing this project approved.

Regards,

John Ryan  
Cold Canyon Processing Facility

cc: District 1 – Jim Irving  
District 2 – Ken Topping  
District 3 – Eric Meyer  
District 4 – Jim Harrison  
District 5 – Don Campbell  
Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building

August 18, 2016

San Luis Obispo Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

Dear Commissioners,

I am writing today to express our strong support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). Our City, Grover Beach has voiced their support for the project by passing a rate increase and extending the current franchise agreement, and are very much looking forward to successful implementation of this project.

We are excited that HZI has chosen San Luis Obispo as the site for their first project in the US, and know that this will be the first of many such successful projects in California. Further, this is an important step in our community's ability to help create renewable energy while helping make our air quality better.

Thank you for your time, and we look forward to seeing this project approved.

Regards,



Diane Lawson

287 N. Oak Park Blvd.  
Grover Beach, CA 93433

cc: District 1 – Jim Irving  
District 2 – Ken Topping  
District 3 – Eric Meyer  
District 4 – Jim Harrison  
District 5 – Don Campbell  
Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building

August 18, 2016

San Luis Obispo Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

Dear Commissioners,

I am writing today to express our strong support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). Our City, Grover Beach has voiced their support for the project by passing a rate increase and extending the current franchise agreement, and are very much looking forward to successful implementation of this project.

We are excited that HZI has chosen San Luis Obispo as the site for their first project in the US, and know that this will be the first of many such successful projects in California. Further, this is an important step in our community's ability to help create renewable energy while helping make our air quality better.

Thank you for your time, and we look forward to seeing this project approved.

Regards,

  
Gifford Lawson

287 N. Oak Park Blvd.  
Grover Beach, CA 93433

cc: District 1 – Jim Irving  
District 2 – Ken Topping  
District 3 – Eric Meyer  
District 4 – Jim Harrison  
District 5 – Don Campbell  
Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building

August 23, 2016

**San Luis Obispo Planning Commission**

976 Osos Street, Room 200

San Luis Obispo, CA 93408

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

Dear Commissioners,

I am writing today to express my strong support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). My city, Grover Beach, has voiced their support for the project by passing a rate increase and extending the current franchise agreement, and are very much looking forward to successful implementation of this project.

We are excited that HZI has chosen San Luis Obispo as the site for their first project in the US, and know that this will be the first of many such successful projects in California. Further, this is an important step in our community's ability to help create renewable energy while helping make our air quality better.

Thank you for your time, and we look forward to seeing this project approved.

Regards,



cc: District 1 – Jim Irving  
District 2 – Ken Topping  
District 3 – Eric Meyer  
District 4 – Jim Harrison  
District 5 – Don Campbell  
Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building

August 17, 2016

San Luis Obispo Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

Dear Commissioners,

We are writing today to express our strong support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). Our City, San Luis Obispo, has voiced their support for the project by passing a rate increase and extending the current franchise agreement, and are very much looking forward to successful implementation of this project.

We are excited that HZI has chosen San Luis Obispo as the site for their first project in the US, and know that this will be the first of many such successful projects in California. Further, this is an important step in our community's ability to help create renewable energy while helping make our air quality better.

Thank you for your time, and we look forward to seeing this project approved.

Regards,



cc: District 1 – Jim Irving  
District 2 – Ken Topping  
District 3 – Eric Meyer  
District 4 – Jim Harrison  
District 5 – Don Campbell  
Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building



## Oceano Community Services District

1655 Front Street, P.O. Box 599, Oceano, CA 93475

(805) 481-6730 FAX (805) 481-6836

San Luis Obispo Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408

August 22, 2016

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

Dear Commissioners,

We are writing today to request your support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). The Oceano Community Services District has voted in support of the project after holding a public hearing in the community, approving a rate increase, and extending the current franchise agreement. These actions, which were also approved by numerous other local agencies throughout the County, illustrate how private industry and government can partner in developing projects benefitting our local communities. We are very much looking forward to successful implementation of this project.

We are excited that HZI has chosen San Luis Obispo as the site for their first project in the US, and believe that this will be the first of many such successful projects in California. Further, this is an important step in our community's ability to support renewable energy and effective waste management.

Thank you for your time, and we look forward to seeing this project approved.

Respectfully,

Mary Lucey, Board President

cc: District 1 – Jim Irving  
District 2 – Ken Topping  
District 3 – Eric Meyer  
District 4 – Jim Harrison  
District 5 – Don Campbell  
Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building

## file number DRC2015-00122. Anaerobic digestion plant

Peter Jankay <pjankay@sbcglobal.net>

Thu 8/25/2016 6:50 AM

To: Brandi Cummings <bcummings@co.slo.ca.us>;

Dear Ms. Cummings:

We have lived on Buckley Road, approximately one half mile from the proposed plant, for 40 years. In that time we have seen many changes to our neighborhood, none of them good.

This proposed plant will bring only more environmental pollution to our area.

We already have noise pollution from the helicopter that gives lessons in front of our house, and fumes from aviation fuel coming from the jet that sits across the street warming up.

We also have the San Luis Garbage trucks that go by our house at 5:45 am, five days a week.

This plant will add more traffic to Buckley Road which already has a problem with speeding cars and trucks.

We feel that this plant will be a huge negative for our neighborhood. We do not want anymore smells, noise, trucks rumbling by or speeding cars.

Out by the Cold Canyon Land Fill would be a more appropriate location, not our neighborhood.

Sincerely,

Linda and Peter Jankay  
635 Buckley Road

p.s. Somehow, I forgot to include our well water contamination. It was known by county government that the water wells in our area were contaminated with TCE, but the residents did not learn about this until a private party started an investigation. This fact now causes great concern that the homeowners in the area affected by this massive facility will be given all of the information about the environmental impact to our neighborhood.

L. Jankay

Sent from my iPad

August 18, 2016

San Luis Obispo Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408

**SUBJECT:** Planning Commission Hearing regarding Hitachi Zosen INOVA Anaerobic Digester,  
Item # 72/2016

Dear Commissioners,

I am writing to express my strong support for the proposed Anaerobic Digester planned for San Luis Obispo County by Hitachi Zosen INOVA (HZI). The Nipomo CSD has voiced its support for the project by passing a rate increase and extending the current franchise agreement, and is very much looking forward to successful implementation of this project.

I am excited that HZI has chosen San Luis Obispo as the site for their first project in the US, and know that this will be the first of many such successful projects in California. Further, this is an important step in our community's ability to help create renewable energy while helping make our air quality better.

Thank you for your time.

I look forward to seeing this project approved.

Regards,



Scott Hoag

Nipomo resident since 1981

cc: District 1 – Jim Irving  
District 2 – Ken Topping  
District 3 – Eric Meyer  
District 4 – Jim Harrison  
District 5 – Don Campbell  
Ramona Hedges-Planning Commission Secretary  
Brandi Cummings – Dept. of Planning and Building

RECEIVED

AUG 22 2016

PLANNING & BUILDING

# Re: Anerobic Waste Plant at SLO Airport

Brandi Cummings

Fri 7/1/2016 4:01 PM

Sent Items

To: tinargall@aol.com <tinargall@aol.com>;

Hi Tina,

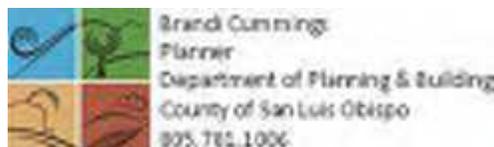
I am the Planner assigned to this project's land use permit.

I will (snail) mail you the application for this project, which has the contact information for the applicant and agent (no need for postage reimbursement) . I believe Brian is sending you copies of the ALUC documents. In the meantime, if you would like to view the application or plans that were submitted for the land use permit, they can be found here: [http://www.slocounty.ca.gov/Assets/PL/referrals/south+county/DRC2015-00122\\_Hitachi\\_Zosen\\_INOVA\\_USA\\_LLC\\_CUP\\_Ref\\_Pkg.pdf](http://www.slocounty.ca.gov/Assets/PL/referrals/south+county/DRC2015-00122_Hitachi_Zosen_INOVA_USA_LLC_CUP_Ref_Pkg.pdf)

I do not have the information on the farmer that will be taking the compost products, but you may be able to get that information from Ms. Florence, the applicant's agent.

As far as the next stage, a Mitigated Negative Declaration is being prepared for this project. The project is scheduled for the August 25th Planning Commission meeting. Notices will go out in the paper and in the mail 30 days prior to the hearing. Mailed notices are sent to property owners within 300 feet of the project site - I am not sure that your project meets that distance, but I will make sure you also receive a notice in the mail.

If you have any questions, please let me know.



---

**From:** Brian Pedrotti  
**Sent:** Friday, July 1, 2016 9:54:28 AM  
**To:** Brandi Cummings  
**Subject:** Fw: Anerobic Waste Plant at SLO Airport

Brandi-

See below - please put Tina on your contact list for the CUP. I can get her copies of the ALUC stuff, but it sounds like she also wants some info that only the applicant can provide.

-Brian

Brian Pedrotti, AICP  
San Luis Obispo County  
Department of Planning & Building  
(805) 788-2788

bpedrotti@co.slo.ca.us

---

**From:** tinargall@aol.com <tinargall@aol.com>**Sent:** Wednesday, June 29, 2016 3:26 PM**To:** Brian Pedrotti**Cc:** MKyle@ctint.org**Subject:** Anerobic Waste Plant at SLO Airport

I was extremely disappointed that the ALUC voted to allow this project to be "Consistent" within your purvue! Other than Commission board member Michael Cripe recusing himself, since he is business partners with the applicant, who else at the airport could possibly benefit from this proposal? And why couldn't he publicly state the reason for his recusal? I would also like to know the name and address of the local 'farmer' who has already agreed to use the majority of Hitachi Zosen's compost.

Please (snail) mail me copies of your maps and the ALUC staff prepared proposal for the Hitachi Zosen Plant, including all names and contact infor of those parties involved. I would also appreciate being notified more than 24 hours in advance of the next stage -- County Planners I assume.

My address is: 4538 Davenport Creek Road, San Luis Obispo, CA 93401. Although I am a country resident and tax payer, I will send you postage reimbursement for such package.

Sincerely,  
Tina Galliani  
TinaRGall@aol.com  
805-550-5373

# Letter of Objection to Anerobic Plant

tinargall@aol.com

Tue 8/23/2016 2:48 PM

DRC2015-00122 Hitachi Zosen Inova

To: Brandi Cummings <bcummings@co.slo.ca.us>;

**As a resident of the county directly next to the airport, I'd appreciate it if you would please enter my letter of objection into the meeting minutes.**

**Sincerely, Christine Galliani**

**Re: Anerobic Waste at SLO airport      Planning Commission Meeting on Aug. 25, 20016**

My name is Tina Galliani (Christine R. Galliani) and I live at the corner of Davenport Creek Road & Buckley (4538 Davenport Crk Rd. 93401). I've lived in this rather notorious house for 17 years, after Mr. Philbin lost it to a bank when he failed to keep up with his property taxes. This property was notorious because Mr. Philbin was a 'free man' who did not believe in ANY government intervention. He also owned the junkyard at what is now the corner of Buckley & Hoover, and which he lost due to the ALUC asking for a four foot easement, but which resulted in relinquishment of the entire property to eminent domain! I only learned of the proposal for the Anerobic Waste Plant the day before it went to the Airport Land Use Commission (ALUC); and so I was completely unprepared and did not even know what questions to ask. Apparently the Staff had already recommended it **go forward** after there was only one NO vote by Allen Settle, and one mysteriously **sudden** abstention. Apparently that abstaining commissioner's girlfriend was representing the company looking for approval!

**So I therefore would like to strenuously object to the location of this plant based on many unanswered questions.**

What is the true relationship between the ALUC and the SLO Waste Mgt company? The garbage trucks appeared in this location while I was out of town, and never heard any public discussion of this move from their previous location. This led me to believe that SLO Waste and ALUC had already made some agreement. My only physical objection to them at this location is the prevailing wind blows their loose remnants of trash directly onto the corner of Buckley & Davenport.

Two other the points of contention regarding building at the airport are: a) the 'flyover' zone. Apparently there will be a chimney to accommodate methane burn-off, but no one asked about a hot gas emission affecting flights (let alone smell, which I'll address later), and b) also a proposal to cover the roof (s) in solar panels, reflecting directly into the eyes of pilots. This was the only objection raised by Allen Settle, and was not answered to my (or his) satisfaction.

