


To: Decision-Makers

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(Prepared with the Assistance of Envicom Corporation)

Date: April 26, 2023

RE: California Environmental Quality Act (CEQA) Determination: Finding that CEQA Guidelines Section 15164 (Addendum) applies to the Santa Ynez Valley Recycling and Transfer Station Operational Reorganization Project. CEQA Guidelines Section 15164 allows an Addendum to be prepared when only minor technical changes or changes that do not create new significant impacts would result. The Final Environmental Impact Report (EIR) (90-EIR-14) prepared for the Foxen Canyon Landfill Permit Review and Expansion; the Addendum dated October 24, 1996 for the Foxen Canyon Landfill Modifications; the Final Supplemental EIR (97-SD-02) prepared for the Santa Ynez Valley Waste Management Plan; the Addendum dated October 9, 1997 for the Foxen Canyon Landfill Gas Collection and Disposal System; the Addendum dated December 3, 2001 for the Foxen Canyon Landfill Modification Project; the Addendum dated June 21, 2006 for the Santa Ynez Valley Recycling and Transfer Station Electrical Distribution Line; and the Addendum dated November 13, 2009 for the Santa Ynez Valley Recycling and Transfer Station Green Waste Composting Project are hereby amended by this Addendum for the Santa Ynez Valley Recycling and Transfer Station Operational Reorganization Project.

Location

The Santa Ynez Valley Recycling and Transfer Station Operational Reorganization (SYVRTS) Project (project) is located at 4004 Foxen Canyon Road at the existing SYVRTS at the closed Foxen Canyon Landfill (FCL). The SYVRTS is comprised of Assessor's Parcel Numbers (APNs) 133-151-087 (project site) and is located approximately two miles northwest of the community of Los Olivos in the Third Supervisorial District of unincorporated Santa Barbara County.

Background

The SYVRTS, located on the same site as the closed FCL, is a solid waste management facility located at 4004 Foxen Canyon Road in Los Olivos, California (refer to **Figure 1, Vicinity Map**) that is operated by the Santa Barbara County Public Works Department, Resource Recovery and Waste Management Division (RRWMD). The FCL operated as a Class III landfill from November 11, 1970 until landfilling operations were discontinued in July 2003. The site began operation as the SYVRTS in July 2003.¹ Waste received at the SYVRTS is sorted to remove recyclable material and then transferred to the County-operated Tajiguas Sanitary Landfill (TSL) along the Gaviota coast in Santa

¹ The SYVRTS was generally developed and is operating as identified in 97-SD-02 (as modified by the subsequent environmental documents discussed in this addendum), but several facilities identified in the preliminary transfer station design have not been constructed including the covered tipping floor.

Barbara County. Final closure of the FCL was completed on October 16, 2007. The SYVRTS continues to operate to serve the recycling and solid waste disposal needs of the Santa Ynez Valley.

The SYVRTS accepts non-hazardous franchise and self-haul waste (municipal solid waste, or MSW) and recycling from the Santa Ynez Valley community, as well as limited hazardous waste. Permitted hours of operation for waste receipt are Sunday to Saturday 8:30 a.m. – 4:00 p.m. (closed on holidays). Materials that are received at the site are currently divided into four general categories: materials that can be transported directly from the SYVRTS for recycling; green waste that is transported to the TSL for processing into mulch; materials that can be transported to the TSL for processing at the ReSource Center material recovery facility (MRF); and material not suitable for processing at the ReSource Center that requires disposal in the TSL (by-pass waste). Materials that are collected and managed at the SYVRTS include: general garbage; MSW; construction debris (C&D); yard waste; and other assorted materials. The (existing and proposed) types of materials accepted at the SYVRTS, including waste volumes, vehicles per day, and the methods by which materials are transported to and from the SYVRTS, are provided in **Table 1, SYVRTS Material Management**.

The FCL and SYVRTS occupy a lease area of approximately 37.50 acres from the Chamberlin Trusts. An additional easement area of approximately 23 acres from the Chamberlin Ranch Limited Partnership adjacent to the lease area was used for closure cover material for the FCL closure. The SYVRTS permitted operational area is 12.6 acres. According to Solid Waste Facility Permit No. 42-AA-0063, the SYVRTS is permitted to receive:

- 212 peak tons per operating day;
- 126 calendar monthly average tons; and
- 126 calendar monthly average vehicles per day.

For the 4th quarter of 2022, the peak tons per operating day was 170.22, the average monthly tons per operating day ranged from 83.05 to 86.68, and the monthly average vehicles per operating day ranged from 78 to 97.²

The impacts associated with continued use of and expansion of the FCL were addressed in 90-EIR-14 (October 1992; changes to the FCL lease area were addressed in an October 24, 1996 Addendum to 90-EIR-14; and modifications to the operation of the FCL, operation of the SYVRTS, and closure of the FCL were addressed in a Final Supplemental EIR (97-SD-02) to 90-EIR-14. Several other Addenda (dated October 7, 1997; December 3, 2001; June 21, 2006; and November 13, 2009) have also been prepared to address other modifications (addition of gas collection and disposal systems, relocation of the collection systems, scale and scale house relocation, changes in operating hours, extension of electrical distribution lines, and green waste composting). Notices of exemption were prepared for smaller exempt facilities, such as small cover structures, water tank replacement, etc.

Several minor facilities were to be installed as a part of the construction of the proposed transfer station and were discussed in the Supplemental EIR 97-SD-02, in addition to the collection of

² Santa Barbara County Public Works Department RRWMD, January 27, 2023.

household hazardous waste; green waste processing; and the recycling of tires, white goods/metal, recyclable plastic, glass, aluminum, and newspaper.³ There are two main waste unloading areas that are separated by the hazardous waste collection area and the vehicle maintenance area (refer to **Figure 2, Current Site Layout, and Figure 3, Current Site Layout with Aerial**). The two main sections are the MSW/recycling area in the southern portion, which consists of a reinforced concrete paved area and loading ramp, and the green waste area in the northern portion of the site, which consists of a paved asphalt pad and loading ramp. Other facilities and important features in the 12.6-acre operational area include a scale-house and scale, administrative offices, portable and modular bathrooms, vehicle maintenance, hazardous materials storage, large and small sedimentation basins, and a stormwater treatment basin. The current green waste area is larger, at approximately 2.0 acres in size, while the MSW/recycling area is only 0.34 acres in size.

With the project, the RRWMD proposes to swap the locations where MSW/recycling loads and green waste loads are tipped, separated, processed, and loaded for transport offsite and to make minor changes to material management activities. The purpose of the project is to increase diversion of waste materials away from the TSL by enhancing separation of potentially recyclable material from the self-haul material, which would help to extend the operational life of the TSL. (As mulch screening activities have been discontinued at the SYVRTS and now occur at the TSL, not as much area is required for the green waste area at the SYVRTS.) By reorganizing the layout of the SYVRTS facility, the area for MSW and recycling separation is increased, and the material received would spend more time on the tipping pad, allowing the waste to be spread out further and examined longer to increase separation/recovery of materials (refer to **Figure 4, Proposed Site Layout**). Overall, this reorganization would not change the permitted hours of operation, total operational area, tonnage, or traffic volumes.

CEQA Authority for an Addendum

Pursuant to CEQA Guidelines Sections 15162 and 15164, when an EIR or Negative Declaration (ND) has been adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

³ 97-SD-02, pages 11 and 12.

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR . . . was adopted, shows any of the following:
- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.⁴

Based on the preceding legal standards, and as discussed in further detail below, the proposed operational modifications to the SYVRTS do not trigger the requirements for a subsequent Negative Declaration or EIR, and thus may be analyzed in an Addendum. The modifications reveal neither previously undisclosed significant environmental impacts nor a substantial increase in the severity of previously disclosed impacts.⁵

This CEQA Section 15164 Addendum is intended to document the facility reorganization and minor operational modifications to the SYVRTS and to support any updates to the solid waste facility permit and/or associated documents.

