



John Smith Road Landfill Expansion Planning Commission Hearing

October 30, 2023

Fourth Public Hearing
Continued from October 27, 2023

San Benito County
Resources Management Agency

Landfill Expansion Planning Commission Hearings

Wednesday, October 25 6:00 p.m.	Friday, October 27 6:00 p.m.	Monday, October 30 6:00 p.m.
<ul style="list-style-type: none"> • Project Description • Requested Approvals • Overview of CEQA Process • Alternatives Analyzed • Proposed and Alternative Truck Haul Routes, including noise, air quality, and litter removal • Fair Share Road Impact Analysis • Public Comment Limited to the Topics Addressed 	<ul style="list-style-type: none"> • Mitigation Measures and Conditions of Approval • Significant and Unavoidable Impacts (Greenhouse Gases, Aesthetics, and Cumulative) • Odor and Lighting • Groundwater and Landfill Liners • Water Supply • Revenue Analysis • Public Comment Limited to the Topics Addressed 	<ul style="list-style-type: none"> • Staff to address any remaining questions and provide any requested revisions for consideration. • Any remaining Public Comment • Planning Commission Deliberations and Decision

After receiving public comment, the Planning Commission voted at the noticed public hearing on October 11, 2023 to continue the hearing to October 25, 2023 and follow the schedule above.