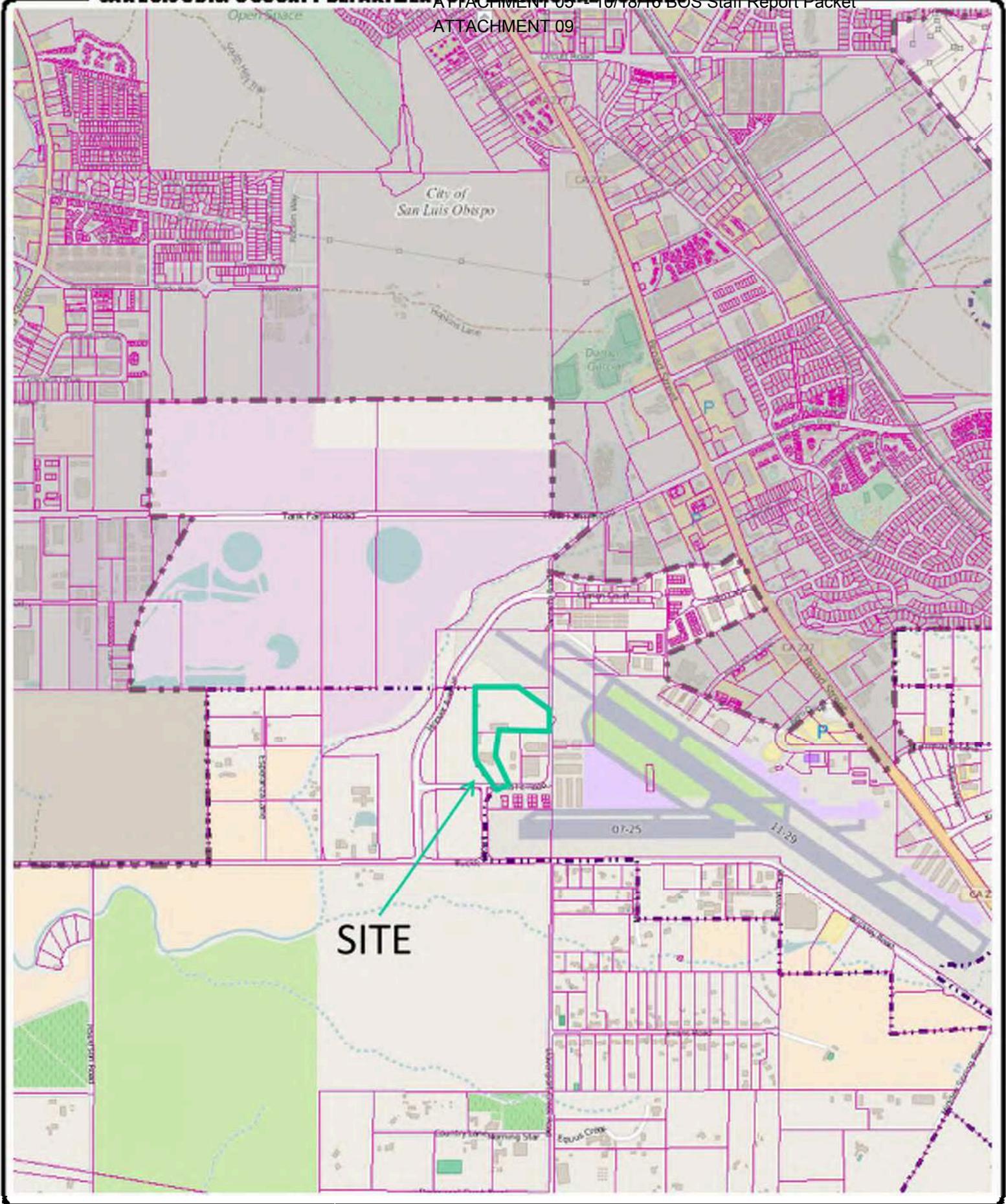
The smell: I believe we're all familiar with unpleasant smells. Occasionally, when the wind changes direction, from the prevailing northwest winds, the airport area (including Buckley/Davenport, Rolling Hills, Country Club, Edna, etc.) is subject to sulfuric odors from the oil pumps along Price Canyon. On any given day, when those Northwest prevailing winds are blowing, we smell the jet fuel and other carbon dioxide emissions. Now we're talking about adding Methane. Anyone who has driven past cattle feed yards knows what methane smells like. The project manager has said "he smells nothing"! I suggest that's because he has become numb or immune to it just as the cattle yard workers are immune to the cow farts!!!

Water: No one mentioned or asked how much water would be used to water-down the ground up waste in the processing. The water table along Buckley is already very limited. (My well only produces 10 gallons per minute.) And there is also now discussion of building 700+ low income housing units at Buckley and Vaschel! Where is this water going to come from? Also, an unaddressed problem: the Airport is still under investigation for a TCE ground water contamination! The ALUC has denied any link or responsibility and passed this off as a separate matter.

The Waste Mgt. project manager also said that most of the 'compost' from this particular anerobic waste plant has already been designated for one local rancher. But he did not disclose the name or location of that ranch! Perhaps that ranch would be a more suitable location.

With PGE's upcoming closure of Diablo as well as Morro Bay's power plant shutting, certainly the county has many more possible and more suitable locations for a waste plant such as this!

**I am a firm believer and practioner in recycling and protecting our environment, however, I don't believe this is the proper location for an Anerobic Waste Plant -- at the southern gateway to the "happiest place in America" -- our lovely little piece of paradise.**



**PROJECT**  
Hitachi Zosen Inova USA, LLC  
DRC2015-00122

**EXHIBIT**  
Vicinity Map

# FW: BOS 10/18 - Hitachi Zosen Inova Appeal

Annette Ramirez

Wed 10/12/2016 4:37 PM

To: cr\_board\_clerk Clerk Recorder <cr\_board\_clerk@co.slo.ca.us>;

5 attachments (1 MB)

2000-09.EPA Odor Control in Biosolids Management.pdf; 2016\_10\_11 ADP Traffic Engineer's Peer Review Letter.pdf; 2016-10-07 Acoustical Response to Appeal Letter.pdf; 2016-10-10.Air Quality Responses to Appeal Letter.pdf; 2016-10-11.HZI AD Facility DRAFT OIMP v1.pdf;

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**From:** Lisa Howe

**Sent:** Wednesday, October 12, 2016 4:26 PM

**To:** BOS\_Legislative Assistants <BOS\_Legislative-Assistants@co.slo.ca.us>; Annette Ramirez <aramirez@co.slo.ca.us>

**Subject:** Fw: BOS 10/18 - Hitachi Zosen Inova Appeal

Correspondence for the October 18th agenda - Item #24 (Hitachi Appeal)

**Lisa Howe**

Administrative Analyst  
County of San Luis Obispo

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**From:** Brandi Cummings

**Sent:** Wednesday, October 12, 2016 4:02 PM

**To:** Lisa Howe

**Subject:** BOS 10/18 - Hitachi Zosen Inova Appeal

Hi Lisa,

The applicant for this project has provided the following additional documents to go along with the appeal. Could you please post with the staff report online and forward to the Supervisors please?

Thanks,

**Brandi Cummings**  
**Planner II**  
**Department of Planning & Building**  
**County of San Luis Obispo**



# Biosolids and Residuals Management Fact Sheet

## Odor Control in Biosolids Management

### DESCRIPTION

This Fact Sheet provides information on the control of odors from biosolids production facilities, and the prevention of odors from the storage, distribution, and application of the biosolids product. The level of detail is intended to provide an overview for decision-makers including wastewater treatment plant managers and authority managers. The information provided is not intended to be design guidance.

Nuisance odors are a common occurrence at wastewater treatment plants, biosolids processing facilities, and biosolids recycling locations where proper management and control are not implemented. Failure to acknowledge the potential for odors and to work to prevent odor emissions can result in complaints, shutdowns, expensive retrofits, and non-acceptance of the finished product. Every operation should keep a systematic record of odor complaints. (Chlupsa) Proper facility design, operation, management, control and careful oversight are necessary to minimize odors. Water quality professionals have a responsibility to mitigate nuisance odors.

The most successful odor control programs are those that take a holistic approach and examine the complete system from sewer users to land application practices. Just as a good physician can identify the cause of the illness and not just treat the symptoms, effective odor management will identify and manage the source of odors and not just attempt to mask or hide the offensive odors. In addition, a holistic approach will encompass effective communications with those groups that may be negatively impacted by odors.

Nuisance odors can have detrimental effects on aesthetics, property values, and the quality of life in communities subjected to them. There are odorous compounds that are classified as toxic pollutants, but emissions of these compounds are restricted by air quality regulations and their control is not part of this discussion. An odorous biosolids product, or a biosolids treatment process that results in odor emissions, may be perceived as unhealthy due to the origin of the solids. The cause of health complaints in the absence of irritation or toxicity is poorly understood. (Schiffman et, al.) Tangential information is available from other industries but there is no necessarily direct relevance to biosolids odors. More research is needed to identify potential health effects of biosolids odors.

Odor complaints at operating facilities can lead to long term problems. Local public opposition can delay or prevent expansions or upgrades to facilities required to improve water quality. The anticipation of nuisance odors from proposed land application programs can limit the implementation of a worthwhile beneficial reuse program.

### Why Do Biosolids Generate Odors?

The beauty of biosolids is that is an abundant source of food for microorganisms including proteins amino acids and carbohydrates. These beasts in biosolids degrade these energy sources and odorous compounds are formed. (Walker, 1991) Organic and inorganic forms of sulfur, mercaptans, ammonia, amines, and organic fatty acids are identified as the most offensive odor causing compounds associated with biosolids production. These compounds typically are released from the biosolids by heat, aeration and digestion. The odors vary by the type of residual solids processed and the method of processing.

Anaerobic digestion of primary wastewater residuals produces hydrogen sulfide and other sulfur-containing gases, while alkaline stabilization of the solids volatilizes ammonia along with other volatile compounds. Composting odors can be caused by (Walker) ammonia, amine, sulfur-based compounds, fatty acids, aromatics and hydrocarbons such as terpenes from the wood products used as bulking agents. Aerobically digested and air-dried biosolids may contain little hydrogen sulfide, but have mercaptan and dimethyl sulfide odors.(Bertucci, Dodd, Hatfield, Williams)

The five independent factors that are required for the complete odor assessment are:

1. Intensity or pervasiveness- a measure of the perceived strength of the odor compared to concentrations of a standard compound.
2. Character - which relates to the mental association made by the subject in sensing the odor.
3. Hedonics - the relative pleasantness or unpleasantness of an odor sensed by the subject.
4. Detectability or quantity - the number of dilutions required to reduce an odor to its minimum detectable threshold odor concentration (Switzenbaum et al., 1997, Walker).
5. Mass - total mass per unit time or the volume of odorous air produced.

## APPLICABILITY

### Odor Control at Biosolids Processing Facilities

Biosolids processors are faced with odors during thickening, digestion, dewatering, conveying, storage, truck loading, air drying, composting, heat drying, alkaline stabilization, and/or incineration. The odors may be point sources or ambient air (in a belt press room for example.) The odors may emanate from point sources or be present in ambient air from area sources. A comprehensive odor audit and air dispersion modeling is the best

assurance that capital and operating dollars are spent wisely. Facility owners should look for a consultant who specializes in biosolids odor control when initiating an odor audit. An odor audit will accomplish the following:

- Quantify odors from each odor emissions source.
- Analyze for odor causing compounds.
- Determine the processes by which odor causing compounds are formed.
- Identify the most significant odor sources.
- Obtain data for odor emissions air dispersion modeling.
- Determine the most cost effective odor management plan.

Good management practices or modification to the operation may reduce odor emissions; however, odor containment and treatment at the biosolids processing facility may be necessary to control downwind effects.

The value of air dispersion modeling prior to final design should not be underestimated. Information obtained from modeling may result in design changes such as; increasing stack height, increasing stack velocity, providing reheat to increase thermal buoyancy, or dilution with ambient air. (Haug, 1990) These low cost features can save significantly on capital and operating costs and improve effectiveness.

Likewise, effective communication with the affected community is important to enhance odor management and reduce the number of complaints.

### Odor Control at Land Application Sites

The biosolids producer should accept responsibility for odor control at land application sites. Even if the producer hires a contractor to provide transportation, storage, or land application services, the terms of the agreement should include management practices to minimize odors.

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addition, the generator and contractor should have an odor response plan in place to provide guidance and policy on documenting and responding to odor complaints. The land applier should have the ability and responsibility to divert biosolids from a site that is experiencing odor problems.

Biosolids producers should make every effort to minimize odors at the application site because the long term efficacy of land application depends on it. A dramatic increase in local ordinances that ban or restrict the use of biosolids has been observed in recent years as a result of odor complaints. A nationwide survey (Biocycle 1999) revealed that odors at land application sites were usually the initial operating problem that resulted in complaints, which were followed by questions and often, organized public opposition.

Federal Biosolids Regulations do not regulate odors because it was believed that odors from land application did not present human health effects. It has been said, however; "Biosolids odors may not pose a health threat, but odors are killing public support for biosolids recycling programs." (Toffey, 1999)

The most cost-effective approach to odor control may be to examine the operation and maintenance practices at the processing facility. Septic conditions may result in a biosolids product that is more offensive than necessary. Some polymers break down into odor forming compounds under high heat and elevated pH. Incomplete anaerobic digestion can result in worse odors than no digestion at all. Blending of raw and WAS prior to liquid storage can result in higher concentrations of Dimethyl Sulfide. (Hentz and Cassel, 2000)

Methods to reduce odors at land application sites include:

- Properly stabilize, condition and manage biosolids at the treatment works to minimize odors from the final product.
- Select remote sites and fields away from neighbors (USEPA & USDA,2000).
- Apply well stabilized material.

