

**P00-089 - BLT TRANSFER STATION MODIFICATION**

- REQUEST:**
- A. **Addendum:** BLT Transfer Station/Large Volume Material Recovery Facility
  - B. **Mitigation Monitoring Plan**
  - C. **Special Permit Modification to:**
    - 1) Increase the daily permitted municipal solid waste from 1,500 tons per day to 2,000 tons per day for an existing transfer station/material recovery facility; and
    - 2) Extend the hours of operation for receiving waste from the current 6:00 am to 5:00 pm to 5:00 am to 10:00 pm daily.

**LOCATION:** 8491 Fruitridge Road  
061-0173-023  
East Broadway Community Plan Area  
Sacramento City Unified School District  
Council District 6

<b>APPLICANT:</b>	BLT Enterprises, Bernie Huberman, (805) 278-8220 511 Spectrum Circle, Oxnard CA 93030
<b>OWNER:</b>	BLT Enterprises 511 Spectrum Circle, Oxnard CA 93030
<b>PLANS BY:</b>	J.R Miller and Associates
<b>APPLICATION FILED:</b>	9/23/99
<b>STAFF CONTACT:</b>	Bridgette Williams, 264-5000

SUMMARY:

The applicant is requesting a modification to the previously approved Special Permit for an existing Transfer Station/Large Volume Material Recovery Facility on 18.9 ± developed acres in the Heavy Industrial (M-2S) zone (P97-072). The existing facility currently receives and processes up to 1,500 tons of municipal solid waste material per day between the hours of 6:00 am and 5:00 pm daily. The facility has been in operation since 1998. The modification request is to allow the facility to receive an additional 500 (2,000 TPD total) tons per day of municipal solid waste and accept waste between the hours of 5:00 am - 10:00 pm. All other related activities on the subject site will remain the same. In order to meet the applicant's objectives, the proposal requires the discretionary planning entitlements described above. In evaluating the project, the basic issues are truck traffic related to the increase in tonnage accepted and the extended hours of operation.

RECOMMENDATION:

**Staff recommends approval of the Special Permit Modification.** This recommendation is based on: 1) the project's consistency with General Plan goals and policies for industrial related uses; 2) the proposal's consistency with the Sacramento Recycling Market Development Zone (RMDZ); 3) the increase in tonnage will not generate more transfer truck, waste truck and/or self-haul trips; and 4) extended hours of operation will not impact surrounding industrial uses.

PROJECT INFORMATION:

General Plan Designation:	Heavy Commercial or Warehouse
Community Plan Designation:	Heavy Commercial or Warehouse
Existing Land Use of Site:	BLT Transfer Station/Large Volume Material Recovery Facility
Existing Zoning of Site:	Heavy Industrial (M-2S)

Surrounding Land Use and Zoning:

North: Industrial; M-2S  
 South: Packard Bell; M-2SPD  
 East: 7-11 Convenience Mkt./Gas Station; M-2S  
 West: Industrial; M-2S

Property Dimensions:	Irregular
Property Area:	18.9 ± gross acres
Square Footage of Building:	114,120 square feet
Height of Building:	40 feet, 2 stories

Exterior-Building-Materials:	Concrete Tilt-up
Roof Material:	Metal
Parking Provided:	99 spaces
Parking Required:	99 spaces
Topography:	Flat
Street Improvements:	Existing
Utilities:	Existing

**OTHER APPROVALS REQUIRED:** In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

Permit

Agency

Building Permit

Development Services Division

**BACKGROUND INFORMATION:**

On June 30, 1998, the City Council adopted an Ordinance (Ord. 98-026) allowing the City Council to consider and act on the BLT project application for a Special Permit concurrently with consideration of the solid waste transfer and disposal services agreement between the City and BLT Enterprises. On August 13, 1998, the City Planning Commission recommended Certification of an Environmental Impact Report (EIR), adoption of a Mitigation Monitoring Plan (MMP) and Special Permit to allow construction of a Mass Transfer Station and Recovery Facility receiving up to 1,500 tons of municipal solid waste and recyclable material per day (P97-072). On September 1, 1998, the City Council certified the EIR and adopted resolutions approving the MMP and Special Permit to construct a 114,120 square foot Transfer Station/Large Volume Material Recovery Facility (receiving up to 1,500 TPD) on 18.9± acres in the M-2S zone. On June 6, 2000, City Council modified an existing Ordinance (Ord. 2000-024) to allow the expansion of BLT's existing Mass Transfer Station/Recovery Facility.