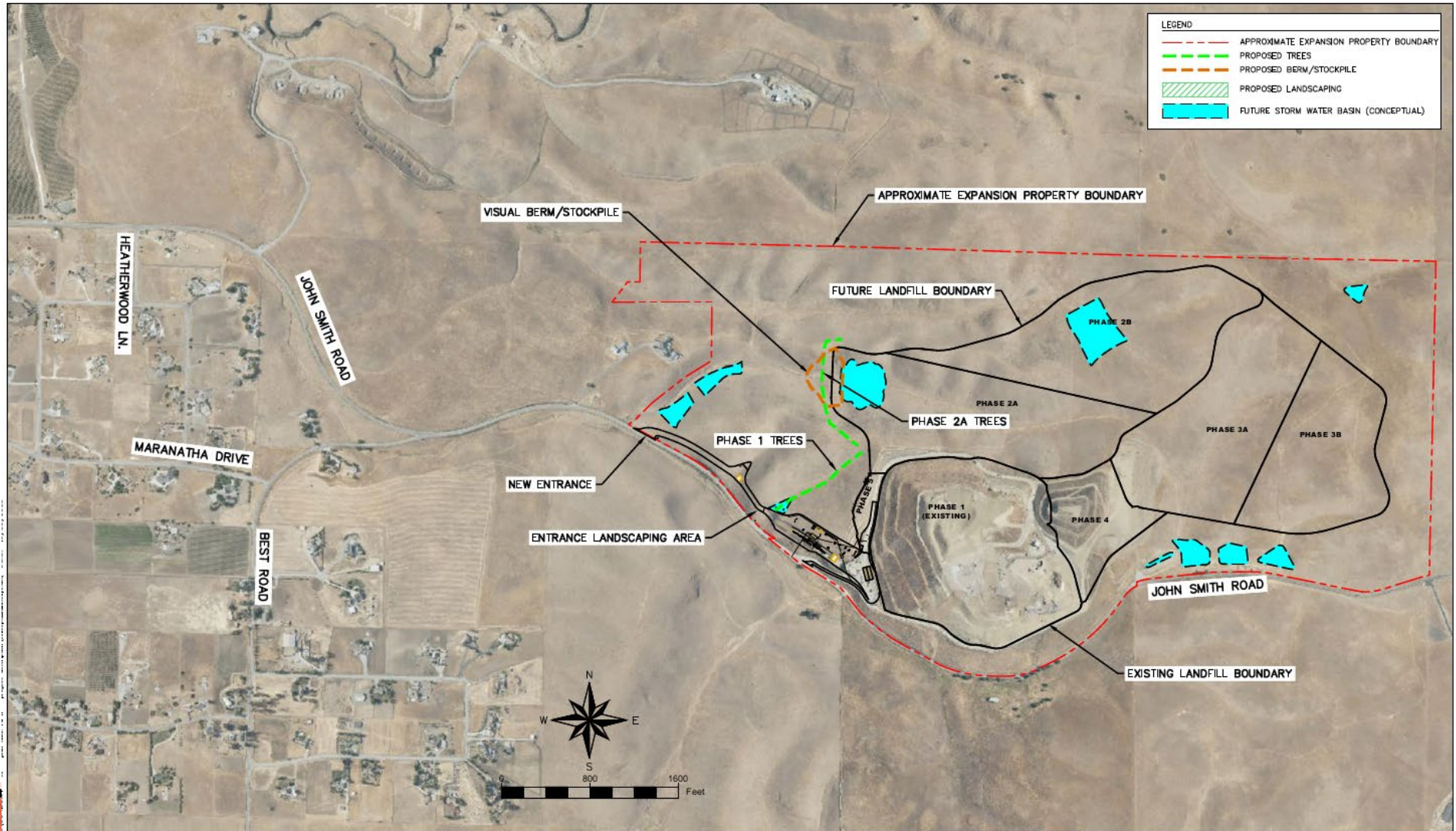


General Process Today

- ▶ Any additional disclosures.
- ▶ County and applicant to present revised proposed conditions of approval and answer any questions.
- ▶ Brief applicant presentation.
- ▶ Any remaining public comment.
- ▶ Responses or clarifications from County staff and applicant.
- ▶ Commission questions, deliberations, and action.



Conceptual Landscape Plan



CONCEPTUAL LANDSCAPE PLAN



Revised Condition 3: Landscaping

Landscaping: Prior to issuance of a building permit for the Project, and again prior to initiation of each phase of landfill expansion, the Applicant shall prepare plans for the design, installation, and maintenance of landscaping, consistent with County Code Section 25.07.011, Landscaping. The first plan to be submitted prior to the first building permit for the Project shall provide for landscaping of the landfill entrance area application, and subsequent plans shall provide landscaping for each phase of the landfill expansion. All landscaping in the entrance area shall be installed prior to the opening of the new entrance area. The landscaping for the entrance shall provide a visual screen along the frontage of John Smith Road adjacent to the scale/entrance area to screen the entrance area operations from surrounding properties. Tree planting may be allowed within the John Smith Road right of way if shown to be effective at screening, and acceptable to the County Public Works Department. Screen planting along John Smith Road shall achieve 80 percent screening of queued vehicles along the entrance road and scales at plant maturity. Landscaping in the entrance area would be completed following both phases of entrance construction. (Phase 1 includes construction for most of the new entrance area except the existing entrance. Phase 1 would be constructed during the first year of entrance construction and would include a significant quantity of excavation. The excavated soil would be used to create pond berms, and would be stockpile near the entrance. Phase 2 includes filling the old entrance to establish the final configuration of the new scale area.)

(continued on next slide)



Revised Condition 3: Landscaping, cont.

Prior to initiating construction of any landfilling phase of the Project, the Applicant shall also prepare a plan for the design, installation, and maintenance of trees and landscaping to provide visual screening of the landfill, including the selection of a substantial number of trees to be planted and maintained to provide overall visual screening. Screen plants shall include evergreen trees, oaks, and shrubs emphasizing natives and other drought-tolerant species native to the area. Trees shall be planted from containers of at least 15 gallons in size, except for oak saplings, one-third of which should be from 1-gallon containers. Screening trees shall be planted in a manner that reflects natural growth and, to the extent feasible, shall avoid straight rows and even spacing. Screening trees and shrubs shall be protected from browsing and burrowing animals until established. For each phase of the landfill expansion, the landscape plan shall show screen planting along the perimeter road along each phase of the expansion. The landscaping plans shall be prepared by a licensed landscape architect. Screening plants shall be placed to break up the sight line on the ridge west of Phase 1 and the visual berm west of Phase 2A. For each phase, landscaping of the visual berm would be performed after construction of the first lined module. The visual berm would be constructed with soil excavated from the module excavation, and landscaping would be planted after the berm is constructed. All plans shall be submitted to the County Resource Management Agency and also to the Planning Commission for review and approval. The implementation and maintenance of the landscaping plans shall be included in the five-year periodic review by the Planning Commission pursuant to Condition No. 23, and as part of such five-year review, the Commission may make modifications to this condition of approval if needed. Trees shall be irrigated for the first two years, at a minimum. Trees for all phases of landscaping shall be surveyed annually and any dead or dying trees before final closure shall be replaced consistent with this condition, including irrigation. *(continued on next slide)*



Revised Condition 3: Landscaping, cont.

Landscaping for John Smith Road Landfill would be performed in two phases:

- 1) Landscaping in the entrance area would be performed after completion of both phases of entrance construction.
 - a) Phase 1 includes construction for most of the new entrance area except the existing entrance. Phase 1 would be constructed during the first year of entrance construction and would include a significant quantity of excavation. The excavated soil would be used to create pond berms, and would be stockpile near the entrance.
 - b) Phase 2 includes filling the old entrance to establish the final configuration of the new scale area.