- Clean tanks, trucks, and equipment daily.
- Whenever possible, subsurface inject or incorporate biosolids into the soil (WEF 1997).
- Minimize the length of time biosolids are stored (USEPA & USDA,2000).
- Reduce visibility and maximize the distance of the storage area from occupied dwellings (USEPA & USDA,2000).
- Avoid land application when wind conditions favor transport of odors to residential areas (USEPA & USDA,2000).
- Plan field storage of biosolids based on the stability, quantity, and length of time biosolids are stored in addition to the location of the site with respect to nearness to neighbors and the meteorological conditions (USEPA & USDA,2000).
- Avoid land application when nearby residential areas are planning outdoor activities or around holidays such as Memorial Day, Independence Day, and Labor Day (WEF 1997).
- Develop an odor control plan and train all staff to identify and mitigate odors.
- Have alternate management including land-filling for particularly malodorous batches of biosolids.

### Process Management

The degree of odor control necessary for biosolids processing facilities is determined by site-specific criteria such as:

- The current and future proximity of a site to residential or commercial developments.
- Local wind patterns, air mixing and dispersion (air stability) factors.
- Temperature and humidity.

- The variability of the above factors on a daily and seasonal basis.
- The amount of biosolids being processed.

A computerized air dispersion model that addresses magnitude, frequency, and duration of events, and is calibrated and verified with on-site monitoring, can be an effective tool to predict the impact of odor emissions. This type of model may determine how much and what type of control will be necessary to prevent or minimize the impact. To accomplish this task with some certainty of success, a formal odor study should be commissioned.

During the planning or preliminary design of a proposed biosolids processing facility, an odor study should be conducted in light of the knowledge and experience gained from successful operations at similar facilities. For existing facilities that have nuisance odor problems, the study should determine the degree to which specific unit processes or area sources contribute to the offsite impact. A detailed sampling and monitoring program should be conducted to determine a not-to-exceed nuisance odor level. Liquid and gas samples can be chemically analyzed for specific odor compounds. Both direct sensory measurements of odor intensity and odor strength are also useful to identify the sources of the complex mixture of odor compounds typically responsible for nuisance complaints. Direct sensory measurements are conducted by a panel of trained observers (expert noses) which analyzes and rates air samples in terms of odor intensity (n-butanol scale) and odor strength (dilution to threshold or D/T scale.) A comprehensive odor study should result in a full understanding of the source and nature of the odor emissions, identify available methods of odor control, and establish criteria to measure the effectiveness of the control technology.

Local ordinances may establish the degree of odor control required. Generally, the ordinances are written to prevent nuisance conditions at and beyond the facility property lines. Numerical limits of allowable concentrations of odorous compounds are specified in some localities, while others specify the frequency and/or duration of the detection of

off-site odors as the criteria for violation of nuisance standards.

### Sources of Odor

Wastewater collection systems with long detention times can result in septic conditions throughout the wastewater treatment plant and subsequent odor problems in biosolids handling and end use. Aerated static pile, windrow and in-vessel composting processes can produce objectionable odors if anaerobic conditions occur and even with aerobic conditions. Ventilation of air through the compost material helps to control composting temperature, maintain aerobic conditions, and provide a means to direct the exhaust air stream into an odor control device. The alkaline pasteurization process produces ammonia as well as other odor-causing compounds. Large scale facilities are often enclosed and ventilated to a wet chemical scrubber. Heat drying facilities usually use wet scrubbers and/or afterburners such as regenerative thermal oxidizers.

Biosolids processing facilities can be operated and managed to reduce odor generation and emissions. The quantity and intensity of odorous compounds can be reduced by:

- Operation and maintenance procedures to prevent anaerobic conditions.
- Addition of oxidizing agents to prevent formation of hydrogen sulfide.
- Selection of polymers which are resistant to breakdown at high temperatures and pH.
- Optimizing all stabilization processes such as anaerobic digestion, aerobic digestion, or alkaline stabilization.
- Evaluate the impacts of blending different types of solids and storage. (Hentz and Cassel)
- Scrubbing with a properly operated chemical scrubber or biofilter.

Addressing O&M optimization may result in dual benefits. First, it will reduce the amount and intensity of odors generated at the site, minimizing costs of odor control equipment. Second, it will generate a less odorous product, which will be easier to store, transport, utilize, or market.

## OVERVIEW OF ALTERNATIVES

### Current Status

Current methods to control odors from biosolids production facilities include biofilters, activated sludge basins, wet chemical scrubbers, regenerative thermal oxidizers, and odor counteractant or neutralizing agents. The method chosen should be based on the results of an odor audit and the type of odor causing compounds present.

### Biofilters- Description

Biofilters remove odors from a foul air stream by the adsorption and absorption of odor causing compounds onto a natural media bed where microorganisms oxidize the compounds. The indigenous bacteria and other microorganisms of the media acclimate to the compounds present and are sufficient to provide the "scrubbing" action; no bacterial inoculation or chemical addition is required. Biofilters commonly are used to treat the air from all types of composting operations.

### Biofilters-Advantages and Disadvantages

#### *Advantages*

Biofilters provide significant reduction of overall odor emissions including Volatile Organic Carbon emissions. It is a simple technology with minimum moving parts and low energy requirements. Cold winter temperatures do not affect biofilter performance. Biofilters have a low profile and are not as visible to neighbors as a system requiring a stack. All the above advantages are true if biofilters are properly sized, kept moist, and renewed periodically.

### Disadvantages

A major limitation of biofilters is the large land area required for installations. The size of the biofilter surface area is directly related to the airflow to be treated and the need to provide about a 45 to 60 second detention time. Poor biofilter performance is usually attributed to lack of moisture in the filter media. Other performance inhibitors are short-circuiting, pH depression, and high temperatures. A concentration of ammonia greater than 35 ppm in the foul air stream may cause a toxic accumulation of ammonium in the media, leading to reduced ammonia removal efficiency. The need to keep the biofilters moist results in a significant amount of water usage and the need to treat or dispose of leachate and condensate. Design criteria are not well established and biofilters may not be appropriate for very strong odors.

### Biofilters -Design Criteria

The medium is a mixture of materials that may include bark, wood chips, yard waste or agricultural waste compost, peat moss, sand, pulverized volcanic rock, or oyster shells.

Oyster shells, or similar materials, can provide pH control within the media. (Haines et al). Rock, sand and bark are necessary to provide and maintain porosity of the bed. The medium may be kept moist by spray nozzles in the foul air collection system and at the top of the biofilter surface.(Haines et al).

Sometimes, water is also added inside the filter through drip piping. The media bed is placed over an air distribution system consisting of perforated piping installed within a bed of gravel. An impermeable membrane, such as a HDPE or PVC liner, is placed under the gravel to facilitate leachate collection and disposal. The biofilter can be constructed within a compacted soil trench or between soil berms. If the biofilter is installed within a concrete, masonry, plastic or similar container, the container must be designed to prevent short-circuiting at the side walls and to resist corrosion from the acidic leachate.

The size of the biofilter is determined by the airflow to be treated. The accepted loading rate of a biofilter is 3 to 4 cfm per square foot of media bed, with a media bed depth of 3 to 4 feet. Design should provide for ease of removal because biannual replacement or replenishment of the media may be required. Periodic mixing or turning of the media may be required to maintain the design air flow and head loss through the odor control ventilation system.

Biofilters are widely regarded as an effective, low cost method of treating low to moderate odorous air. A well operated and maintained biofilter can reduce odors by 95% or greater (Schiffman et al) (Boyette and Bergstedt). In some cases, biofilters have resulted in the elimination of odor complaints. (Alix). In other cases, improved composting operations and biofilter renovation combined resulted in a reduction of odor complaints. (Haines et al).

### **Biofilters -Operation and Maintenance**

It is important that biofilters be kept moist so that the microbial community remains healthy and effective. The goal is to operate the biofilters as close to 100 percent humidity as possible. It is also important to keep sufficient void space and avoid air channeling, which results in short circuiting the media. Large amounts of dust and particulate matter in the foul air will build up in the biofilter media and shorten the replacement time. In addition, back pressure on the blowers will increase maintenance requirements. An appropriate temperature range must be maintained to keep the microbial organisms healthy and functioning. High temperature air (130-140 deg F) from composting processes contains high concentrations of ammonia that may be toxic to microorganisms. A typical biofilter life expectancy is one to seven years with biofilter replacement every two years. Operators should develop a biofilter performance monitoring protocol for routine assessment of odor control efficiency.

### **Activated Sludge Basins -Description**

Similar to biofilters, the activated sludge basins used for secondary treatment at municipal

wastewater treatment plants can provide odor removal by adsorption, absorption, condensation and microbial oxidation.

### **Activated Sludge Basins -Advantages and Disadvantages**

#### *Advantages*

This can be a very cost effective alternative for facilities which operate aeration basins. (Bowker) Costs are usually lower for both capital and operating expenses. Systems have been in operation for over 40 years, and more than 25 facilities have used this technology. This system is effective in treating moderate to high strength odors. Activated-sludge basins are simple, with low operation and maintenance considerations (WEF MOP 24).

#### **Disadvantages**

Concerns about blower corrosion have been the major impediment to use of activated sludge basins. However, steel inlet filters and piping are more common points of corrosion. There are reports of accumulation of a tar-like substance or greasy film on the internal components of blowers, and the volume of foul air to be treated may exceed the demand of the aeration tanks. The method may not be appropriate for very strong odors.(WEF MOP 24)

### **Design Criteria - Activated Sludge Basins**

The foul air is ventilated through a dedicated blower and diffuser system or through the process air distribution system. The foul air diffuser should be submerged at least eight feet to achieve high odor removal efficiency. The blower and diffuser equipment must be designed to withstand the corrosive nature of the air stream. Use of stainless steel, PVC, and moisture traps will minimize corrosion. The foul air volume can be minimized by using flat gasketed covers on tanks or individual enclosures for dewatering or blending equipment. Inlet covers will prevent particulate accumulation in fine bubble diffusers. Deep bed nitrification biotowers are also used for odor control.(Lutz et al)

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## **Operation and Maintenance - Activated Sludge Basins**

If a diffused aeration system already exists, little or no increase in O&M costs should be expected. The blowers and air filters must be cleaned periodically and the system monitored for odor causing compounds.

### **Wet Chemical Scrubbers**

Wet Scrubbers are best suited to treating high intensity odor emission and large air volumes. They are usually used at alkaline stabilization facilities, biosolids drying facilities and incinerators. There are several types of wet scrubbers, the most commonly used in biosolids facilities include packed bed, mist, and venturi scrubbers. All are designed to maximize the contact between the odorous compounds of the foul air stream and a "scrubbing" chemical solution. The compounds are absorbed and then oxidized by the chemicals. The performance of a wet scrubbing system depends on the solubility of the odors in the scrubbing solution. This should be determined by testing or from previous installations. (Heller and Heller) Multiple stage systems, using water or acid in the first stage to remove the ammonia, followed by a chlorine or caustic and chlorine in the second stage to remove sulfur based compounds, are used to treat composting odors and more commonly the ventilated air from alkaline pasteurization facilities.

### ***Advantages and Disadvantages - Wet Chemical Scrubbers***

#### ***Advantages***

A two or three stage scrubber system can remove a wide variety of odor-causing compounds. The units have proven to have variable chemical consumption and to be effective and reliable.

#### ***Disadvantages***

There is a potential for emission of chlorinated compounds and particulate from the scrubber exhaust stack, as well as a potential for emission of a bleach odor if chemical feed is not properly

controlled. Chemicals, power, and maintenance can be expensive, and large amounts of water are needed. The spent chemical must be properly disposed, and softening is required for the water.

### **Design Criteria - Wet Scrubbers**

The three most common types of wet scrubbers are packed bed scrubbers, mist scrubbers and venturi scrubbers.

Packed beds use a shower of scrubbing liquid over a bed of high-surface-area plastic media to promote droplet and film contact within a reaction chamber. The foul air is ventilated through the plastic media in a direction that is co-current or counter-current to the liquid flow. The advantage of a packed scrubber is that the concentration of the scrubbing solution can be varied in response to fluctuating odor levels. These units are usually the least costly method of treating high intensity odors at dewatering and storage facilities. *Mist scrubbers* use compressed air to atomize a stream of scrubbing liquid and a controlled ventilation pattern within the reaction chamber to promote contact without the use of media. Advantages of mist scrubbers include a lower water usage and the ability to handle a wide range of flow rates. The disadvantages of mist scrubbers are O&M costs of the air compressor, larger space requirements, and the small clearances on the spray nozzles require water softening and occasional acid washes (Heller and Heller). *Venturi scrubbers* are similar in operation to mist scrubbers, but atomize a high-pressure stream of scrubbing liquid without compressed air. The type of scrubbing liquid used depends on the odor compounds to be treated. A combination of sodium hydroxide and sodium hypochlorite is effective for sulfide odors, while dilute sulfuric acid is effective for ammonia odors.