Proposed Modifications to the Project Description

Conversion of the Existing Green Waste Area into the New MSW/Recycling Area

The green waste section of the site is a 2.0-acre paved area in the north end of the facility. There are no covered structures or buildings in this area. It is surrounded by vegetated cut slopes and engineered drainage systems (vegetated swales, asphalt curbs, drainage inlets, and geotextiles). The paved area drains southeasterly to the advanced storm water treatment basin that was installed in 2021 at about the midpoint between the two main sections of the facility. The treatment basin was installed to address all pollutants at the site in compliance with State industrial storm water regulations. The green waste area has a raised five-foot-high loading ramp that is currently used to load green waste for transport. Until recently, SYVRTS screened mulch received from the TSL into a higher quality mulch product. The mulch screening operations at the facility have been discontinued as part of the proposed reorganization to allow for more room for MSW/recycling separation and processing. Currently, all green waste grinding and screening is consolidated at the TSL. Some mulch processed at the TSL is back hauled and distributed from SYVRTS. The green waste area also has a small portion used for the

⁴ CEQA Guidelines, Sections 15162, Subdivision (a), and 15164; see also Public Resources Code, Section 21166.

⁵ CEQA Guidelines, Sections 15162 and 15164.

placement of roll-off bins where waste tires are stored. Collection of waste tires would continue with the project, and the bins are relocated around the developed, paved portions of the site, as needed.

On the southeast section of the green waste area, there is a waste bay for the storage of “dirty green” waste products. Dirty green waste products are green waste that is not able to be processed into mulch, such as succulents, palm trees, and palm fronds. The storage bay is constructed of layers of large concrete blocks that interlock together to form sturdy walls. This type of storage bay is very common in industrial areas and used for a variety of purposes, depending on the facility. The blocks are placed on the surface of the asphalt and fit together like “Lego Blocks.” They are highly versatile and can be used for other purposes such as traffic control, drainage control, anchor points, and as partition and retaining walls. The loading ramp in the green waste area is constructed of the interlocking concrete blocks on three sides. The ramp itself is constructed of standard earthen fill, a layer of class II base, and a paved asphalt surface. Customers dropping off green waste have their vehicles weighed at the scale house then drive through the facility to the green waste area where they unload their green waste themselves or with the help of operations staff.

The proposed changes would modify the day-to-day operations of the northern area from green waste processing to MSW/recycling processing. All operations currently done at the MSW/recycling tipping area would be transferred to the new area. Other than the location and the ability to perform enhanced separation of the MSW, there is no change to the current MSW/recycling operation. This proposal does not include any increase or decrease to the expected volume of waste received from the community nor to the volume of daily traffic. No new structures are proposed. However, the relocation of these operations has the potential to increase the necessary frequency of maintenance of the asphalt surface in the proposed MSW area, due to increased heavy equipment activity from the management of the MSW/recyclables.

Converting the existing green waste area into the MSW/recyclables area would entail the following activities:

- a. **Loading Ramp:** The project includes an expansion to the existing paved loading ramp. The width of the ramp is being expanded approximately five feet to accommodate the full length of a transfer truck. This is required so that the full length of the transfer truck can be filled with material without requiring the truck to be moved. The expansion would require the removal of the concrete blocks making up the sidewalls of the ramp, placing the blocks in their new location forming new sidewalls for the ramp, and filling the expanded area with the same earth and class II base profile as the existing ramp. The ramp would be repaved to match the thickness of the existing portion of the ramp. The expansion would require the paved surface that is being expanded onto to be removed to achieve matching elevations for the concrete block walls. The ramp expansion does not change the area of impermeable surface of the site, because the ramp expansion would be repaved. The height of the ramp is proposed to be increased by one layer of concrete block, 29.5 inches. The height of the other end of the ramp would be unchanged, meaning that the ramp would be slightly steeper, a slope of 13 percent versus the current slope of nine percent. The increase in height is required so that a loader could reach an elevation that allows the bucket of the loader to be able to reach across the full width of the transfer truck to safely pack down the load. To match the ramp with the new elevation at

the top of the blocks, it is proposed to sawcut the existing ramp at its midpoint and raise the profile from that point to match the height of the new layer of blocks. The blocks forming the head of the ramp (the high side) are proposed to be reinforced together by boring holes through all three layers, one in each block, and driving metal rods into the holes to make the blocks act as one solid, monolithic, retaining wall.

- b. **Material Storage Bays:** The project includes construction of two material storage bays on either side of the expanded loading ramp, one on each side of the ramp. Additional material storage bays would be constructed opposite the loading ramp to store different materials and waste products. The bays would be constructed of layers of interlocking concrete blocks placed on the existing paved asphalt surface abutting the blocks of the ramp. The ramp bays are both approximately 20 feet wide and extend half the full length of the ramp itself. The bays are constructed by placing individual blocks in stacked and staggered rows parallel and perpendicular to the ramp. These bays would store the material ready to be loaded onto the trucks. The construction of these bays may include a tarping system that would cover the bays in the event of rain or high wind. The bays would not increase or decrease the impermeable area of the site, because they are being placed on an already paved surface. The proposed bays do not affect the drainage of the area. Storm water in the area is already captured/treated by the above-mentioned existing drainage improvements.
- c. **Portable Containers:** In addition to concrete block storage bays, the SYVRTS utilizes a variety of portable containers and roll-off bins for storage and transport of different types of materials. Containers of this type are highly portable and can be moved around as operations staff requires. Typically, these are used to store a specific recycling commodity, usually metals or co-mingled recycling, for easy transport. As part of the project, these portable containers would be moved to the new MSW/recycling area. These are not permanent structures and would not change the impermeable area of the facility, because they would be placed on the already paved surface.
- d. **Additional Commodity Storage & Recycling:** With the project, additional areas would be created for mattress recycling, carpet recycling, and textile recycling. These materials are currently not sorted out of the waste stream and are transported to the TSL for disposal. As part of the reorganization, these materials would now be sorted, and/or received separately from the public and picked up by an environmental service company upon request from the County in an effort to increase diversion away from disposal in the TSL (refer to Table 1). This activity is not expected to increase the permitted tonnage or result in an exceedance of the permitted traffic volumes to the SYVRTS, as these materials are already coming to the facility as part of the waste stream. Operationally, the SYVRTS would now be specifically identified as a drop off location in the County for these materials.

Conversion of the Existing MSW/Recycling Area into the New Green Waste Area

The current MSW/recycling area is 0.34 acres of reinforced concrete surface located in the southern portion of the SYVRTS. It includes a vertical steel push-wall, a loading ramp, and roll-off containers, and it is separated from other sections of the facility by stacked concrete block walls. This area drains to the storm water clarifier and southerly to the curb and gutter systems installed at the site. Adjacent

to the MSW area is an open walled, covered aluminum shade structure. MSW customers unload their waste in the area, as waste workers sift, sort, and separate the waste into different material piles. This area is regularly filled with small piles of waste dropped there by the customers. To keep the build-up and wait times manageable, operations staff load the material on the tipping pad into transfer trucks, sometimes before it is completely sorted.

The purpose and day to day operations of this area would change from MSW/recycling tipping, sorting, and loading to green waste tipping, sorting, and loading. This proposal expands the operational area from 0.34 acres to 0.5 acres by removing the block partition wall that is located between the proposed green waste area and the current C&D and appliance recycling area. This proposal would not increase or decrease the expected volume of green waste received from the community nor the volume of traffic at the site. With respect to off-site transport, instead of two truck trips occurring in one day to remove accumulated material from the site, a single truck trip would occur approximately twice as often.

Converting the existing MSW/recyclables area into the green waste area would entail the following activities:

- a. **C&D and Appliance Recycling:** The C&D material and appliances would be moved to the new MSW/recycling area and placed into the new material storage bays being installed, and the vacated area would become part of the proposed new green waste area, which would increase the available green waste processing area from 0.34 acres to 0.5 acres.