During the hearing process for the BLT transfer/recovery facility, several neighborhood associations and nearby businesses expressed concerns with the proposed operation. The primary concerns centered around traffic, debris, odor, noise and the over concentration of existing and proposed transfer/recovery and processing facilities in the area. Mitigation measures and conditions of approval to minimize the concerns were recommended by City staff and City Council and approved as part of the project. To date, the City has not received any formal complaints on the establishment and has been informed by nearby businesses that the operation is a clean, well run facility. In recent discussions with neighborhood groups and Council member Dave Jones, the applicant has agreed to address the over concentration issue, by accepting a condition of approval to take certain steps necessary to develop a north area transfer facility. The specific conditions are outlined as conditions of approval in the attached Notice of Decision.

**STAFF EVALUATION:** Staff has the following comments:**A. Policy Consideration**

The proposed increase of tonnage and hours of operation will not be in conflict with existing City goals and policies in the General Plan. The General Plan designates the site for industrial uses and the current zoning is Heavy Industrial (M-2S), the Florin Perkins Enterprise Zone, and the Recyclable Market Development Zone. General Plan goals and policies, existing zoning and overlay zones for the area support the proposed modification. Policies and goals are outlined below:

- Goal: "Provide and maintain a high quality of public facilities and services to all of the City."
- Goal: "Time all new public facilities and services as closely as possible to approved urban expansion."
- Goal: "Provide adequate solid waste disposal facilities and services for collection storage and reuse of refuse."
- Goal: "Promote the re-use and revitalization of existing developed areas, with special emphasis on commercial and industrial districts."
- Goal: "Promote new employment opportunities, particularly for the under employed and economically disadvantaged."
- Policy: "Develop transfer station capacity as an interim solid waste disposal option, and design the facility(s) for compatibility with potential waste processing and recycling operations."

Staff believes that the proposed modification will be in keeping with goals and policies above, in that, the existing BLT operation provides a service to the City of Sacramento and is in an area targeted for urban expansion. Adequate services will be available with the increase of tonnage accepted at the facility and the extended hours of operation provides greater service hours for truck haulers. The project will also help meet the growing needs for public services and facilities. Finally, the current operation is a high quality service which operates safely and efficiently.

**B. Site Plan Design/Zoning Requirements****1. Zoning Ordinance**

The City's Zoning Ordinance requires a Special Permit Modification if a Special Permit has been granted by the City Planning Commission and/or Zoning Administrator. As mentioned above, the modification of the approved Special Permit includes an increase the amount of tonnage accepted from 1,500 tons per day to 2,000 tons per day and an extension of the hours of operation for

receiving waste from the current 6am - 5pm to 5am- 10pm daily. No new construction or site modifications are proposed as part of this application. The existing use is designed to efficiently handle the increased tonnage (2,000 tons per day of waste) and is compatible with surrounding industrial development in the area. City staff also found that the extended hours of operation will not significantly impact the surrounding industrial uses in the area, in that, 1) truck traffic will use the same routes to drop off and deliver waste; 2) truck trips for hauling waste will be spread out during the day with the extended hours of operation. Adequate landscaping and building setbacks are provided on the site and no signage is proposed as part of the modification request.

## 2. Circulation

Adequate parking is provided on the site for the existing operation. Current access to the site is from both 84<sup>th</sup> Street and Fruitridge Road. Truck traffic and self-haul customers are limited to ingress and egress off of 84<sup>th</sup> Street. Visitor and employee parking customers access onto the site from Fruitridge Road. With the original Special Permit application, adjacent businesses were concerned with trucks traveling on 84<sup>th</sup> Street and safety at the intersection of 84<sup>th</sup> and Fruitridge. Improvements were, however, recommended and implemented to ensure safety and improve overall traffic circulation for truck haulers and overall circulation patterns in the area.