Effective cooling of the scrubber gasses is also needed for ammonia removal (Horst et al, 1991).

### ***Operation and Maintenance - Wet Chemical Scrubbers***

Wet scrubbers require pumps, compressors, valves, and instrumentation. As a result, operation and maintenance costs are significant. Occasional

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maintenance and calibration is required for the chemical supply system, liquid distribution nozzles and ORP (oxidation reduction potential) and pH probes. System maintenance can normally be performed without interrupting the treatment. However, mist scrubbers may require slightly more nozzle maintenance because of the use of finer spray nozzles.

Variable odor concentrations and constituents in the process air will make scrubber operations difficult and reduce effectiveness. Composting operations have found that improving compost operations, specifically mixing and uniform aeration, results in less variability in dimethyl disulfide concentrations in the scrubber feed air. Fewer and smaller operating adjustments are required to maintain optimum scrubbing conditions. (Murray et al, 1991)

### **Regenerative Thermal Oxidizers (RTO's)**

RTOs use a high temperature to incinerate airborne compounds in a short residence time combustion chamber. This technology is usually used for biosolids heat dryers, incinerators, or evacuation air from biosolids storage tanks.

#### ***Advantages and Disadvantages - RTO's***

##### ***Advantages***

RTOs typically are used for VOC emission control, with odor removal being incidental. This equipment is compact compared to the area needed for wet scrubbers or biofilters. They are well suited to treating low volume, high strength air streams. RTO's are more energy efficient than conventional afterburners requiring only 10 to 20 percent of the energy. Thermal efficiencies are often 90 to 95% and the use of digester gas can reduce fuel costs.

##### ***Disadvantages***

There are relatively few applications of RTOs specifically for the control of biosolids processing odors. Operators report these units are a significant fuel cost. The system is only economical for high-strength, difficult-to-treat air streams.

### ***Design Criteria - RTO's***

The required temperature in the combustion chamber is 1,350 to 1,600 degrees F with a detention time in the range of 0.3 to 3 seconds. It is also important to configure the system to provide sufficient turbulence and oxygen for efficient combustion. (Heller and Heller, 1999) The RTO may be fueled with fuel oil or natural gas, and heat exchangers recover much of the exhaust gas heat to preheat the incoming air.

### ***Operation and Maintenance - RTO's***

RTO's are an expensive odor control technology to operate and maintain. High temperatures result in significant fuel costs and frequent maintenance and/or replacement of instrumentation.

### **Counteractants, Neutralizing Agents and Oxidizing Agents**

These products are used to reduce the impact of odors from area sources, such as biosolids curing or storage piles and point sources such as ventilation exhaust stacks. Essential oils and proprietary compounds are used as odor masking agents and as odor neutralizing or counteracting agents. These materials generally are non-toxic and non-hazardous to humans and the environment. They may be dispersed as a fine mist into the air at processing facilities or added to the liquid waste streams.

Oxidizing agents released into the wastewater react with odor causing compounds to form a more stable, odor free compound.

### **Advantages and Disadvantages - Counteractants, Neutralizing Agents and Oxidizing Agents**

#### ***Advantages***

The use of counteractants and neutralizing agents can be initiated quickly at a low capital cost. The use of oxidizing agents, or counteractants, in the waste stream can greatly reduce odors in the workplaces especially around thickening and dewatering equipment. At some facilities, the

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addition of potassium permanganate, an oxidizing agent, temporarily reduces odors in the biosolids product, (Pisarczyk and Rossi) thereby making land application less objectionable to a farmer's neighbors. Some plants also observe improved dewatering when using potassium permanganate.

### *Disadvantages*

It is possible that the perfume-like odor from some neutralizing agents may be perceived as an objectionable or nuisance odor. The effectiveness of neutralizing agents are limited to the area in which they can be dispersed. Oxidizing agents can act as a bactericides and inhibit biological processes. The presence of non-odorous substances that react with the oxidizer, will greatly increase the cost of treatment. (WEF) Oxidizing agents are not always effective and are sometimes expensive. The system has a poor database and limited information on odor removal efficiency.

### **Design Criteria - Counteractant, Neutralizing Agents and Oxidants**

Essential oils and proprietary compounds are dispersed into the foul air stream as a vapor or fine mist. Either a reaction chamber is provided to maintain a contact and residence time or the ventilation ductwork or exhaust tower is used to apply the agent. Some products are claimed to polymerize and precipitate odor molecules from the air stream. The neutralizing agents are sometimes sprayed continuously in the vicinity of odorous tanks, truck loading or storage areas.

Another design uses oxidizing agents such as chlorine, hypochlorite, chlorine dioxide, hydrogen peroxide or potassium permanganate to prevent septic conditions and the resultant hydrogen sulfide odors. A small amount of oxidant is blended with wastewater or liquid wastewater solids. A potassium permanganate dose of 0.3% can reduce the Threshold Odor Number from 1500 to 200. The required dosage is dependent on pH. Less potassium permanganate is needed at pH 5 or 7 than at pH 9 (Pisarczyk. and Rossi, 1992).

### **Operation and Maintenance - Counteractants, Neutralizing Agents and Oxidizing Agents**

Once the proper dosage is determined, operation and maintenance is relatively simple. Routine maintenance of pumps, spray nozzles and automated systems is required.

### **PERFORMANCE**

The following table shows removal efficiency for a variety of odor control technologies. Within the past 5 years, the design and operation of biofilters has been optimized and is now better understood than ever. Most work on biofilter is for use at composting facilities but due to their low cost, they are also being examined for heat drying facilities.

**TABLE 1 REPORTED REMOVAL EFFICIENCIES**

<b>System</b>	<b>H<sub>2</sub>S</b>	<b>NH<sub>3</sub></b>	<b>Odor Units (D/T)</b>
<b>Biofilter</b>	<b>&gt; 98%</b>	<b>&gt; 80%</b>	<b>&gt; 95%</b>
Activated Sludge (coarse bubble)	< 85% - 92%	> 90%	90 - 95%
Activated Sludge (Fine Bubble)	> 99.5%	N/A	> 99.5%
Wet Scrubbers	> 95%	> 95%	< 80% - 99%
RTO	N/A	N/A	> 95%
Chemical oxidants	>99% <sup>1</sup>	N/A	up to 99%
Counteractants and neutralizing agents	30%	30%	N/A

<sup>1</sup>Hydrogen sulfide concentration measured above the conveyor leaving the centrifuge.

Source: Schiffman et,al, Williams, Ostojic & O'Brien, Giggey et al, Solomon, LeBeau & Milligan, Pisotti, Singleton et al; Vaith et al; Ficek.

As with any odor control equipment, removal efficiency is only one aspect of effectiveness. Odor modeling will identify odor receptors and determine the likelihood of odors being detected off site.

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**TABLE 2 RELATIVE COSTS OF ODOR CONTROL TECHNOLOGIES**

<b>System</b>	<b>Overall</b>	<b>Capital</b>	<b>Operation/ Maintenance</b>	<b>Electrical or fuel</b>	<b>Supplies/ Chemicals</b>	<b>Effectiveness</b>
Biofilter	Moderate	Moderate- but land area needed	Moderate	Low	Water needed	High >95% in compost
Activated Sludge Basins	Low, if existing system	Low, if existing system	Low, if existing system, may corrode blowers	Low, if existing system and biosolids processing facility is close	Low	High 90-95% for H <sub>2</sub> S and Ammonia
Wet Chemical Scrubbers	High	High-up to 50% of total plant costs	High - much high speed equipment + instrumentat'n	High - must move water at high pressure	High - chemical costs and water demand	High <80%-99% handles alkaline stab and all plant odors
Regenerative Thermal Oxydizers	High	Moderate	High- due to high temp equipment	High - tremendous heat demand	High - oil or gas	Good for organic odorants from incinerators, and heat dryers
Oxidizing Agents	Varies- moderate to high	Low	Low- just mat'l handling issues	Low - small pumps required	High - potassium permanaganate can be expensive	Varies from one plant to another
Counteractant & Neutralizing Agents	Moderate	Low- moderate	Varies from one plant to another	Low	High - usually patented compounds	Varies, but may help at end use site.

Source: Hentz et al, Haines et al, Giggey, Ostojic and O'Brien, Pisarczyk and Rossi, Ponte, Bowker, Vaith et al, Williams, Wu.

## COSTS

Costs for odor control will vary significantly from one location to another and from one technology to another. At the Hoosac Water Quality District (HWQD) composting facility the biofilter was less than 3% of the capital cost and media replacement was about 7% of O&M costs (Alix,1998) . Multistage wet scrubbers and RTO's can result in 30 to 50% of capital and operating costs of a biosolids processing facility. Potassium permanganate costs \$1M per year at a facility that dewateres and incinerates 60 dry tons per day (DTPD) which equates to \$45 per dry ton.

The following table compares the cost factors for each technology. In addition, biosolids processing facilities should budget funds to conduct a facility wide odor audit, use odor modeling whenever possible, avoid septic conditions in wastewater and

solids, evaluate polymers and liquid blending and storage practices, maintain records of odor complaints and conditions, and incorporate language in land application contracts to assure best management practices.

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September 2000

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September 2000

Land Application of Biosolids  
EPA 832-F-00-064  
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Centrifugal Dewatering and Thickening  
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September 2000

Filter Belt Press Dewatering  
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Recessed Plate Filter Press Dewatering  
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October 7, 2016

## **RE: Noise Analysis - Hitachi Zosen Inova USA, LLC Proposed Anaerobic Digestion Plant (ADP) – DRC2015-00122**

In light of comments made by the appellants (September 20, 2016), the following discussion responds to the expressed concerns and addresses the technical issues.

### **1. Conclusion**

The Exterior Noise Level Standards in County's Noise Ordinance (§22.10.120) give day and nighttime limits for hourly noise exposure evaluated by two different metrics; Leq, which represents the energy average of sound over a period of time, and Lmax which represents the maximum noise level.

The Leq 41 dB noise level produced by the ADP, measured at 100 feet, complies with the noise ordinance standards of maximum Leq of 50 dB (daytime 7 am – 10 pm) and 45 dB (nighttime 10 pm to 7 am) for exterior noise levels adjacent to noise sensitive uses. Noise measurements made at an ADP in Germany indicate the sound is constant, with a maximum sound level not differing greatly from the acoustical average. The County standards for Lmax are 70 dB daytime (7 am – 10 pm) and 65 dB nighttime (10 pm to 7 am). The project conforms to both the Leq and Lmax standards.

### **2. Notes about Noise Metrics**

In the County's Noise Element and Ordinances, sound exposure levels are described using several different metrics. This can be confusing, but the multiple metrics are useful for describing and for regulating various elements of the acoustical environment.

A table from our analysis appears as Table N-3, page 26 in the Mitigated Negative Declaration. It lists three different noise sources using different metrics for each.

- **Lmax** measures the maximum noise level. A regional jet departure produces maximum noise levels in the range of 75 to 85 Lmax at the site of the ADP. The sounds from ADP facility operations are relatively steady and do not generate significant single noise events. As noted above, the sound produced by the ADP is on the order of 41 Leq and is well below county standards.
- **Ldn** or Day Night Level is used to describe the overall noise setting. This measure includes all of the noise events experienced over a 24-hour period. The metric recognizes the greater intrusiveness of noises during quiet hours. Nighttime noise (10 PM to 7 AM) is given a 10 decibel penalty. This is the equivalent of counting a single nighttime event as ten times a daytime event. The Ldn metric is used in the County's regulations and reflects both state and national standards (Noise Element, Part 1 (page 3.2).

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The County Ldn standard applies to land use compatibility with transportation noise sources such as the airport. Decibel is logarithmic and not a simple summation of individual noise measurements. With the high existing level of Ldn 75 at the site, an addition of noise from ADP operations is inconsequential (less than a fraction of a decibel).

- **Leq** represents the energy average of noise over a stated period, usually an hour. This metric was used to evaluate the operations of an ADP facility in Germany. As noted above, at a distance of 100 feet from the building housing the ADP the Leq was measured at 41 dB; below the maximum levels allowed by the County.

### **3. Noise Sensitivity – Office Uses**

The ADP site is located in the County's Industrial (IND) land use category, as are the adjacent properties to the east and southeast. The County's ordinance has no specified standards controlling noise in the Industrial land use category. However, the land use category does allow office uses, which are identified as a noise sensitive activity by the County Land Use Ordinance (§22.10.120). As noted above, the project complies with the allowed exterior noise level standards for both the day and night limits for noise measured by Leq and Lmax.