Landscaping of the visual berm would be performed after construction of the first lined module. The visual berm would be constructed with soil excavated from the module excavation. Landscaping would not be possible until after the berm is constructed



Revised Condition 1(C): Haul Route

Heavy-duty commercial haul trucks from outside the County may transport waste to the John Smith Road Landfill via only [INSERT SELECTED INBOUND HAUL ROUTE] and, after depositing waste at the John Smith Road Landfill return to State Route 25, only via [INSERT SELECTED OUTBOUND HAUL ROUTE, WHICH MAY BE THE SAME OR DIFFERENT AS INBOUND ROUTE, AS DESCRIBED IN EIR]. The Applicant shall ensure that the restricted haul route is included in all contracts with commercial waste haulers and shall include escalating penalties for a hauler's non-compliance with the haul route. These penalties shall be at least \$1,000 for the first violation, \$2,000 for the second violation, and \$3,000 for the third violation, all within any three-year period. In addition, the Applicant shall track any violations by particular haul vehicle operators, and shall notify the vehicle operator following any violation of the haul route. If any vehicle operator commits three violations of the haul route condition during a three-year period, that vehicle operator shall be suspended from operating vehicles to the landfill for a period of at least three years. The Applicant shall investigate complaints from the County, State, or public about non-compliance with the haul route and shall take prompt enforcement action in the event of non-compliance. The Applicant shall also report on the status of haul route compliance, violations, and penalties as part of the five-year periodic review by the Planning Commission pursuant to Condition No. 23.



New Condition for Haul Truck Engines/Fuel

Commercial Haul Trucks: In addition to tracking the daily commercial haul trucks that access the landfill, the applicant shall maintain records of the type of engine and/or fuel for each commercial haul truck that indicate whether the engine is diesel fueled, zero-emission, biodiesel, renewable diesel, renewable natural gas, compressed natural gas, or other technology. As part of the periodic review under Condition No. 23, the Planning Commission may evaluate whether the conversion of commercial haul trucks to a cleaner energy source is occurring consistent with the commercially available and proven (i.e., with comparable product support, suitable for the necessary work, and reliability) technology and may require, as an amended condition of approval, that the applicant take commercially reasonable efforts to require through its contracts with commercial haulers that all or a percent of fleet be converted to a clean energy. Such periodic review under Condition No. 23 may also consider any new or revised conditions to address any changes in operations that may result from the conversion of commercial haul trucks converted to use fuels with a reduced carbon footprint (compared to diesel fuel) or electric vehicles.



New Condition of Approval: Recycled Water

Recycled Water Use: Within thirty (30) days following approval of the General Plan amendment by the Board of Supervisors, the Applicant shall contact the City of Hollister and request in writing that the City reconsider its prior decision not to make recycled water available to the landfill. If the City does not agree to that request, the Applicant shall continue to make further written requests to the City for recycled water service, at least every five years. The Applicant shall report on these efforts as part of the five-year periodic review by the Planning Commission pursuant to Condition No. 23.



Revised Condition 9: Composting

- Conformance review of site plan for composting facility is currently proposed to be made by the Planning Director. Planning Director's decision can be appealed to the Planning Commission.
- Addition of new sentence at end:
 - “The Applicant shall use reasonably commercial best efforts to cooperate and coordinate with the County or third-party compost operator to facilitate the construction and operation of the composting facility, including considering the possibility of construction and operation on landfill property (excluding an active or closed landfill cell) subject to the ability to obtain a commercially reasonable agreement negotiated in good faith providing for such construction and operation.”



Revised Condition 41: Recycling & Diversion

Recycling and Annual Recycling Reporting: The Applicant shall use reasonably commercial best efforts to increase recycling and diversion efforts and consider in good faith any written request from the County for coordination or assistance with recycling and diversion. The Applicant shall continue to operate a program that accepts and properly handles electronic waste and shall extend such program to all types of electronic waste provided that, for any electronic waste that is not eligible for a state payment for the recycling and/or collection of the electronic waste, the Applicant may charge the customer for the cost of that service. No later than March 1 of each year, Operator shall provide an annual written report to the County of annual data on each recycling program provided at the landfill, including but not limited to details on program changes and impacts that occurred the prior calendar year.



Revision to Condition 1(B): Daily Tonnage

The John Smith Road Landfill is limited to accepting a maximum of **[INSERT TONS]** per week with a maximum daily peak of **[INSERT TONS]** each day of buried material. This limit does not include recyclables or materials for beneficial reuse, for which there is no maximum so long as the recyclables or materials for beneficial reuse are not buried. Materials for beneficial reuse include items that may be used for alternative daily cover. While there is no limit for recyclables or materials for beneficial reuse, the total number of waste haul vehicles, including commercial waste haul trucks, is limited to 600 per day with the maximum number of commercial haul trucks (in-County and out-of-County) of the 600-vehicle daily total limited to **[INSERT TOTAL]** commercial waste haul trucks per week. The term commercial waste haul truck does not include smaller trucks with 3 or fewer axles, such as smaller vehicles typically operated by a roofing, building, or construction and demolition contractor.