Proposed Additions outside of the MSW/Recycling and Green Waste Areas

The project would also entail the following activities that would occur outside of the MSW/recycling and green waste areas:

- a. **Compost Bin Storage:** The project includes the addition of one (approximately 3' W x 6' D x 4' H) prefabricated storage shed to house the compost bins that the public may purchase from the County for home composting. The location of the new storage shed would be directly north of, and adjacent to, the SYVRTS scale house in a developed, paved area.
- b. **Other Portable Storage Bins/Areas:** The precise layout of the portable bins around the site has not yet been determined and also would be subject to change based on standard operations at the site, which may require occasional relocation of the portable bins. However, the bins would be located within developed, paved portions of the site.

Proposed Changes to the Vehicle Maintenance and Hazardous Materials Storage/Antifreeze, Batteries, Oil, and Paint (ABOP) Waste Areas

Located centrally between the two main unloading areas are the Vehicle Maintenance area and the hazardous materials storage/ABOP collection area. No changes or additions are proposed for the vehicle maintenance area, but the project would add two new ABOP storage cabinets and the two new ABOP roll-up containers to the hazardous materials storage/ABOP area (refer to Figure 4). The ABOP area is separated from the current MSW tipping pad by a stacked concrete block wall and is enclosed in

a chain-link fence with lockable gate. Only County staff are allowed in these areas and only County staff can place the accepted ABOP material in storage.

The materials collected in the ABOP area are considered hazardous waste and have been collected at the SYVRTS since June 1999. Additionally, when hazardous materials are found in the self-haul MSW that is accepted at the facility, it is removed from the waste stream (if the owner of the material cannot be identified) and stored in the designated hazardous waste area (ABOP Center). A permitted disposal contractor (currently Clean Harbors Environmental Services, Inc. [Clean Harbors]) transports, manages, recycles, and disposes of the hazardous waste and removes the waste from the site approximately every 90 days. The SYVRTS operations staff currently oversee and administer weekly ABOP collection at the facility on Saturdays, from 9 a.m. to 12 p.m. In addition, twice per year, a hazardous waste collection event is hosted by the County during which household hazardous waste is accepted from the community.

Under the reorganization, the current ABOP collection events on Saturdays would be modified to include collection and recycling of oil-based paints in addition to the latex paints that are already collected and recycled through the “PaintCare” program. Oil- and latex-based paints would be accepted only during the Saturday collection event or during one of the twice-per-year community collection events. Oil- and latex-based paint would not be accepted outside of those events. Customers would be able to bring up to five gallons of ABOP material per visit. Implementation of the modified PaintCare program would include identification of the SYVRTS as a drop off site in the County, additional record keeping on collected materials, and the addition of two steel flammable storage cabinets and two lockable, roll-top storage units (approximately 65” W x 62” L x 79” H) to collect PaintCare-accepted paint products. Each roll-top storage unit would include a spill containment area. Under contract with the County, PaintCare or Clean Harbors would collect the paint from the SYVRTS and transport it off-site for recycling or disposal approximately every 90 days or less. Inclusion of the program would help to prevent the illegal disposal of paint products in the MSW and would provide financial reimbursement for the collection.

Analysis of the Proposed Modifications

The Santa Barbara County Initial Study Checklist and January 2021 revised Environmental Thresholds and Guidelines Manual require that projects subject to the requirements of CEQA evaluate a project’s impacts related to aesthetics/visual resources, agricultural resources, air quality, air quality - greenhouse gas emissions (GHGs), biological resources, coastal resources, cultural resources (archaeological resources, historic resources, and tribal cultural resources), energy, electromagnetic fields, fire protection, geologic processes and constraints, hazardous materials and public safety, land use, noise, public facilities and recreation, transportation, and water resources/flooding.

As the project is not located in the coastal zone of Santa Barbara County and does not propose new ground disturbing activities or the expansion of the existing SYVRTS facility development footprint (which is asphalt and concrete paved in the existing condition), the reorganization and operational changes that are proposed by the project would result in no new impacts related to resources that would typically be affected by such land alteration, including agricultural resources, biological resources, coastal resources, cultural resources (archaeological resources, historic resources, and tribal

cultural resources), energy, fire protection, geologic processes and constraints, and water resources/flooding. The project does not propose new or modified electrical distribution lines, transmissions lines, cellular facilities, or similar infrastructure; therefore, the project would result in no impact related to electromagnetic fields. As the project proposes no new development (residential or otherwise), the project would result in no new impacts related to aesthetics/visual resources, energy, fire protection, public facilities, and recreation. In fact, the project would result in a beneficial impact related to solid waste, as it would increase recycling at SYVRTS and divert more waste from the TSL. Lastly, as the existing SYVRTS is an existing and permitted transfer/processing solid waste facility and the project would continue these operations, the project would result in no new impact related to land use. As such, no new mitigation is required for these environmental topics, and the previous analyses and conclusions regarding impact levels remain the same.

The project's impacts related to the remaining Santa Barbara County Initial Study Checklist and Environmental Thresholds and Guidelines Manual environmental topics of air quality and GHGs, noise, hazardous materials and public safety, and transportation are discussed in greater detail below.

Air Quality and GHGs

Supplemental EIR 97-SD-02 identified that the operation of the FCL and transfer station (SYVRTS) would result in air quality emissions from landfill gas, equipment operations, waste transportation, and emissions associated with construction of the transfer station (including the extension of electrical service). These impacts were found to be adverse but less than significant (Class III). The June 21, 2006 Addendum found that air quality impacts from the installation of the electrical distribution line would remain less than significant, and that the elimination of the use of diesel generators would result in a beneficial impact. The November 13, 2009 Addendum found that volatile organic compound emissions from green waste composting would be similar to the then-existing green waste processing activities and that odor impacts from green waste composting would be reduced through compliance with the existing Odor Impact Management Plan. Air quality impacts were found to remain adverse but less than significant (Class III).

Reorganization of the SYVRTS (to swap the locations where MSW/recycling loads and green waste loads are processed) would entail the use of the same equipment that is utilized at the facility on a daily basis. Asphalt repaving of the new MSW/recycling area would occur as needed to maintain the surface in good condition. This minimal level of periodic maintenance activity would include the delivery of asphalt material to the SYVRTS in one 10-wheeler; operation of one grinder, one paver, and one vibro-roller to prepare and spread the asphalt; and one 10-wheel dump truck to transport waste material. This infrequent and minimal level of activity would not result in the generation of significant air quality or GHG emissions, especially in consideration of the fact that the repaving is only expected to be required once every 5 to 10 years and would only require approximately two days to complete. With regard to the proposed operational modifications, the project would not substantially increase the current volume of waste received from the community or the volume of traffic to/from the SYVRTS, as the only type of waste not currently accepted that would be accepted with the project is oil-based paint (the SYVRTS currently accepts latex paints, which are currently picked up by Clean Harbors once every 90 days, on average, and taken to Azusa, which is 124 miles from the SYVRTS). The project would increase recycling and divert more waste from the TSL. However, with the project, waste that was

previously transferred to the TSL would be transferred to recycling vendors that are either located in similar proximity to the SYVRTS as the TSL (within approximately 30 to 40 miles),⁶ or in the case of oil-based paint, picked up by PaintCare or Clean Harbors once every 90 days, on average, for transfer to Wilmington (123 miles from the SYVRTS). No significant increase in air quality or GHG emissions associated with vehicle trips would result from such minor modifications and infrequent trips. With regard to odor, the project proposes the addition of one, prefabricated storage shed to house the compost bins that the public may purchase from the County. These bins would not store additional compost at the SYVRTS. There are no changes to operations that would significantly increase air quality (including odor) or GHG emissions, and the project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. No new mitigation is required for air quality or GHGs, and the analysis and conclusions regarding impact levels remains the same.