It should also be noted that the analysis described levels at a reference point 100-feet from the ADP operation. Noise levels will diminish for properties more than 100-feet away from the ADP. Increasing the distance from the ADP facility diminishes the addition to current ambient noise levels.

### **4. Back-up Alarms**

Federal Occupational Safety and Health Administration's (OSHA) regulations for back-up alarms require vehicles to have a reverse signal alarm "audible above the surrounding noise level".

The County Ordinance exempts safety signals and warning devices from noise standards (§22.10.120 A.3). While safety signals are exempt from noise standards, during standard operations trucks will enter the building for unloading of material from 9 am to 10 am and again from 2 pm to 2:30 pm. Unloading operations take approximately 12 seconds of reverse motion per truck.

### **5. Truck Activity**

The ADP project does not generate a significant increase in traffic or truck trips. A substantial increase in traffic would be required to produce a significant increase in overall road noise levels.

The metrics used are complicated, but they provide useful methods and standards for managing noise impacts. This discussion is intended to provide a better understand the analysis of noise impacts. There is no change in the conclusions from the original analysis.

Sincerely



David Dubbink, Ph.D, AICP



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## T E C H N I C A L M E M O R A N D U M

**TO** San Luis Obispo County Board of Supervisors

**FROM** Paul Miller, Senior Air Quality Analyst  
RCH Group

**DATE** October 10, 2016

**SUBJECT** Responses to Appeal Letter – Hitachi Zosen Inova Project

RCH Group (RCH) prepared air quality and greenhouse gases technical analyses that were used in the CEQA Initial Study/Negative Declaration for the Hitachi Zosen Inova Conditional Use Permit (File no. DRC2015-00122). This technical memorandum is our response to the air quality comments (Comment A-1 to A-5) in the September 20, 2016 appeal letter from Norman Beko, Mike Kyle, Paul Rys, and Kathy Borland.

### **Response to Comment A-1:**

Table AQ-8 on Page 14 of the Initial Study shows Total Daily Emissions of 28.5 lbs/day of ozone precursors (ROG + NO<sub>x</sub>), which is above the SLO APCD significance threshold of 25 lbs/day, a potentially significant impact. This is after incorporating extensive mitigation by equipping the CHP unit with a selective catalytic reduction (SCR) converter with an oxidation catalyst (Oxicat). The proposed project would also generate benefits to air quality by eliminating organics from landfills and creating renewable energy, thus indirectly reducing emissions of ozone precursors and other pollutants. The air quality analysis does not quantify this positive air quality impact. The following mitigation measure was included in RCH Group's June 20, 2016 memorandum to Oasis Associates and should be included in the Initial Study. Total daily emissions from the proposed project would not exceed the SLO APCD daily significance threshold and would be less than significant after incorporation of the following:

**Mitigation Measure:** The Applicant shall work with the SLO County APCD to mitigate daily ROG + NO<sub>x</sub> (ozone precursor) emissions to a level below the ROG + NO<sub>x</sub> significance threshold prior to building occupancy. The Applicant shall implement at least eight mitigation measures from the list within APCD's *CEQA Air Quality Handbook*. If the Applicant cannot select and implement the required number of mitigation measures from APCD's list, the Applicant shall reduce air quality impacts to less than significant through off-site mitigation based upon the amount of emission reductions (i.e., 3.5 pounds per day) needed to bring the project's impacts below the significance threshold.

Operational daily and annual air quality emissions were estimated for both an initial year (project start-up) scenario and subsequent years of operation. Air quality emissions during the initial year would be less than subsequent years because biogas would be flared for the first few months of project operation until the biogas produced is of quality to be used as fuel in the CHP unit. Operational daily emissions of ozone precursors (ROG + NO<sub>x</sub>) would be 22.4 lbs/day during project start-up (flaring), which is less than the SLO APCD significance threshold of 25 lbs/day (RCH Group, March 29, 2016). Operational daily emissions of ozone precursors (ROG + NO<sub>x</sub>) during subsequent years would be less than the SLO APCD significance threshold of 25 lbs/day with incorporation of the mitigation measure above. With implementation of mitigation, all air quality impacts would be less than significant.

#### **Response to Comment A-2:**

The Air Quality Technical Report (March 29, 2016) referenced in the Initial Study included a comprehensive discussion of the exposure of sensitive receptors to substantial air pollutant concentrations from the proposed project and concluded that the potential impact would be less than significant. Key information from that analysis is included below in the response to this comment.

Air quality regulations focus on criteria air pollutants (i.e., CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) as well as toxic air contaminants (TAC). A TAC is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TAC are usually present in very low concentration in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

There is growing evidence that indicates that exposure to emissions from diesel-fueled engines, about 95 percent of which come from diesel-fueled mobile sources, may result in cancer risks that exceed those attributed to other measured TAC. Diesel exhaust is a complex mixture of numerous individual gaseous and particulate compounds emitted from diesel-fueled combustion engines. In August 1998, the CARB identified diesel particulate matter (DPM) as an air toxic. The CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* and *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* and

approved these documents on September 28, 2000.<sup>1,2</sup> The documents represent proposals to reduce DPM emissions, with the goal of reducing emissions and the associated health risk by 75 percent in 2010 and by 85 percent in 2020. The program aimed to require the use of state-of-the-art catalyzed DPM filters and ultra-low-sulfur diesel fuel.

DPM emissions would occur from construction activities associated with the proposed project. Secondly, TAC emissions would also occur from the CHP and flare operations.

Sensitive receptors are populations that are more susceptible to the effects of air pollution than the population at large, such as the very young, the elderly, and those suffering from certain illnesses or disabilities. Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions and because the presence of pollution detracts from the recreational experience. Workers are not considered sensitive receptors because all employers must follow regulations set forth by the Occupation Safety and Health Administration to ensure the health and well-being of their employees.

Construction activities would entail the use of diesel equipment that would generate DPM emissions. Typically, health risks are estimated based on a chronic exposure period of 70 years. Because exhaust emissions associated with construction activities would be relatively low, short-term in nature, and move throughout the project site (limiting the potential exposure to any receptors); it is not anticipated that exposure to construction-related DPM would result in an elevated health risk. Furthermore, construction emissions are well below the SLO County APCD thresholds of significance for construction activities (see Tables AQ-1 through AQ-3 of the Initial Study). Fugitive dust and combustion emissions would be reduced with the implementation of mitigation measures (See Exhibit B of the Initial Study).

Notably, the proposed CHP unit would be equipped with a Selective catalytic Reduction (SCR) unit with Oxicat to control NO<sub>x</sub>, CO and ROG emissions, including air toxics such as formaldehyde and benzene that are byproducts of the combustion of gaseous fuels. The SCR with Oxicat would reduce ROG emissions including air toxics such as formaldehyde by up to 90 percent. Additionally, the biogas flare would provide 98 percent destruction efficiency for any toxics present in the biogas. The proposed project would generate small amounts of biogas that, once burned, would generate negligible quantities of air toxics. Given the low emission levels, it is not anticipated that exposure to CHP and flare emissions would result in an elevated health risk.

<sup>1</sup> California Air Resources Board. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. October 2000. <http://www.arb.ca.gov/diesel/documents/rrpfinal.pdf>

<sup>2</sup> California Air Resources Board. *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*. October 2000. <http://www.arb.ca.gov/diesel/documents/rmgfinal.pdf>

SLO County APCD's *CEQA Air Quality Handbook* states that if sensitive receptors are within 1,000 feet of the project site (other air districts such as the Bay Area have a similar criteria), a health risk assessment may be required. The nearest residence is located approximately 1,500 feet to the south and southeast of the project site. The nearest school/daycare is located approximately 2,600 feet to the northeast of the project site. Given the distance from the proposed project and the nearest sensitive receptors, it is not anticipated that exposure to proposed project emissions would result in an elevated health risk. Lastly, given the significant emission reduction control associated with the biogas flare and CHP unit with SCR/Oxicat, exposure to TAC emissions would be expected to be less than significant. Accordingly, health risks at sensitive receptors associated with air toxics emissions from the proposed project would be less than significant.

### **Response to Comment A-3:**

The Air Quality Technical Report (March 29, 2016) referenced in the Initial Study included a comprehensive discussion of potential odors from the project and the project controls to reduce objectionable odors. That report concluded that the potential impact would be less than significant. Key information from that analysis is included below in response to this comment.

Odors are generally regarded as an annoyance rather than a health hazard. The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). Odor impacts should be considered for any proposed new odor sources located near existing receptors.

Odor complaints could result in a violation of the SLO County APCD Rule 402 Nuisance. If a project has the potential to cause an odor or other nuisance problem which could impact a considerable number of people, then it may be considered significant. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors. Generally, odor emissions are highly dispersive, especially in areas with higher wind speeds. Odors disperse less quickly during inversions or during calm conditions, which hamper vertical mixing and dispersion.

The SLO County APCD *CEQA Air Quality Handbook* contains project screening level distances for nuisance sources, but does not list anaerobic digesters. While some "solid waste" facilities (i.e., transfer station and composting facilities) have screening distances up to one mile, those types of facilities can have major activities that have uncontrolled air quality releases. The proposed anaerobic digester facility is different in that all activities are designed to minimize any uncontrolled air quality releases. The HZI anaerobic digester controls would start with fast-moving doors when vehicles enter and leave, a negative pressure building to seal pre-treatment and post-treatment activity odors inside the building, a fully enclosed digester, and a ventilation system that directs all indoor air to a biofilter for odor treatment before the air is released to the outside environment. The HZI anaerobic digester uses a design that is currently in operation in European locations that are in close proximity to other businesses and residences.

Based on hourly meteorological surface data from the SLO Regional Airport (adjacent and northeast of the project site) from 2009 through 2013, the wind direction is predominately

from the northwest with a high frequency of calm and low wind conditions. The regional average annual wind speed is 6.8 mph. Residential receptors are approximately 1,500 feet to the south (downwind) of the project site.

The proposed project would not include any composting operations or storage of liquid digestate in open ponds/lagoons, which have the greatest potential to cause odor issues. The AD process would occur in an enclosed facility. Collection trucks would back into the facility through fast operating roll-up doors and drop organic waste in the receiving area. Organics would be pretreated and then sent to an intermediate storage bunker, where a crane feeds organics into the digester. The AD process occurs in a fully enclosed reactor and the exhaust air from the enclosed facility would be cleaned using a biofilter. The microbes on the media in the biofilter remove odors and after treatment in the biofilter the air disperses to the surrounding environment.

It should be noted that the AD process used is similar to many facilities operated by HZI throughout Europe. Discussion with HZI indicated that the existing plants have not resulted in major odor impacts. In some cases, existing, similar AD facilities are located virtually adjacent (within 200 feet) to residential areas (e.g., Biogas Zürich AG in Zürich, Switzerland).<sup>3</sup> The proposed project would not result in odor impacts to adjacent business owners or downwind residents because the facility is designed to capture and treat odorous air using a biofilter before release into the surrounding environment.

The Permit to Operate for the proposed project would require the applicant to create an Odor Control Plan. Prior to operation of the proposed project, the applicant would develop and implement an Odor Control Plan that identifies potential odor sources and determines control strategies to reduce unexpected odors. Odor control strategies that can be incorporated into these plans may include, but are not limited to, the following:

- Identification and description of the most likely sources of odor;
- A list of odor controls and best management practices that could be implemented to minimize odor releases: These best management practices shall include the establishment of the following criteria:
  - Establish time limit for on-site retention of undigested substrates.
  - Establish contingency plans for operating downtime (e.g., equipment malfunction, power outage).
  - Manage delivery schedule to facilitate prompt handling of highly odorous substrates.
  - Protocol for monitoring and recording odor events.
  - Protocol for reporting and responding to odor events.

All compostable material handling operations and facilities are required to prepare, implement and maintain a site-specific OIMP. The Hitachi Zosen Inova AD facility falls under compost regulations (Title 14, CCR, Division 7, Chapter 3.1 Compostable Materials Handling Operations and Facilities Regulatory Requirements) and would require an

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<sup>3</sup> Biogas Zürich AG, <http://www.biogaszuerich.ch/de/index.php>

OIMP<sup>4</sup>. The OIMP would include the following items in order to provide guidance to on-site operation personnel (as required by Section 17863.4 of Title 14, CCR, Division 7, Chapter 3.1):

- (1) An odor monitoring and data collection protocol for on-site odor sources, which describes the proximity of possible odor receptors and a method for assessing odor impacts at the locations of the possible odor receptors; and,
- (2) a description of meteorological conditions effecting migration of odors and/or transport of odor-causing material off-site. Seasonal variations that effect wind velocity and direction shall also be described; and,
- (3) a complaint response and recordkeeping protocol; and,
- (4) a description of design considerations and/or projected ranges of optimal operation to be employed in minimizing odor, including method and degree of aeration, moisture content of materials, feedstock characteristics, airborne emission production, process water distribution, pad and site drainage and permeability, equipment reliability, personnel training, weather event impacts, utility service interruptions, and site specific concerns as applicable; and,
- (5) a description of operating procedures for minimizing odor, including aeration, moisture management, feedstock quality, drainage controls, pad maintenance, wastewater pond controls, storage practices (e.g., storage time and pile geometry), contingency plans (i.e., equipment, water, power, and personnel), biofiltration, and tarping as applicable.