Daily Tonnage: Averages Buried Waste in EIR

3.5.2 INCREASE IN PERMITTED TONNAGE LIMIT

The proposed project would increase the landfill's permitted daily tonnage limit from 1,000 tons per day to 2,300 tons per day for waste to be buried. The tonnage related to recyclables, materials for beneficial reuse, and direct transfer materials, would not be included in this total. On average, these materials add approximately 25% to the total tonnage of materials delivered to the site (although the percentage varies significantly from day to day).²

The existing average daily tonnage of waste received at the site, including the proportions of waste for burial and beneficial reuse, was used to project site life and landfill capacity consumption associated with the proposed project. The existing average daily tonnage is estimated to be 923 tons per day from the January 2021 Fiscal Planning Model (of which 740 tons per day is waste for burial and 183 tons is waste for beneficial reuse). To project average daily tonnage for the proposed project, the following steps were used:

- ▶ The existing total average waste tons per day of 923 tons per day were divided by the current permitted limit of 1,000 tons per day = 92.3 percent.
- ▶ The proposed peak of 2,300 tons per day was multiplied by 92.3 percent to obtain a projected averaged total waste of 2,123 tons per day.



Daily Tonnage: Peak Buried Waste in EIR

3.5.3 ESTIMATED PEAK WASTE ACCEPTANCE

The recorded 2020 peak for buried waste of 897 tons per day was just below the permitted limit of 1,000 tons per day (Table 3-1). The 2020 combined peak of buried waste and waste for beneficial reuse was 1,914 tons per day. Peak tonnage is generated during days when a large quantity of waste for beneficial reuse is received. Beneficial reuse materials such as soil and demolition debris are commonly generated during projects of short duration and are received at a higher rate than typical for a limited number of days. The waste is then stockpiled near the landfill working face and used for daily cover over subsequent days. Large beneficial reuse days occur infrequently and usually on weekdays. For example, beneficial waste tonnage exceeded 500 tons on 16 days in 2020 with the duration typically one day and as much as four consecutive weekdays during one event.

For the purposes of estimating project impacts that would be expected when peak waste levels are received at the site, the following are assumed:

- ▶ The 2020 total waste peak of 1,914 tons per day including both buried waste and beneficial reuse waste (and excluding recyclables, wood, and green waste) is the peak baseline condition.
- ▶ The estimated project total waste peak (i.e., buried waste and waste for beneficial reuse) would be the proposed peak waste for burial of 2,300 tons plus the 2020 peak beneficial reuse tonnage of 1,017 tons equaling 3,317 tons per day. This assumes that the 2020 peak waste for beneficial use would not change significantly in the future.



Daily Tonnage: Overview

Approved Tons	Max. Buried Waste Weekly Average	Maximum Daily Peak Buried Waste	Max. Daily Vehicles	Max. Weekly Haul Trucks	Max. Daily <u>Peak</u> Haul Trucks
Proposed 2,300	14,860	2,300	600	924	186
1,700 Alternatives	10,983	1,700 or up to 2,300	600	735	156
1,000 Alternatives	6,461	1,000 or up to 2,300	600	504	122
300 Alternative	1,938	300	600		



Inclusion of Class 1 Closure

- Applicant has indicated it is willing to include clean closure of the Class I with:
 - Proposed project of 2,300 tons per day with 14,860 weekly maximum of buried waste
 - A modified 1,700 tons per day alternative with 10,983 weekly maximum, but that allows peak days to exceed 1,700 tons per day.



New Condition of Approval: Class I Closure Timing

Class I Area Clean Closure: The Applicant shall use its best efforts to complete the clean closure of the existing and closed Class I disposal facility owned by the City of Hollister within fifteen (15) years following approval of the General Plan amendment for the expansion project by the Board of Supervisors, and the Applicant shall work with the City of Hollister, the County, the Department of Toxic Substances Control, and the Central Coast Regional Water Quality Control Board to achieve this expedited timeline for clean closure. This timeline may be extended if needed to meet regulatory requirements or other circumstances beyond the control of the Applicant, and the responsibility of the Applicant for the clean closure may be adjusted or limited if further investigation of the Class I facility reveals that the characterization of the site is substantially different than the site characterization as described in the EIR. The Applicant shall initiate the clean closure process as soon as reasonably possible following approval of the landfill expansion and shall report on the status and progress of the clean closure as part of the five-year periodic review by the Planning Commission pursuant to Condition No. 23.



Questions?