Noise

Various sources of noise from the FCL and SYVRTS (including landfill operation, landfill traffic, wood-waste processing, and short-term construction) were analyzed in EIR 90-EIR-14 and Supplemental EIR 97-SD-02 and were found to be significant but mitigable (Class II) or less than significant (Class III). The June 21, 2006 Addendum found that construction of the electrical distribution line would result in less than significant construction noise impacts.

As previously described, reorganization of the SYVRTS would entail the use of the same equipment that is utilized at the facility on a daily basis. Some temporary increase in noise may occur as the existing facilities are relocated and new ramps and storage areas are constructed. The use of equipment (one 10-wheeler for the delivery of asphalt material to the SYVRTS; one grinder, one paver, and one vibro-roller to prepare and spread asphalt; and one 10-wheel dump truck to transport waste) for asphalt repaving of the new MSW/recycling area that would occur periodically to maintain the surface in good condition would be similar to the existing noise sources at the facility (e.g., pick-up trucks, a forklift, front-end wheel loaders, roll-off trucks, a water truck, and a sweeper), and when combined with existing equipment noise, would not result in a perceptible increase. In addition, operations at the new green waste area would not be affected by periodic repaving of the new MSW/recycling area, as the repaving is only expected to be required once every 5 to 10 years and would only require approximately two days during day-time hours to complete. Furthermore, the operational areas are surrounded by steep slopes and the existing FCL, which provide attenuation for equipment noise. The proposed operational modifications of the project would not substantially increase the current volume of waste received from the community or the volume of traffic to and from the SYVRTS, and the types of vehicles and trucks that currently transport waste to and from the SYVRTS (including typical passenger vehicles belonging to self-haulers and trucks that transport approximately 21-ton trailers and 40-yard roll-off bins) would continue to be used with the project (and would also include transport of 25-yard roll-off bins). Therefore, traffic-related noise impacts would not increase with the project. As such, neither new noise impacts nor a substantial increase in the severity of previously disclosed

⁶ The TSL is located approximately 30 miles from the SYVRTS. With the project, mattresses would be picked up (currently by Gateway Mattress) and transferred to the Santa Maria Regional Landfill for mattress recycling, located approximately 33 miles from SYVRTS; and carpet and other textile materials would be picked up (currently by American Reclamation and MarBorg, respectively), and transferred to the MarBorg Facility in Santa Barbara, located approximately 38 miles from SYVRTS.

impacts would occur. No new mitigation is required and the analysis and conclusions regarding noise impact levels remains the same.

Hazardous Materials and Public Safety

Hazardous materials and public safety impacts of the operation and closure of the FCL and operation of the SYVRTS were addressed in EIR 90-EIR-14 and Supplemental EIR 97-SD-02, which found that impacts would be significant but mitigable (Class II).

The SYVRTS includes a hazardous materials storage/ABOP collection area in the existing condition that accepts antifreeze, batteries, oil, and latex paints. These materials are considered hazardous waste and have been collected since June 1999 at the FCL/SYVRTS. The ABOP collection area is centrally located between the two main unloading areas. The hazardous materials storage/ABOP area would gain two new ABOP storage cabinets and two new ABOP roll-up containers with the project, which would be placed on existing paved areas. Additionally, when hazardous materials are found in the self-haul MSW accepted at the facility, it is removed from the waste stream and stored in the designated ABOP area. A permitted contractor (e.g., Clean Harbors) then transports, manages, recycles, and disposes of the hazardous waste and removes the waste from the site approximately every 90 days. Under the proposed reorganization, the current ABOP collection would be modified to also include the collection and recycling of oil-based paints (in addition to the latex paints already collected and recycling of the paint through the PaintCare program). Implementation of the modified PaintCare program would include identification of the SYVRTS as a drop off site for both oil-based and latex paints, additional record keeping on collected materials, and the addition of two steel flammable storage cabinets, and two lockable, roll-top storage units to collect PaintCare-accepted paint products. Each roll-top storage unit would include a spill containment area/sump with a capacity of 75 gallons. Under contract with the County, PaintCare or Clean Harbors would collect the paint from the SYVRTS and transport it off-site for recycling or disposal approximately once every 90 days. Inclusion of the program would help prevent the illegal disposal of paint products in the MSW. The modified PaintCare program to include latex paint would not result in new hazardous materials or public safety impacts nor a substantial increase in the severity of previously disclosed impacts. No new mitigation is required and the analysis and conclusions regarding hazardous materials and public safety impact levels remains the same.

Transportation

Traffic and transportation safety impacts of the operation and closure of the FCL and operation of the SYVRTS were addressed in EIR 90-EIR-14 and Supplemental EIR 97-SD-02, which identified that the operation of the FCL and SYVRTS would not result in significant roadway or intersection capacity (level of service, or LOS) impacts, nor were roadway pavement damage impacts or vehicle safety impacts identified as potentially significant. In general, traffic impacts were found to be significant but mitigable (Class II). The June 21, 2006 Addendum found that the installation of the electrical distribution line would not increase operational traffic, and the November 13, 2009 Addendum found that the composting project would not change the amount of vehicle trips or traffic associated with SYVRTS operations. In the fourth quarter of 2022, the average vehicles per day ranged from 78 to 97 within the permitted level of 126 calendar monthly average vehicles per day.

However, since preparation of the prior environmental documents, and most recently, the November 13, 2009 Addendum for the Santa Ynez Valley Recycling and Transfer Station Green Waste Composting Project, CEQA has been revised to change the manner by which transportation impacts are evaluated. These changes included the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for projects in California. Specifically, CEQA Guidelines Section 15064.3 (Determining the Significance of Transportation Impacts) establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts.

According to the January 2021 revised County Environmental Thresholds and Guidelines Manual, projects may result in a significant transportation impact if they would a) conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; b) conflict or be inconsistent with CEQA Guidelines Section 15064.3(b); c) substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or d) in inadequate emergency access. With regard to conflicts or inconsistency with CEQA Guidelines Section 15064.3, Subdivision (b), the County uses the Santa Barbara County Association of Governments' (SBCAG) Regional Travel Demand Model to estimate County VMT, and the County and Fehr & Peers developed the Project-Level VMT Calculator to help assess individual project VMT. The County presumes that land use or transportation projects meeting any of the screening criteria, absent substantial evidence to the contrary, would have less than significant VMT impacts and would not require further analysis. A single-component project (e.g., residence, office, or store) only needs to meet one of the screening criteria. As it relates to the project, a small project that generates 110 or fewer average daily trips would have a less than significant VMT impact.⁷

As previously described, reorganization of the SYVRTS would entail the use of the same equipment that is utilized at the facility on a daily basis. Changes to internal circulation would occur that are associated with the management of the waste in the revised areas, but this would not impact the current access between Foxen Canyon Road and the SYVRTS. The minimal level of periodic maintenance activity associated with the infrequent delivery of asphalt material to the SYVRTS in one 10-wheeler; one grinder, one paver, and one vibro-roller to prepare and spread asphalt; and one 10-wheel dump truck to transport waste would not generate significant transportation impacts off-site. The proposed operational modifications of the project would not substantially increase the current volume of waste received from the community or the volume of traffic to and from the SYVRTS, as the only type of waste not currently accepted that would be accepted with the project is oil-based paint. Some minor change in trips may also occur in association with the site being designated as a recycling drop off location for certain materials (i.e., textiles, mattresses, and carpet) that currently enter the site in the MSW stream. However, it is reasonable to assume that, given the rural nature of the SYVRTS service area, the recycling of these materials would continue to be consolidated with trips associated with the general disposal of MSW. Further, the project does not include any changes to the amount of vehicles

⁷ According to the January 2021 revised Environmental Thresholds and Guidelines Manual, the County calculates a project's daily trips using the latest version of the Trip Generation Manual (Institute of Transportation Engineers) or locally valid trip rates approved by the County Public Works Department. Land uses with irregular or seasonal trip making characteristics, such as wineries or special event centers, should apply an annual average daily trip rate and provide a trip generation memo explaining how the project meets the screening criteria for small projects.

per day or volume of waste that are permitted to access the SYVRTS under Solid Waste Facility Permit No. 42-AA- 063 and would not generate 110 or more average daily trips beyond the existing permitted condition; therefore, the project would result in a less than significant VMT impact. Furthermore, the types of vehicles and trucks that currently transport waste to and from the SYVRTS would continue to be used with the project.