**Response to Comment A-4:**

Comment noted.

**Response to Comment A-5:**

The description on page 5 of the Initial Study is correct. As described on page 5, the digester is a completely closed system, as the process operates under anaerobic conditions (i.e., in the absence of air). The biofilter treats the exhaust air coming out of the water treatment and composting halls. To prevent the air from penetrating the environment, both the treatment hall and the composting halls are kept in a state of slight negative pressure. The system is a closed system for air entering the biofilter. The air is then treated by the microbes on the media in the biofilter to remove odors and after treatment in the biofilter the air disperses to the surrounding environment.

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<sup>4</sup> Since Section 17863.4 was designed for compost facilities, some of the items would not be needed for the proposed AD project.

**References**

- RCH Group, *Hitachi Zosen Inova Anaerobic Digestion Facility Air Quality Technical Report*, March 29, 2016
- RCH Group, *Hitachi Zosen Inova Anaerobic Digestion Plant CHP Unit Engine Emissions*, April 20, 2016
- RCH Group, SLO County APCD Comments Regarding HZI AD Plant IS/MND, May 24, 2016
- San Luis Obispo County Department of Planning and Building, *Hitachi Zosen Inova Conditional Use Permit Negative Declaration & Notice of Determination*, July 21, 2016

*Hitachi Zosen Inova Anaerobic Digestion Plant*  
**DRAFT ODOR IMPACT MINIMIZATION PLAN (OIMP)**

## **Purpose/Context of the OIMP**

This Odor Impact Minimization Plan (OIMP) is intended to provide guidance to on-site personnel in the handling, storage, and removal of compostable materials, in accordance with Title 14, California Code of Regulations Section 17863.4. This OIMP will be maintained on-site and revised as necessary to reflect any changes in the design or operation of this site. A copy of any revisions will be provided to the local enforcement agency (LEA) within 30 days of the changes. In addition, this OIMP will be reviewed annually to determine if any revisions are necessary.

## **Site Operations**

The anaerobic digestion (AD) facility will receive residential green waste and residential and commercial food waste. The AD facility will be located at Waste Connections existing service yard (where waste collection trucks start and end each day) at 4388 Old Santa Fe Road. The AD facility will convert organic material into three by-products: biogas, solid digestate and liquid digestate. The AD facility will include Hitachi Zosen Inova's Kompogas Digester, the first of its kind in the United States. The continuously fed, horizontal PF1800 plug-flow digester has a capacity of 1,800 cubic meters at a filling level of approximately 85 percent.

This site will receive 80-90% curbside green waste and 10-20% residential and commercial food waste. The site will take in average of 15 - 100 tons per day of organic material, not to exceed 700 tons per week or 36,400 tons per year. Waste collection trucks enter the facility through automatic fast operating roll-up doors and deposit organic material in the reception/pre-treatment hall. The organic material (feedstock) is fed into the processing area using a wheel loader and is processed within approximately four hours after receipt. The feedstock is shredded and screened to pieces of approximately two-inch size. Contaminants such as plastic and other non-organic items are removed. Ferromagnetic particles are also removed during pre-processing. After being processed, the pre-treated feedstock is transported to an intermediate storage bunker. A crane feeds the pre-treated feedstock to the dosing unit equipped with a conveyor chain. Conveyor belts send the feedstock in batches to the digester.

The AD process is based on anaerobic-thermophillic dry digestion at a temperature of approximately 55°C/ 131°F and a retention time of approximately 14 days. Any unwanted seeds and microorganisms are eliminated inside the gas-tight digester. A slowly turning agitator device results in degasification, while sedimentation of heavy matter in the digestion substrate is addressed due to special positioning of the agitator paddles.

After digestion, the digester remainder material is removed by an outlet pump and dewatered by screw presses, which separates the digested substrate into solid and liquid digestate. The liquid digestate is piped to a liquid digestate collecting tank from

where it is treated by advanced mechanical treatment (decanter). A portion is recirculated for moistening the incoming feedstock material. The remaining liquid digestate is pumped to one large liquid digestate storage tank outside the main building (labeled the presswater tank on the Initial Study figures). The storage tank is covered by a gas and odor tight membrane and equipped with a water tight door. Liquid digestate is expected to be loaded into a haul truck at the storage tank by the means of a digestate loading station and transported off-site for agricultural uses.

Solid digestate is taken from underneath the dewatering presses with a shovel loader and deposited into one of several open boxes in the compost hall. The solid digestate is subject to aerobic stabilization and removal of volatile organic compounds. Air is blown for approximately 21 days through the material by means of ventilation channels in the floor, which allow rapid aerobic stabilization. The exhaust air of the boxes, as well as the air of the whole composting hall is to be collected and piped through to the biofilter. Solid digestate is expected to be loaded into a haul truck inside the composting hall and transported off-site for agricultural uses.

Biogas extracted from the digester/gas storage through stainless steel pipes is first fed into a biogas pretreatment/cleaning system. The pre-treated biogas is then used in the combined heat and power (CHP) unit. The CHP unit generates electricity that can be fed to the grid and heat to use for heating the digester.

The digester is a completely closed system, as the process operates under anaerobic conditions. The reception/pre-treatment hall and composting hall are kept in a state of slight negative pressure so that air does not leak outside of the facility. The exhaust air system collects air from the various halls and humidifies the air using water by means of a nozzle system operated with compressed air before sending the air to the biofilter. Reaching humidity levels of 95 percent guarantees optimal operation of the subsequent biofilter, requiring minimal maintenance. To lower the total air volume treated by the biofilter, the exhaust air collected in the reception/pre-treatment hall is reused for aeration of the composting hall before it is led to the biofilter for treatment.

The biofilter consists of a large area with a permeable floor to allow for air flow and is filled completely with pieces of tree roots. Root wood will consist of 70 – 90 percent coniferous (e.g., spruce, fir, pine) and 10 – 30 percent hardwood. After being shredded and sieved to between 40 - 120 mm, the wood chunks offer a large surface as a breeding ground for natural microorganisms which absorb the volatile organic compounds (including the odorous compounds) contained in the exhaust air. The loosely stacked biofilter results in a minimal pressure loss of the exhaust air stream. The exhaust air has a forest floor smell.

## **I. Section 17863.4 (b) (1) - Odor Monitoring Protocol**

### **A. Proximity of Odor Receptors**

The closest receptors will be operations staff and management who will be onsite during operating hours to monitor the compostable materials handling operations.

The closest off-site receptors are industrial/commercial businesses to the southeast, the closest building being 320 feet to the southeast of the reception/pre-treatment hall (where organic waste is initially received). The closest off-site residential receptors are residences approximately 1,800 feet to the south and southeast of the site. The closest daycare, Child Care Resource Connection is approximately 2,600 feet to the northeast of the site. The closest school, Montessori Children's School is approximately 8,000 feet to the west. The only school downwind of the site is over two miles away.

### **B. Method for Assessing Odor Impacts**

Each operating day the operator will evaluate on-site odors and planned operations for potential release of objectionable odors.

If questionable or objectionable on-site odors are detected by site personnel, operations personnel will implement the following protocol:

1. Investigate and determine the likely source of the odor.
2. Assess the effectiveness of available on-site management practices to resolve the odor event and immediately take steps to reduce the odor-generating capacity of on-site material.
3. Determine if the odor traveled off-site by surveying the site perimeter and noting existing wind patterns.
4. If it is determined possible odors impacts have occurred, contact appropriate LEA and/or neighbors.
5. Record the event for further operational review.

## **II. Section 17863.4 (b) (2) - Meteorological Conditions**

### **A. Wind Velocity**

Historical wind data indicates prevailing wind is from the northwest with a high frequency of calm and low wind conditions. The regional average annual wind speed is 6.8 miles per hour. During nights and the winter season a secondary prominence of winds from the southeast and lower wind speeds occur, while during the day and other seasons winds are from the northwest and higher wind speeds occur. See **Attachment 2** for meteorological data.

### **B. Wind Direction**

See **Attachment 2** for meteorological data.

## **III. Section 17863.4 (b) (3) - Complaint Response Protocol**

If and when a complaint is received, designated site personnel will:

1. Obtain time, location, and nature or characteristics of the odor and record that information to review for operational trends.

2. If practical, proceed to the location of the complaint to verify that the site is indeed responsible for the odor. Otherwise, investigate the probable source of the odor complaint and implement operational changes to minimize odors.
3. If warranted, meet with the LEA and complainant (if known and choosing to participate) within a reasonable time frame to discuss the nature of the source of the odor and operational changes proposed and/or implemented.
4. Document the complaint(s) in the Operations/Complaint Log, including the nature of the complaint and actions taken to minimize odors in the future (See the Odor Complaint Response Log provided in **Attachment 1**). Notify the LEA and other interested parties of the status of the complaint.

#### **IV. Section 17863.4 (b) (4) – Design Considerations and Procedures to Minimize Odors**

In order to minimize the development of conditions that could lead to odor problems, the compostable material handling areas of the site were designed based on the nature and quantity of materials to be received and stored, climatological factors and adjacent land use.

The primary sources of odors at this site occur during the receipt and initial handling period in the reception/pre-treatment hall before the material is fed into the processing area and after the AD process with the handling of digester remainder material. There are no odors released when the materials are in the Kompogas plug-flow digester because it is a gas-tight closed system. As a result, site personnel assess materials upon receipt for odor generation potential. Site personnel will be trained to manage all compostable material handling in a manner that minimizes the development of conditions that could lead to objectionable odors.

##### **A. Aeration**

The solid digestate produced by the digester is subject to aerobic stabilization and removal of volatile organic compounds. Air is blown for approximately 21 days through the material by means of ventilation channels in the floor, which facilitates rapid aerobic stabilization. The exhaust air of the boxes, as well as the air of the whole composting hall is be collected and piped through to the biofilter.

##### **B. Moisture Content of Materials and Moisture Management**

The organic material received consists of food waste, which has a high moisture content and green waste, which has a variable moisture content depending upon factors such as weather and material composition. A high moisture content is needed to create anaerobic conditions in the digester and operators can adjust moisture levels in the digester depending on the moisture content of organic materials received.

##### **C. Feedstock Characteristics and Quality**

The feedstock consists of curbside green waste and residential and commercial food waste. Incoming materials are checked for physical contaminants and contaminants are

removed during pre-processing. Overly contaminated loads may be rejected by operations staff.

#### **D. Airborne Emission Controls**

The digester is a completely closed system emitting no odors. Odor emission generating activities would occur in enclosed buildings subject to negative aeration pressure. The exhaust air system collects air inside the enclosed buildings and humidifies the air before sending it to the biofilter for treatment. See the Site Operations discussion above for a more detailed discussion.

#### **E. Process/wastewater Controls**

The liquid digestate produced by the digester is piped to a liquid digestate collecting tank from where it is treated by advanced mechanical treatment (decanter). A portion is recirculated for moistening the incoming feedstock material. The remaining liquid digestate is pumped to one large liquid digestate storage tank outside the main building. The storage tank is covered by a gas and odor tight membrane and equipped with a water tight door. Liquid digestate is expected to be loaded into a haul truck at the storage tank by the means of a digestate loading station and transported off-site for agricultural uses.

#### **F. Material Processing, Handling, and Storage Practices**

##### **1. Processing**

###### **a. Feedstock**

Feedstock will typically be pre-processed and processed within approximately four hours after receipt and sent to the intermediate storage bunker.

###### **b. Processed Material**

Material that has been placed in the intermediate storage bunker after processing will usually be fed to the anaerobic digester within approximately 24 hours. The intermediate storage bunker is a sealed structure so organic material could be stored in the intermediate storage bunker for greater than 24 hours (Title 14, Chapter 3.2, Article 6, Section 17896.57).

#### **G. Weather Event Impacts**

Since organic material handling operations occur inside the enclosed facility and exhaust air is treated with a biofilter, it is unlikely that weather events will cause any significant odor events. Odor emissions are highly dispersive during high-wind speed conditions. During a weather event such as an inversion, operations staff will survey odors on- and off-site.

## H. Contingency Plans

### 1. Fire Prevention

The risk of fire hazard at the AD facility is low because of the tightly controlled internal environment within the digester itself. The AD facility and biogas transmission lines will operate with very low pressures, similar to natural gas distribution lines, minimizing high pressure conditions. The AD facility will include redundant fire safety relief valves to prevent over pressurizing, flame arresters, gas detectors, and physical barriers to minimize fire hazards. The AD facility will meet all fire and life safety requirements of the California Fire Code and will have a final Fire Safety Plan approved before building occupancy.