An Addendum was prepared for the proposed project by EIP Associates (March 2000). The addendum identified no new transportation and circulation impacts related to the proposed revisions to the approved project. Based on the traffic operation analysis, the number of trips generated by the revised project would be less than the number estimated for the original, approved project.

## PROJECT REVIEW PROCESS:

### A. Environmental Review

The BLT Draft EIR and FEIR was prepared for the original BLT Mass Transfer Station\Large Volume Material Recovery Facility project which included 114,120 square feet of warehouse and office space on 18.9± acres (P97-072). The EIR was certified by City Council on September 1, 1998. Subsequently, a request to modify the approved Special Permit was submitted which included a request to increase the amount of solid waste accepted from 1,500 tons per day to 2,000 tons per day and to extend the hours of operation for receiving waste from the current 6:00 am to 5:00 pm. to 5:00 am to 10:00 pm daily.

The environmental consultants, EIP Associates, prepared an addendum to the Final and Draft BLT EIR for the revised project in accordance with Section 15164 of the CEQA Guidelines. ~~The proposed project application is slightly different from the previously approved Special Permit.~~ The project as proposed does not result in any new impacts or increase the magnitude of previously identified impacts. The Addendum demonstrates that the mitigation measures identified in the Draft BLT EIR and Final would be implemented, where appropriate, and supports the finding that the proposed project does not raise any new issues and does not exceed the scope of impacts identified in the previous EIR. Per CEQA Guidelines (Section 15164), an addendum does not need to be circulated for public review and comment period but can be included in or attached to the Final previously certified EIR. Under CEQA Section 15164(c), the City shall consider the addendum with the Final EIR prior to making a decision on the project.

In compliance with Section 15070(B) of the California Environmental Quality Act Guidelines, the applicant has incorporated mandatory mitigation measures into the project to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. The attached mandatory mitigation measures are carried forward from the originally approved Special Permit (P97-072).

**B. Public/Neighborhood/Business Association Comments**

The proposed project application packet was routed for review and comments to the following:

- College Glen Neighborhood Association
- Avondale Action Committee
- 21<sup>st</sup> Avenue Neighborhood Association
- Power Inn Transportation Management Association
- Tahoe Park Neighborhood Association
- South Sacramento Chamber of Commerce
- South Sacramento Neighborhood Coalition
- Colonial Village
- South East Neighborhood Association

**Public Agencies**

- California Integrated Waste Management District
- County Sacramento Environmental Management District
- Sacramento Metro Air Quality Management District

Surrounding land owners within a 500 foot radius of the project site were also notified of the project proposal.

Written comments were received from the College Glens Neighborhood Association (CGNA) and the Neighborhood Garbage Committee (NGC). Both organizations stated their position to support the project provided that certain steps were taken by the applicant (BLT Enterprises). NGA and CGNA are primarily interested in the development of future waste transfer facilities locating outside of the Power Inn Industrial area, due to the high concentration of facilities existing in the area. Both CGNA and NGC are interested in the project being conditioned to establish a waste transfer and recycling facility outside of the Power Inn Industrial area and north of the American River.

The attached correspondence received identifies specific language recommended as conditions of approval for the project. The specific conditions are: 1) applicant shall obtain a site (an option or other ownership interest allowing it to proceed to develop the facility) north of the American River for a solid waste/transfer facility, prior to issuance of a permit to accept 500 additional tons of waste per day at the Fruitridge facility; 2) an application for development of a solid waste/transfer facility (north of the American River) of equal or greater value than the Fruitridge facility shall be submitted to the City for consideration prior to issuance of a permit to accept 500 additional tons of waste per day; applicant shall pay the necessary fees for processing the application and the environmental analysis; 3) applicant shall show a good faith effort to have a north area facility developed and operational no later than mid year 2002;

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. Comments received from the various agencies have been incorporated as conditions of approval contained in the attached Notice of Decision and Findings of Fact.