With the project, waste that was previously transferred to the TSL would be transferred to recycling vendors that are either located in similar proximity to the SYVRTS as the TSL, or in the case of oil-based paints, transferred to a facility in Wilmington by PaintCare or Clean Harbors approximately once every 90 days. No significant increase in average daily trips would result from such minor modifications and infrequent trips. In fact, the continued operation of the SYVRTS with the project's proposed reorganization supports VMT reduction related to waste disposal, by allowing local collection (which reduces customer trips) and by consolidating waste and recyclable goods (which reduces trips to off-site, and sometimes out-of-County, disposal and processing facilities). As the project would not change the average daily volume of traffic to and from the SYVRTS, change the types of vehicles or trucks accessing the site, or modify public or private roadways, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system; would not be inconsistent with CEQA Guidelines Section 15064.3 Subdivision (b); would not substantially increase hazards due to a geometric design feature or incompatible uses; and would not result in inadequate emergency access. Therefore, neither new transportation impacts nor a substantial increase in the severity of previously disclosed impacts would occur. No new mitigation is required and the analysis and conclusions regarding transportation impact levels remains the same.

Findings

It is the finding of the Planning and Development Department Environmental Hearing Officer that the previous environmental documents (90-EIR-14 and 97-SD-02, and Addenda dated October 24, 1996; October 9, 1997; December 3, 2001; June 21, 2006; and November 13, 2009), amended by this CEQA Section 15164 Addendum, may be used to fulfill the environmental review requirements of the SYVRTS Project. No impacts previously found to be insignificant are now significant. Taken together, the original environmental document and this Addendum fulfill the environmental review requirements of the current project. As the current project meets the conditions for the application of the State CEQA Guidelines Section 15164, preparation of a new EIR or ND is not necessary.

Processing of the project may now proceed with the understanding that any substantial changes in the proposal may be subject to further environmental review.

Environmental Hearing Officer:

Alex Tuttle, Supervising Planner
Santa Barbara County Planning and Development

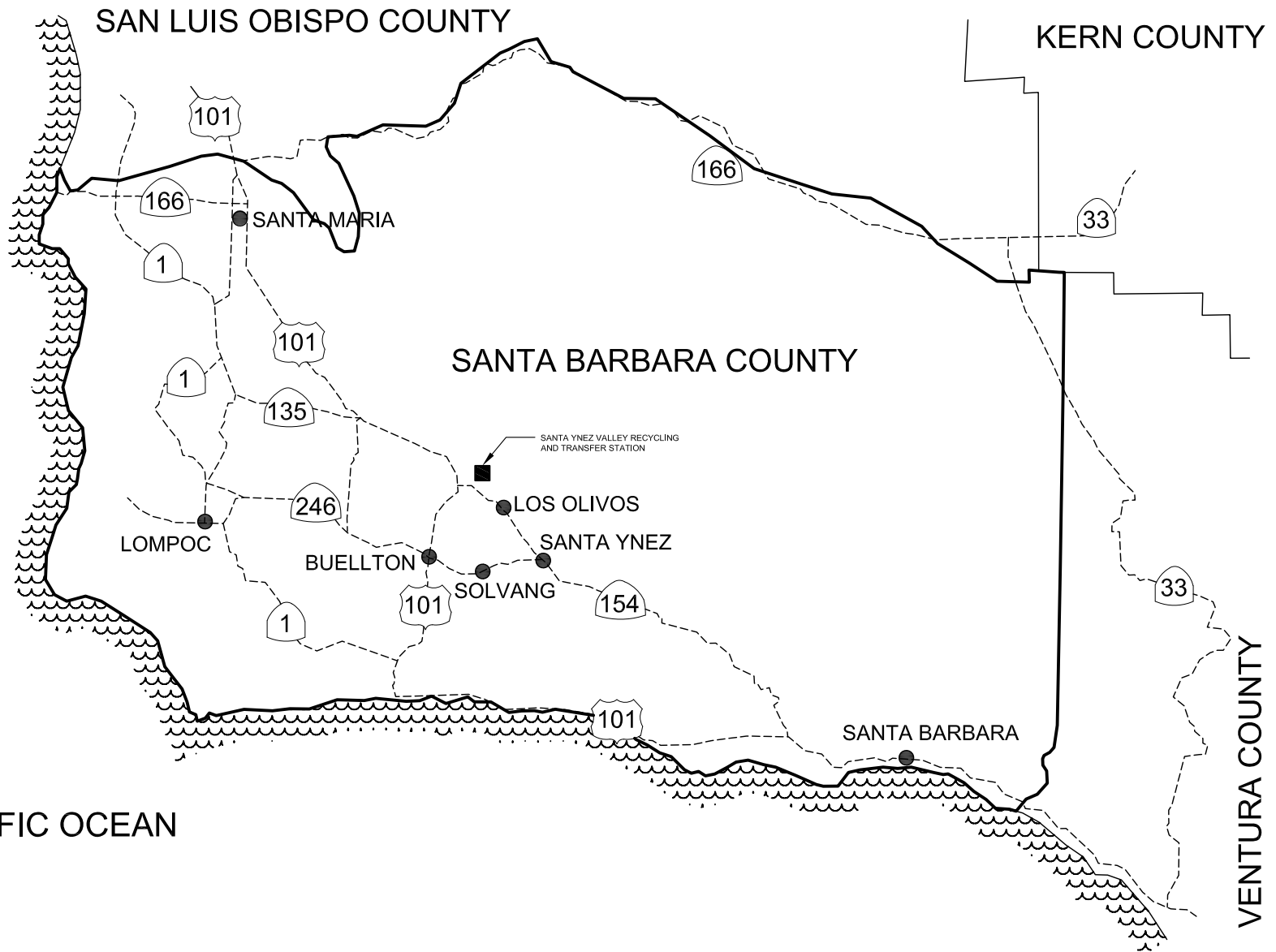
Signature: *Alex Tuttle*

Table 1
SYVRTS Material Management

Material Type	Current Management		Proposed Management	
	Arrives in	Leaves in	Arrives in	Leaves in
Green waste	Self Haul MSW, Franchise collection	Consolidated into 21-ton trailers and brought to TSL for grinding/mulch production.	No Change	No Change
Metals/Appliances	Self Haul	Freon extracted, then put into 40-yard roll-offs. Picked up by Sunrise Recycling.	No Change	No Change
Clean wood (Not Blonde)	Self Haul	40-yard roll-offs picked up by Progressive	No Change	No Change
Drywall (C&D Clean Drywall)	Self Haul	21-ton transfer truck to TSL.	No Change	No Change
Tires	Self Haul	Transferred to SCRTS 40-yard roll-off by county.	No Change	No Change
Clean rubble	Self Haul	County takes 40-yard roll-offs to Granite.	No Change	No Change
Mixed C&D	Self Haul	Not separated. Sent to TSL in transfer trucks.	No Change	No Change
E-waste	Self Haul	Separated onto Pallets put into trailers. Picked up by PC Recycling.	No Change	No Change
Mattresses	Self Haul – not separated	Consolidated into 21-ton trailers and brought to TSL for disposal.	Self Haul – separated	Gateway Mattress – possibly in 21-ton trailer. 32.5 Miles to Santa Maria.
Carpet	Self Haul – not separated	Consolidated into 21-ton trailers and brought to TSL for disposal.	Self Haul – separated	40-yard roll-off bin picked up by American Reclamation. 38 Miles to MarBorg Facility then 101 Miles to Vernon, CA.
Textiles	Self Haul – not separated	Consolidated into 21-ton trailers and brought to TSL for disposal.	Self Haul – separated	White bags then 25-yard roll-off. 38 Miles to MarBorg Facility.
Material to MRF	Self Haul & Franchise – Separated on the line	21-ton trailers for processing at the MRF.	No Change	No Change
MRF Bypass Waste	Self Haul	21-ton trailers to TSL.	No Change	No Change
Hazardous Materials (ABOP)	Self Haul collection on Saturdays and 2x year collection events	Picked up by Clean Harbors every 90 days or less.	Self Haul collection on Saturdays and 2x year collection events with supervision of	No Change

Material Type	Current Management		Proposed Management	
	Arrives in	Leaves in	Arrives in	Leaves in
Paint (oil based)	Not accepted	N/A	residents Self Haul – Designated PaintCare acceptance location at ABOP Center. Supervised by county employee	Collected by PaintCare/Clean Harbors every 90 days. Latex: 124 Miles to Azusa, CA Oil: 123 miles to Wilmington, CA.