### 2. Water Supply

The AD facility will obtain its water needs from an on-site well. The well is used primarily during project start-up and once the facility is fully operational the main water needs are fulfilled by internal circulation. Well-water will be used for cleaning and limited process purposes. The Waste Connections property has an independent fire pump connected to a shared 200,000 gallon fire water tank on an adjacent property to the east.

### 3. Equipment

The biogas flare would be used to burn biogas in case of an emergency.

### 4. Power

The facility can run completely autonomously from PG&E and power itself. The facility uses approximately 23 percent of the electricity it generates and then balances the rest back to PG&E. The AD facility is tied to PG&E and can switch gear to PG&E electricity at any time. A short-term backup power supply will be available to power the control system of the facility under a power outage.

### 5. Personnel

The facility operator will work closely with management and staff to operate the AD facility. All operational components will be understood by all parties involved so that on-site personnel will understand how to operate the facility and respond to problems, odor and non-odor related.

## I. Personnel Training

Personnel will be trained in the proper use of facility equipment. Potential hazards and safety features will be stressed as well as handling procedures to minimize the production of odors. No employee will be permitted to operate equipment until the employee has demonstrated that he or she is competent to operate that equipment. Annual review and training will ensure continued safe operations of the facility and compliance with regulations will be conducted.

**J. Biofiltration**

The biofilter will be a large open area with a permeable floor to allow for air flow and is filled completely with pieces of tree roots. Root wood will consist of 70 – 90 percent coniferous (e.g., spruce, fir, pine) and 10 – 30 percent hardwood. After being shredded and sieved to between 40 - 120 mm, the wood chunks offer a large surface as a breeding ground for natural microorganisms which absorb the volatile organic compounds contained in the exhaust air. The loosely stacked biofilter results in a minimal pressure loss of the exhaust air stream. The exhaust air has a forest floor smell.

**K. Load Enclosure**

Incoming organic waste loads will be enclosed with the collection trucks. Once organic waste is delivered, all operations take place inside the enclosed facility.

**V. Section 17863.4 (b) (5) – Operation Considerations and Procedures to Minimize Odors**

In order to minimize the development of conditions that could lead to odor problems, the AD facility will include the following operational procedures:

**A. Survey**

Each operating day the operator/site personnel will evaluate on-site odors and planned operations for potential release of objectionable odors. If questionable or objectionable on-site odors are detected by site personnel, operations personnel will implement the Odor Monitoring Protocol in this OIMP.

**B. Biofilter**

Each operating day the operator/site personnel will investigate air exiting the biofilter to ensure its efficient operation. Air exiting the biofilter should not contain in process odors. If process odors are present in the air exiting the biofilter the operator/site personnel will make the necessary adjustments such as adjusting the humidity, pressure and/or modifying air changes in the facility.

**C. Sanitation**

Each operating day the operator/site personnel will survey the reception/pre-treatment hall and processing areas looking for any organic waste material or liquid on the floor or walls of the AD facility. Any organic waste material or liquid will be removed and the area will be cleaned.

**D. Doors**

All doors will only be opened for a minimal amount of time. Automatic fast-operating doors in the reception/pre-treatment hall and composting hall will only open and close when collection or hauling trucks or operational vehicles (e.g. wheel loader) are entering/exiting the facility.

**E. Processing**

Organic material is pre-processed and processed within approximately four hours after receipt and sent to the intermediated storage bunker.

**F. Aeration**

Solid digestate is placed in boxes in the compost hall and the solid digestate is rotated from box-to-box every three days to increase the surface area exposed to air. Air is blown for approximately 21 days through the solid digestate by means of ventilation channels in the floor, which facilitates rapid aerobic stabilization.

**VI. Section 17863.4 (d) – Annual Review of the OIMP**

The OIMP will be reviewed annually by the operator and revised as necessary.

A copy of this OIMP will be kept at the facility's administrative office. The OIMP will be revised within 30 days to reflect significant changes to operations that affect the OIMP, with a copy provided to the LEA, when appropriate.

Today's date: \_\_\_/\_\_\_/\_\_\_

Attachment 1

Control No. \_\_\_-\_\_\_-\_\_\_

(year-juris.-#)

**ODOR COMPLAINT RESPONSE LOG**

Complaint Received From: \_\_\_\_\_

Name of Complainant: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip code: \_\_\_\_\_

Phone number: (\_\_\_\_) \_\_\_\_\_

Facility/Operation Name: \_\_\_\_\_

SWIS# (if applicable): \_\_\_-\_\_\_-\_\_\_

Facility Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip code: \_\_\_\_\_

Date Complaint Received (if applicable): \_\_\_/\_\_\_/\_\_\_

Date(s) and Time(s) Alleged Odors Detected: \_\_\_/\_\_\_/\_\_\_ \_\_\_:\_\_\_AM/PM

Detected by: \_\_\_\_\_

Description of Alleged Odor(s) and/or Attachments \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Name of LEA Representative Contacted (if applicable) \_\_\_\_\_

Date/time LEA Notified: \_\_\_/\_\_\_/\_\_\_ \_\_\_:\_\_\_AM/PM

Inspection performed by LEA? \_\_\_\_\_ Other Agencies Present at Inspection? \_\_\_\_\_

\_\_\_\_\_  
Inspection Resolution/Results (include date) \_\_\_\_\_

Follow-up:

To Complainant? \_\_\_\_\_

To Other Agencies? \_\_\_\_\_

Form Completed By: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_/\_\_\_/\_\_\_

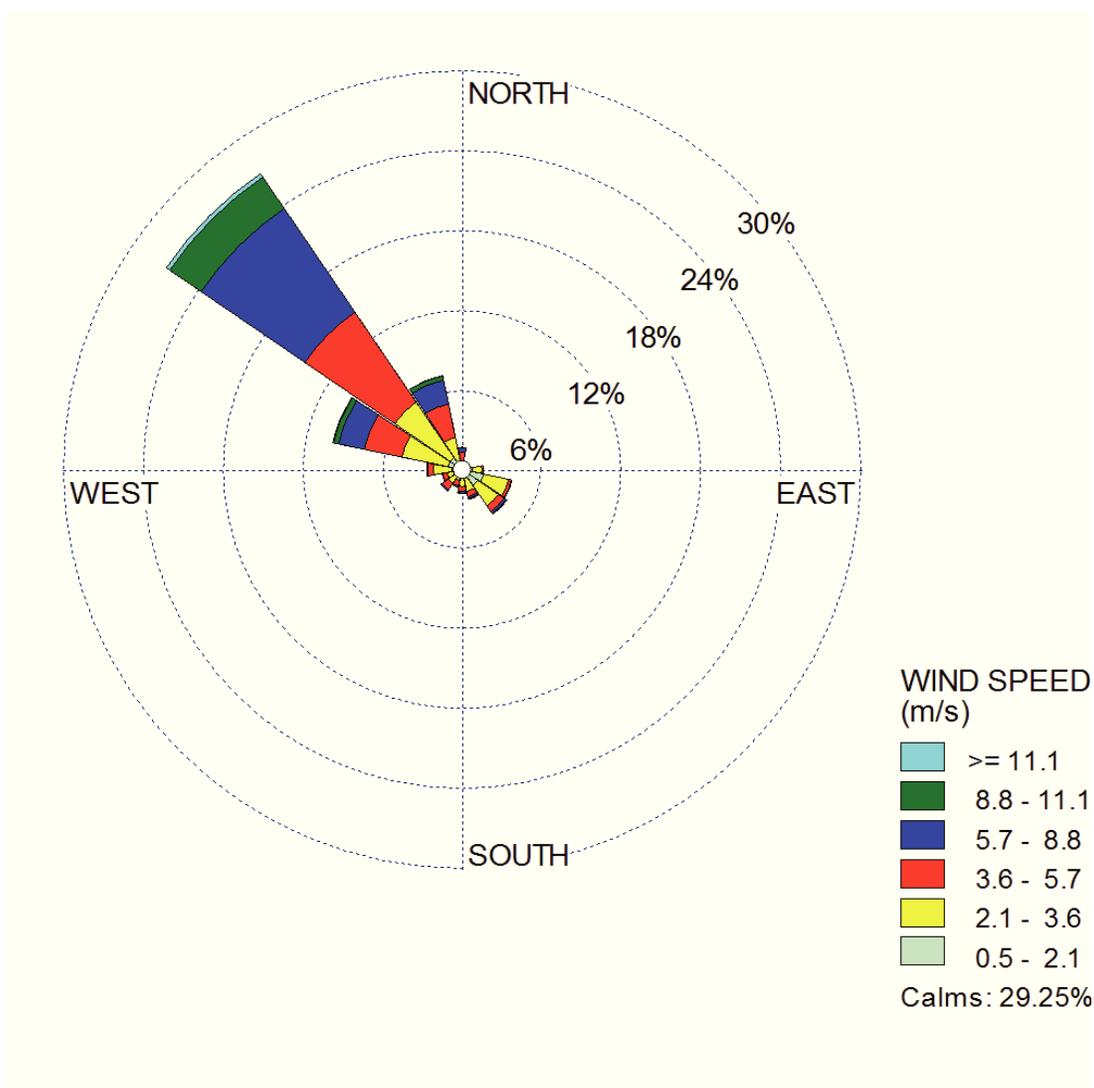
Attach Copy of Complaints or Referral From Other Agencies.

## Attachment 2

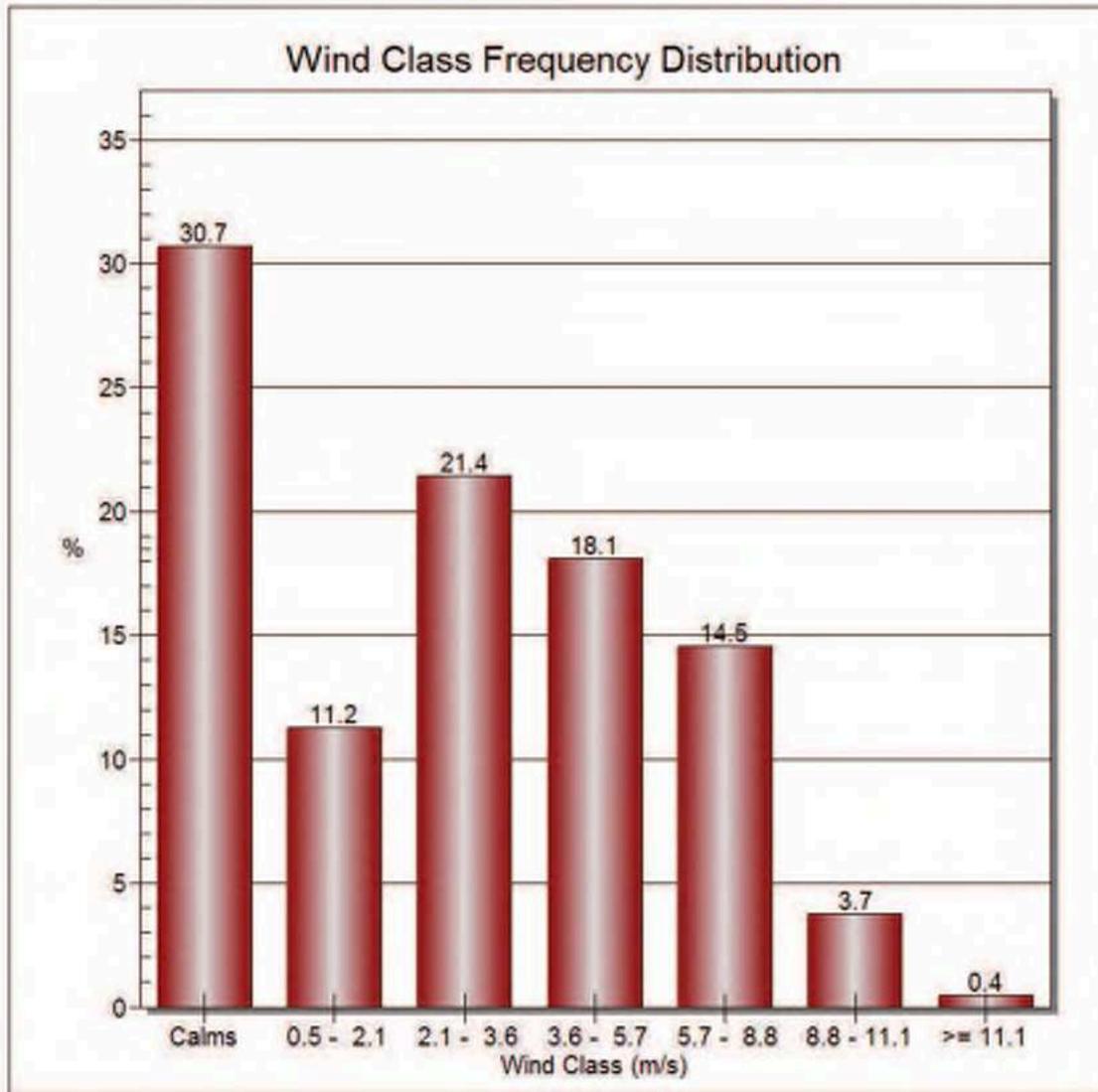
Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features affecting pollutant movement and dispersal. Atmospheric conditions such as wind speed, wind direction, atmospheric stability, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants, and consequently affect air quality.