Source: Santa Barbara County Public Works, RRWMD, 2022.

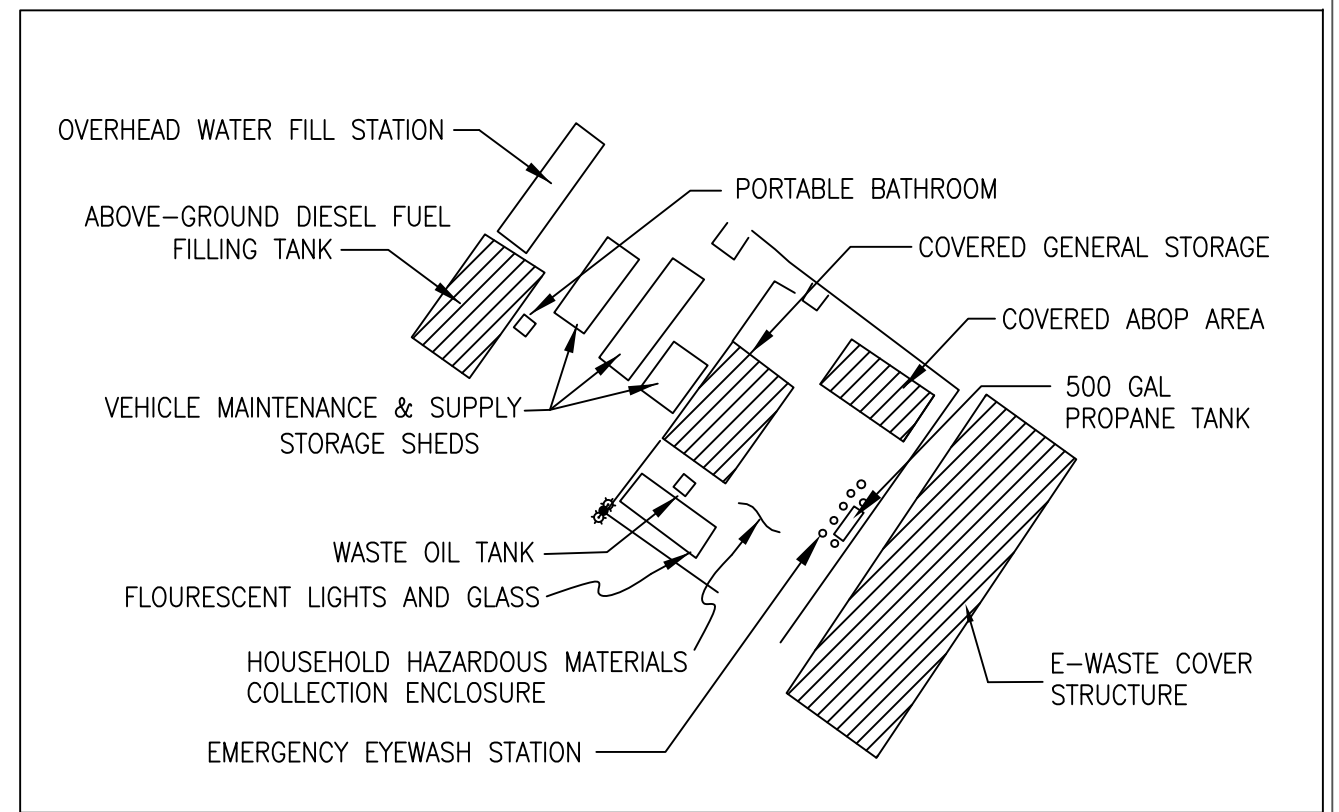
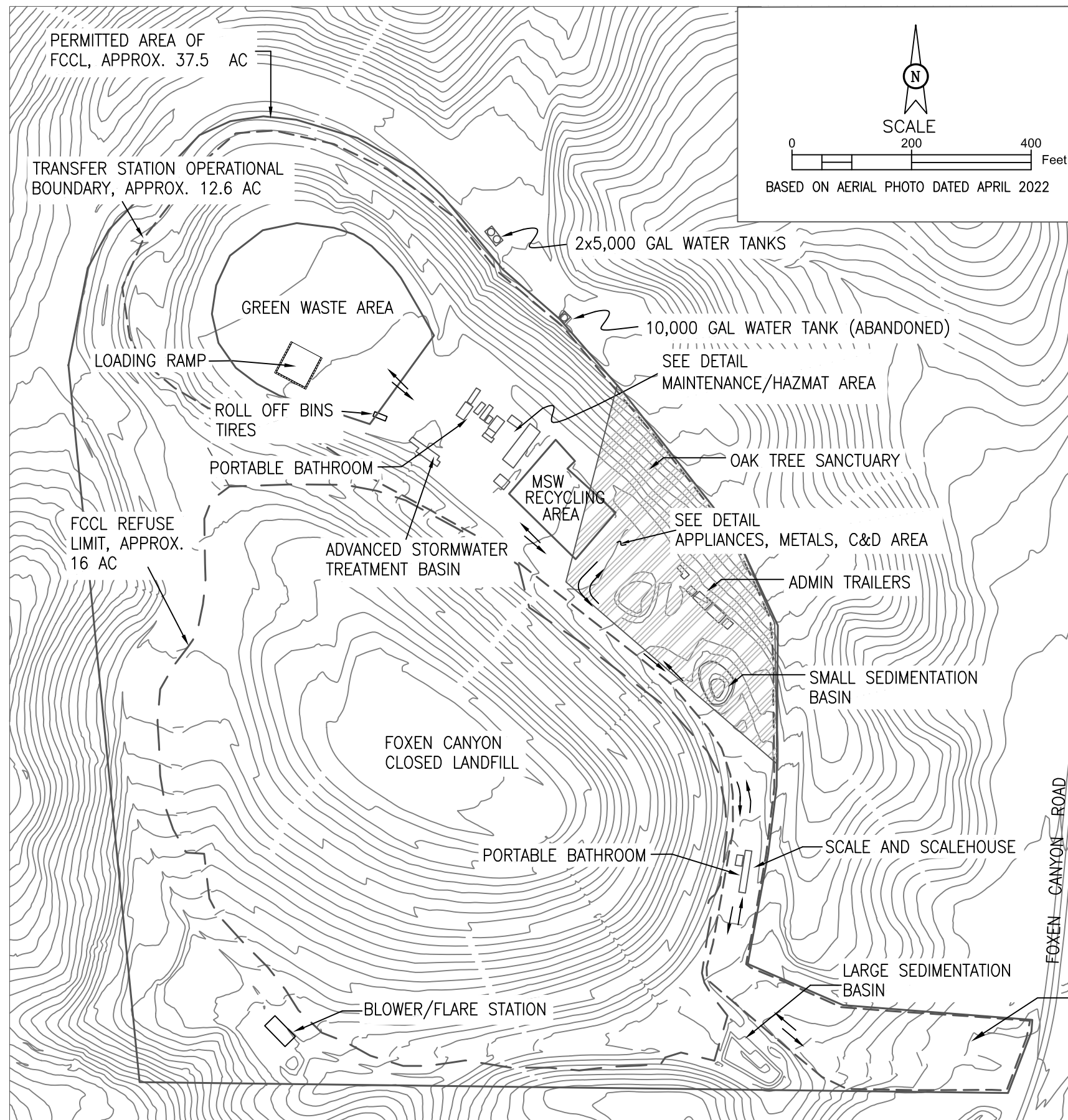


COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
RESOURCE RECOVERY & WASTE MANAGEMENT DIVISION

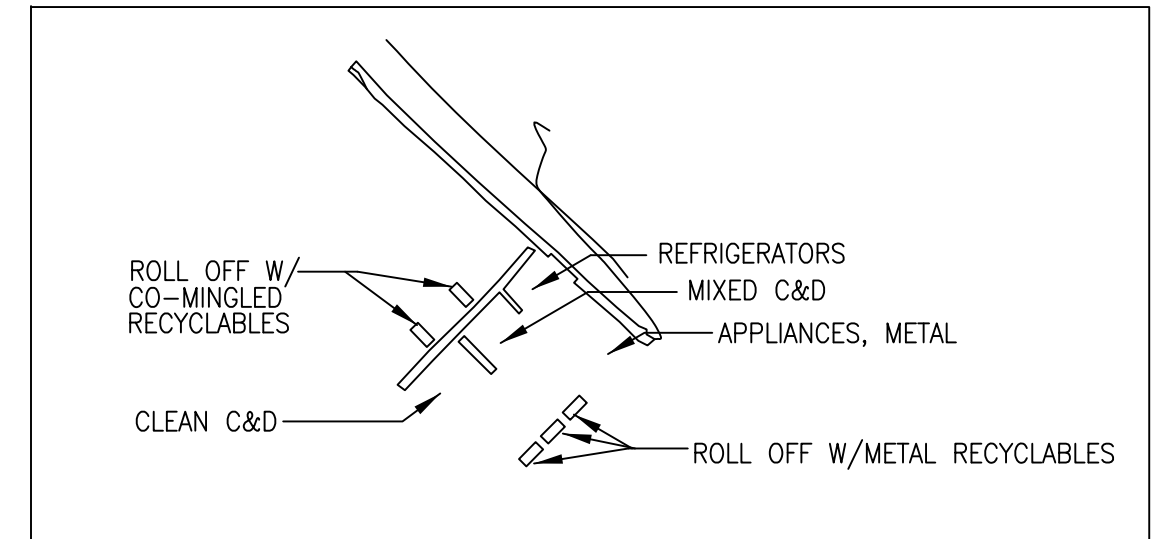
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DATE:
NOVEMBER 30, 2022

SCALE:
NONE

FIGURE 1
VICINITY MAP
SYVRTS OPERATIONAL REORGANIZATION
SANTA YNEZ VALLEY RECYCLING & TRANSFER STATION



DETAIL – MAINTENANCE AND HAZMAT AREA
SCALE: NONE



DETAIL – APPLIANCES, METALS, C&D AREA
SCALE: NONE

SITE ENTRANCE GATE

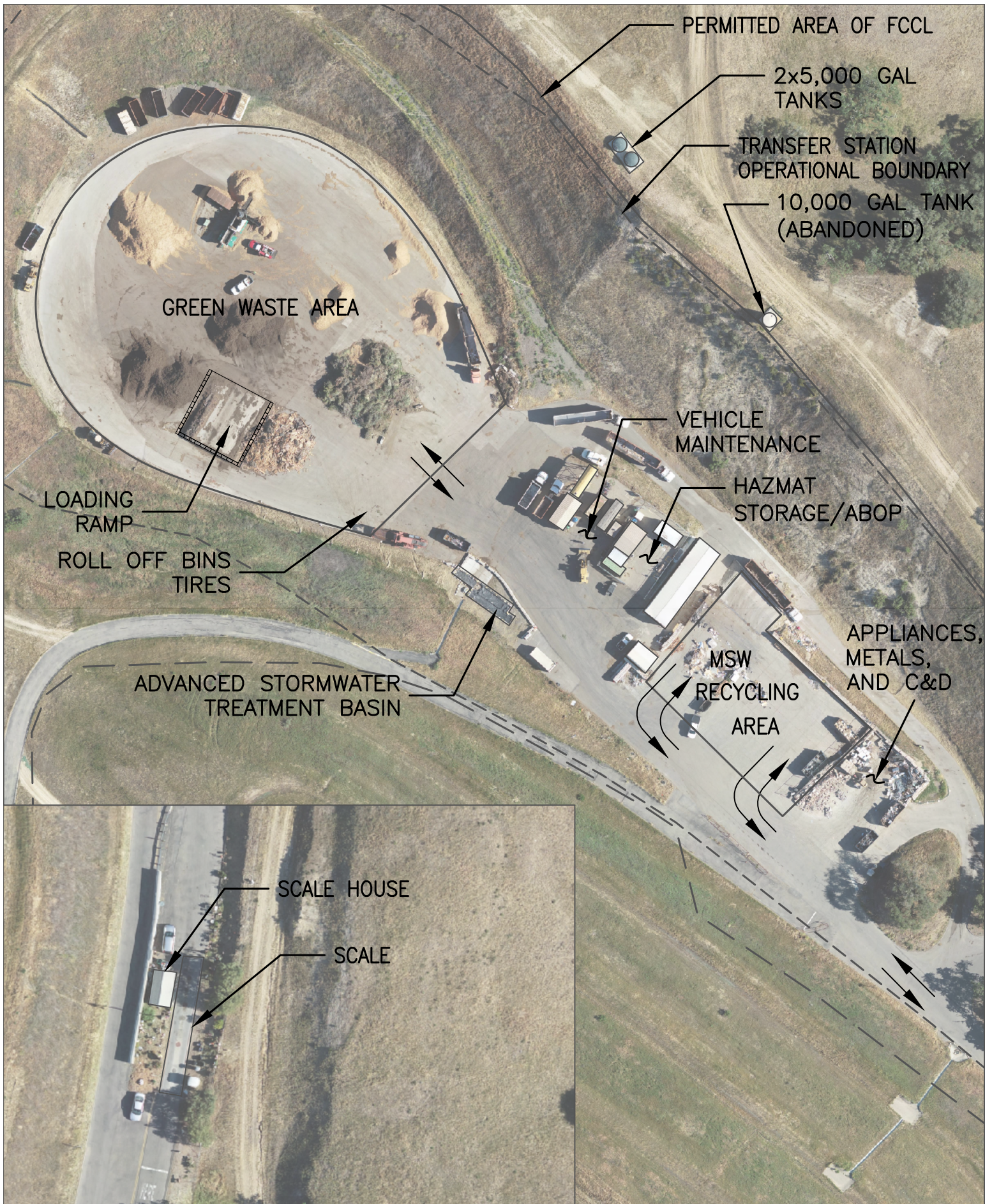
NOTE:
FCCL – FOXEN CANYON
CLOSED LANDFILL

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
RESOURCE RECOVERY & WASTE MANAGEMENT DIVISION

DRAWN BY:
LG
DATE:
DECEMBER 2, 2022

SCALE:
1" = 200'