Hourly meteorological data from San Luis Obispo Regional Airport (surface data), located adjacent and northeast of the project site, from 2009 through 2013 were examined. **Figure 1** displays the wind rose during this period. Wind directions are predominately from the northwest with a high frequency of calm and low wind conditions, as shown in **Figure 2**. The regional average annual wind speed is 6.8 miles per hour.

**FIGURE 1**  
**WINDROSE FOR SAN LUIS OBISPO REGIONAL AIRPORT**



**FIGURE 2**  
**WIND SPEED DISTRIBUTION FOR SAN LUIS OBISPO REGIONAL AIRPORT**





October 11, 2016

C.M. Florence, Principal Planner  
Oasis Associates, Inc.

San Luis Obispo, California

Ms. Florence:

This letter summarizes our peer review of the transportation analysis conducted for the Mitigated Negative Declaration (MND) prepared by County staff for the proposed Anaerobic Digestion Plant (ADP) at the Waste Connections (WC) facility located on Santa Fe Road in unincorporated San Luis Obispo County.

## **BACKGROUND**

The project consists of construction of an ADP to process green waste. WC currently collects green waste throughout the County and disposes of it off-site. Upon construction of the ADP green waste would be processed by the ADP, which will change truck patterns as described in the trip generation section below. In addition, two new trucks would be added to collect commercial food waste. Operations for standard waste and recycling services would not be changed as a part of the project and are therefore not discussed herein.

## **TRIP GENERATION**

The proposed project does not conform to typical land use types for which reliable survey data is available, such as data provided in the Institute of Transportation Engineers' *Trip Generation Manual*. Trip generation was therefore estimated based on the project description and in consultation with WC staff.

### ***Current Operations***

WC currently collects green waste in three primary service areas, described below.

- Four trucks collect green waste in the South County. Each truck departs the WC facility in the morning, collects green waste, unloads green waste off site (typically at the Engle & Grey facility in Santa Maria), collects green waste, unloads off-site, then returns to the WC facility in the afternoon.
- Two trucks collect green waste in San Luis Obispo, departing WC in the morning, collecting and disposing the waste twice at an off-site location before returning empty to WC in the afternoon.
- Three trucks collect green waste in the North County, departing WC in the morning, collecting and disposing waste at an off-site location, then returning empty to WC in the afternoon.

### ***Proposed Operations***

Once operational the ADP will change travel patterns in three ways:

- 1) The green waste will be unloaded on the WC site instead of at the off-site locations. While this will reduce regional trips because the final unloading would occur at the same location where the trucks are stored, it will increase the trips to and from the WC site.
- 2) Two new trucks will be added to collect commercial green waste.
- 3) Additional employees will travel to the site to staff the new commercial green waste trucks and operate the ADP.

Table 1 summarizes the net new trips generated by the proposed project. The nine existing green waste trucks would now unload at the WC site. The South County and San Luis Obispo routes would unload mid-day at the WC site, collect additional waste, then unload again before storage in the afternoon. This corresponds to twelve additional truck trips. The North County routes would unload once at the end of the day before storing the trucks for the night, resulting in no additional trips compared to current operations.

The new commercial green waste trucks would depart in the morning, collect green waste, return mid-day to unload, collect green waste, then unload on site and be stored for the night. Each commercial green waste truck was assumed to be operated by two drivers.

Three new employees would operate the ADP. Based on information provided by WC staff approximately 1/3 of on-site employees typically leave the site for lunch. Table 1 shows that the project would generate 36 additional daily vehicle trips. Most, if not all, of these trips would occur outside of the typical weekday 7:00-9:00 AM and 4:00-6:00 PM peak periods. WC employees typically arrive for work between 5:30-6:00 AM and leave between 2:00-4:00 PM.

## CONCLUSIONS

The City of San Luis Obispo's *Transportation Impact Study Guidelines* require study when a project would generate over 100 peak hour vehicle trips. The proposed project would not require a Transportation Impact Study (TIS) according to these guidelines. The County of San Luis Obispo does not have a specific trip threshold triggering a TIS, but past experience shows that a project of this size typically would not require additional study of traffic impacts due to the very low peak hour trip generation rates.

In conclusion, we find that potential impacts of the ADP are adequately described. The additional vehicle trips are insignificant and would not impact transportation facilities. We concur with the findings and supporting analysis in the MND.

Please let me know if you have any questions.

Sincerely,



Joe Fernandez, PE, AICP  
Principal



**Table 1: Project Trip Generation**

	Daily Trips To/From WC Site
<b>Current Operations</b>	
9 Green Waste Trucks <sup>1</sup>	18
<b>Proposed Operations</b>	
9 Green Waste Trucks <sup>2</sup>	30
2 New Commercial Green Waste Trucks <sup>3</sup>	8
4 New Employee Truck Drivers	8
3 ADP Operations Employees <sup>4</sup>	8
<i>Proposed Operations Subtotal</i>	<i>54</i>
<b>Total New Daily Trips</b>	<b>36</b>

1. Nine existing trucks depart WC site in the morning and return in the afternoon.  
2. The nine existing trucks will modify their routes to unload at the WC facility. This results in two additional trips to WC for each truck on the South County and SLO routes (6 trucks X 2 additional trips=12 additional trips).  
3. Commercial green waste trucks would unload once mid-day then again at the end of the day.  
4. Assumes 1/3 of on-site employees eat lunch off site.  
Source: Waste Connections Staff, CCTC, 2016.

# FW: Request an EIR for the Anaerobic Digester Plant - Hitachi Appeal

Board of Supervisors

Mon 10/17/2016 8:25 AM

To: BOS\_Legislative Assistants <BOS\_Legislative-Assistants@co.slo.ca.us>; cr\_board\_clerk Clerk Recorder <cr\_board\_clerk@co.slo.ca.us>;

For your review.  
This is a District 3 constituent.  
Thank you.

Blake Fixler  
Administrative Assistant III  
Board of Supervisors  
San Luis Obispo County  
www.slocounty.ca.gov  
Direct Line

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**From:** Tess Grimes [mailto:matildas\_mom@yahoo.com]  
**Sent:** Sunday, October 16, 2016 8:40 PM  
**To:** Board of Supervisors <Boardofsups@co.slo.ca.us>  
**Subject:** Request an EIR for the Anaerobic Digester Plant

To: San Luis Obispo Board of Supervisors

Re: Appeal for the Hitachi Zosen Inova Project

Please reconsider the development of the Hitachi Zosen Inova Project. This project is on a fast track to becoming reality when it should be reviewed appropriately. The findings in the **ONE HUNDRED SEVENTY** page staff report on this project scream for an Environmental Impact Report. The negative effects on air and noise quality alone are enough to call for the elimination of the project.

I grew up on Evans Road and returned here to live and raise my children. In the last few years, the light from the airport and the noise from the trash company have destroyed much of the country feel this area had when I was a young girl. We wake up at 5am everyday to banging, beeping and revving of engines at the trash company. Occasionally I have to leave my home between 5:00am and 6:00am and I'm appalled at the parade of trash trucks on Buckley that make my turn onto that road from Davenport Creek frightening and frustrating.

I am also worried about the stench the plant will create and expose us to. Because we know it's not a matter of "if" but how bad it will be. ANY stench will NOT be acceptable. How do we know we will be exposed to it? The odors from the chicken farm that once existed on the opposite side of Hoover from the proposed site used to waft up this way. So, yes, it will affect us on Evans Road.

My understanding is that trucks will be rinsed daily. This creates worry about the effects the plant will have on our groundwater.

I am all for environmentally friendly projects that will reduce wasteful practices. The staff report states that emissions from the plant will exceed the emissions threshold for such projects. This is not friendly. This is not acceptable.

Please take the time to review this project carefully.

Therese Barket

San Luis Obispo, Ca 93401

# FW: Appeal for the Hitachi Zosen Inova Project

## Board of Supervisors

Mon 10/17/2016 10:58 AM

To: BOS\_Legislative Assistants <BOS\_Legislative-Assistants@co.slo.ca.us>; cr\_board\_clerk Clerk Recorder <cr\_board\_clerk@co.slo.ca.us>;

For your review.  
This is a District 3 constituent.  
Thank you.

Blake Fixler  
Administrative Assistant III  
Board of Supervisors  
San Luis Obispo County  
[www.slocounty.ca.gov](http://www.slocounty.ca.gov)

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[www.youtube.com/user/slocountygov](http://www.youtube.com/user/slocountygov)

-----Original Message-----

From: Joe E. Grimes [<mailto:jgrimes@calpoly.edu>]  
Sent: Monday, October 17, 2016 9:04 AM  
To: Board of Supervisors <Boardofsups@co.slo.ca.us>  
Cc: Joe E. Grimes <jgrimes@calpoly.edu>  
Subject: Appeal for the Hitachi Zosen Inova Project

Dear Supervisors,

Please reconsider the development of the Hitachi Zosen Inova Project. This project is on a fast track to becoming reality when it should be reviewed appropriately. The findings in the ONE HUNDRED SEVENTY page staff report on this project scream for an Environmental Impact Report. The negative effects on air and noise quality alone are enough to call for the elimination of the project.

I have lived on Evans Road for many years. In the last few years, the light from the airport and the noise from the trash company and its trucks have destroyed much of the country feel this area had when I first moved here. We wake up at 5am everyday to banging, beeping and revving of engines at the trash company. Occasionally I have to leave my home early in the morning and I'm upset by the parade of trash trucks on Buckley that make my turn onto that road from Davenport Creek frightening and frustrating. The additional truck traffic that is already occurring should have been preceded

Agenda No. 24

Meeting Date: October 18, 2016

Presented By: Joe Grimes

Rcv'd prior to the meeting & posted on the web: October 17, 2016

Page 1 of 2

by improvement to Buckley Road.

I am also concerned about the stench the plant will create and expose us to. Because we know it's not a matter of "if" but how bad it will be. ANY stench or hazardous air particle exposure will NOT be acceptable. How do we know we will be exposed to it? The odors from the chicken farm that once existed on the opposite side of Hoover from the proposed site used to waft up this way. So, yes, it will affect us on Evans Road.

My understanding is that trucks will be rinsed daily. This creates worry about the effects the plant will have on our groundwater. We already have TCE pollution in our ground water.

I am all for environmentally friendly projects that will reduce wasteful practices. The staff report states that emissions from the plant will exceed the emissions threshold for such projects. This is not friendly. This is not acceptable.

Please take the time to review this project carefully and reject it as it is currently proposed.

Joe Grimes

jgrimes@calpoly.edu

# FW: Appeal for the Hitachi Zosen Inova Project

## Board of Supervisors

Mon 10/17/2016 10:59 AM

To: BOS\_Legislative Assistants <BOS\_Legislative-Assistants@co.slo.ca.us>; cr\_board\_clerk Clerk Recorder <cr\_board\_clerk@co.slo.ca.us>;

For your review.  
This is a District 3 constituent.  
Thank you.

Blake Fixler  
Administrative Assistant III  
Board of Supervisors  
San Luis Obispo County  
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**From:** Mary Grimes [mailto:mary11rae@yahoo.com]  
**Sent:** Monday, October 17, 2016 10:33 AM  
**To:** Board of Supervisors <Boardofsups@co.slo.ca.us>  
**Subject:** RE: Appeal for the Hitachi Zosen Inova Project

To: San Luis Obispo Board of Supervisors

RE: Appeal for the Hitachi Zosen Inova Project

The development of the Hitachi Zosen Inova Project must be reconsidered because the findings in the **one hundred seventy page staff report** more than indicates the need for an **Environmental Impact Report**. Negative effects on air and noise quality alone call for its elimination or that it be moved to a remote location such as behind the Dairy Creek Golf Course off of Highway 1.

We have lived on Evans Road for thirty-eight years and the noise in this area is now far more pronounced than when we moved here. If the compactor runs 24 hours as is indicated it will, then there will be no time we will be living in a quiet zone.

Buckley Road already is not a safe road. Adding all of the anticipated garbage trucks onto this dangerous two-lane road will only add to the threat we residents already face. Imagine two garbage trucks passing each other with a bicyclist on the side of them. Cars illegally pass at double lines every day. Imagine a collision by one of them with a garbage truck. This is a great concern.

In the past we were subjected to the foul odor of the chicken ranch that was located on Buckley Road and we were thankful when that was eliminated. Now we are faced with 24 hour stench from the compactor plant.

Water quality will also be effected by the daily rinsing of the trucks. Our water already is contaminated by TCE. We do not want more chemicals and/or poisons added to it.

Since the staff report states that emissions from the plant will exceed the emissions threshold for such projects, this project is not acceptable and should be terminated.

Please take time to review this project carefully. Do an EIR.

Sincerely,

Mary Grimes