FIGURE 2
CURRENT SITE LAYOUT
SYVRTS OPERATIONAL REORGANIZATION
SANTA YNEZ VALLEY RECYCLING AND TRANSFER STATION



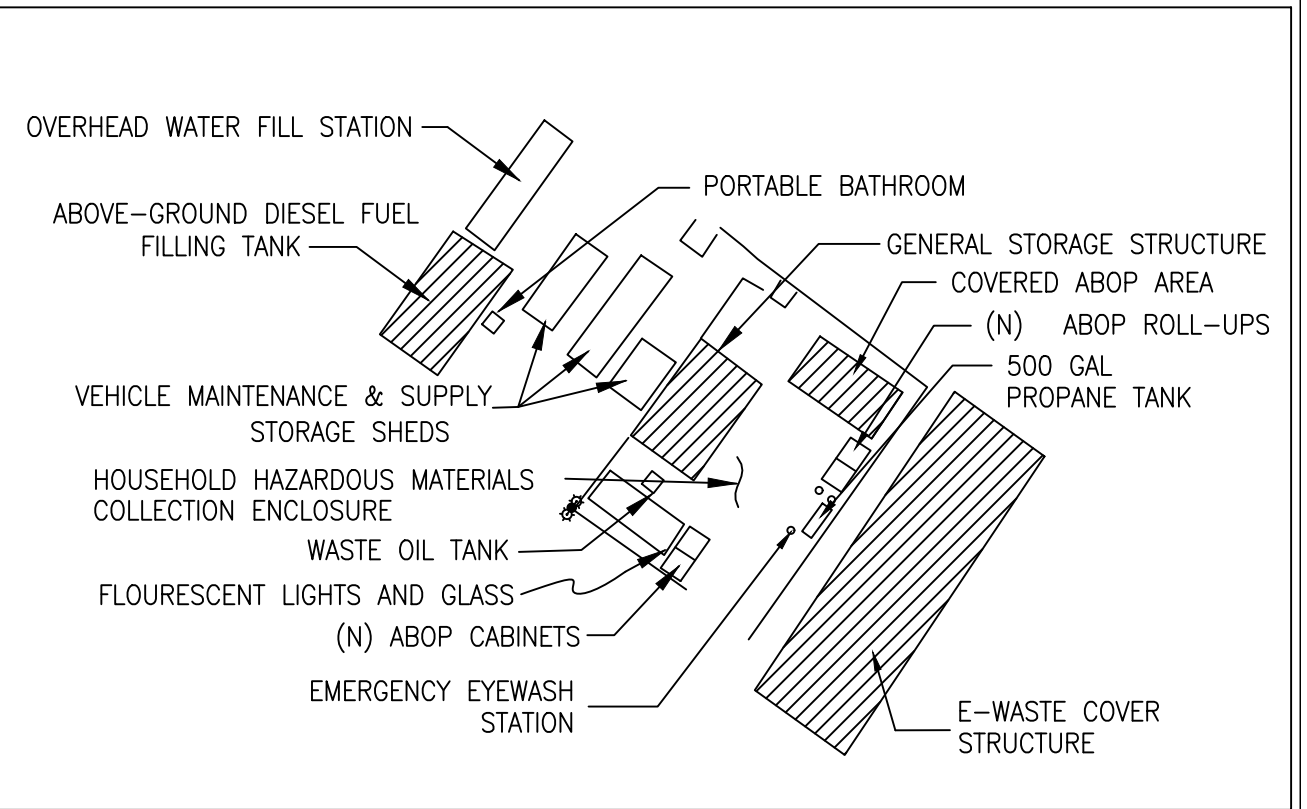
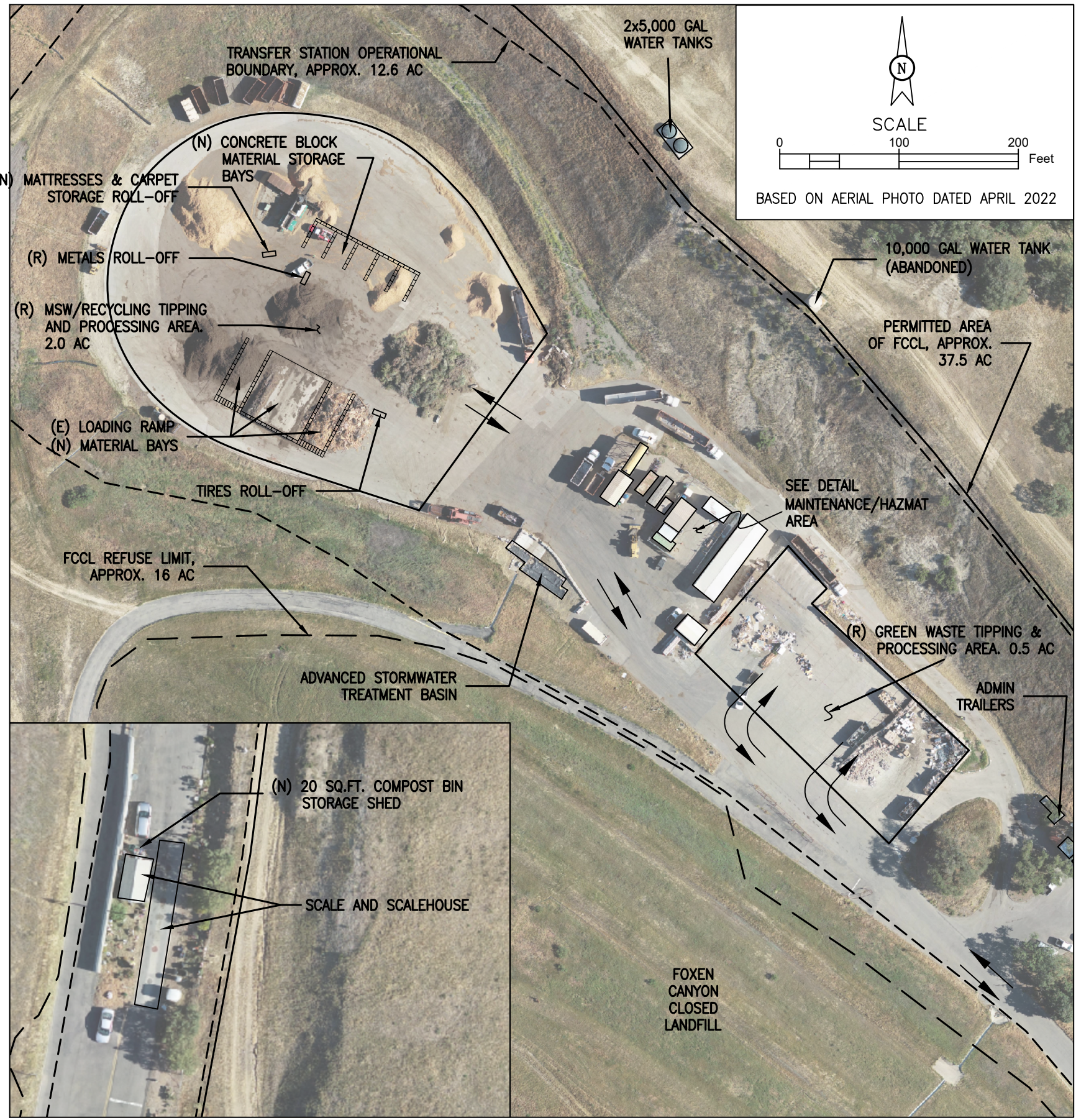
COUNTY OF SANTA BARBARA
 DEPARTMENT OF PUBLIC WORKS
 RESOURCE RECOVERY & WASTE MANAGEMENT DIVISION

DRAWN BY:
 LG

DATE:
 DECEMBER 2, 2022

SCALE:
 1" = 100'

FIGURE 3
CURRENT SITE LAYOUT WITH AERIAL
SYVRTS OPERATIONAL REORGANIZATION
 SANTA YNEZ VALLEY RECYCLING AND TRANSFER STATION



DETAIL – MAINTENANCE AND HAZMAT AREA
SCALE: NONE

- NOTES**
- (N) NEW OBJECT OR CONSTRUCTION
 - (R) RELOCATED OPERATION OR OBJECT
 - (E) EXPANSION TO EXISTING ELEMENT
 - ↔ TRAFFIC ROUTE