**PROJECT APPROVAL PROCESS:** Planning Commission has the authority to approve or deny the project entitlements requested. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

**RECOMMENDATION:** Staff recommends the Planning Commission take the following actions:


- A. Adopt the attached Notice of Decision and Findings of Fact ratifying the Addendum for "BLT Mass Transfer Station\Large Volume Material Recovery Facility"
- B. Adopt the attached Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;

- C. Adopt the attached Notice of Decision and Findings of Fact approving the Special Permit Modification to an existing transfer station/recovery facility to: 1) increase the daily permitted municipal solid waste from 1,500 tons per day to 2,000 tons per day for an existing transfer station/material recovery facility; and 2) extend the hours of operation for receiving waste from the current 6:00 am to 5:00 pm to 5:00 am to 10:00 pm daily on 18.9 ± acres in the Heavy Industrial (M-2S) zone.

Report Prepared By,

  
Bridgette Williams  
Associate Planner

Report Reviewed By,

  
Barbara Wendt  
Senior Planner

Attachments

Attachment A	Vicinity Map
Attachment B	Land Use and Zoning Map
Attachment C	Notice of Decision Approving the Special Permit Modification
Exhibit C-1	Site Plan
Exhibit C-2	Floor Plan
Exhibit C-3	Elevations
Attachment D	Addendum to the "BLT Mass Transfer Station\Large Volume Material Recovery Facility" Final EIR
Attachment E	Resolution Certifying the EIR adopting Findings of fact and statement of Overriding considerations and mitigation monitoring plan in support of project P97-072 (No action necessary)
Attachment F	Letter From College Glen Neighborhood Association & Neighborhood Garbage Committee

**ATTACHMENT C****AMENDED BY CITY STAFF 7/11/00**

**NOTICE OF DECISION AND FINDINGS OF FACT FOR BLT MASS TRANSFER STATION\LARGE VOLUME MATERIAL RECOVERY FACILITY SPECIAL PERMIT MODIFICATION TO INCREASE THE DAILY PERMITTED MUNICIPAL SOLID WASTE FROM 1,500 TO 2,000 TONS PER DAY AND TO EXTEND THE HOURS OF OPERATION FROM 6:00 AM TO 5:00 PM TO 5:00 AM TO 10:00 PM; LOCATED AT 8491 FRUITRIDGE ROAD SACRAMENTO, CALIFORNIA ON 18.9 ± ACRES IN THE HEAVY INDUSTRIAL (M2-S) ZONE IN THE EAST BROADWAY COMMUNITY AREA. (P00-089) APN:061-0173-023)**

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At the regular meeting of July 13, 2000, the City Planning Commission heard and considered evidence in the above entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. Adopted the Notice of Decision and Findings of Fact certifying the Addendum for "BLT Mass Transfer Station\Large Volume Material Recovery Facility"
- B. Adopted the Notice of Decision and Findings of Fact approving the Mitigation Monitoring Plan;
- C. Approved the Special Permit Modification for an existing transfer station/recovery facility to: 1) increase the daily permitted municipal solid waste from 1,500 tons per day to 2,000 tons per day for an existing transfer station/material recovery facility; and 2) extend the hours of operation for receiving waste from the current 6:00 am to 5:00 pm to 5:00 am to 10:00 pm daily on 18.9 ± acres in the Heavy Industrial (M-2S) zone.

These actions were made based upon the following findings of fact and subject to the following conditions:

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**FINDINGS OF FACT**

- A. Addendum: The City Planning Commission certifies the Addendum, based upon the following findings:
  1. The consultant, EIP Associates, has prepared an Addendum to the EIR for the Special Permit Modification to the BLT Mass Transfer Station\Large Volume Material Recovery Facility in accordance with Section 15164 of the CEQA Guidelines;

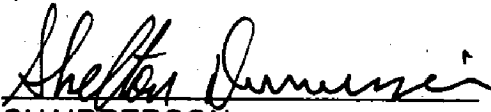
2. In accordance with the provisions of Section 15164 of the CEQA Guidelines, the Addendum was not circulated for a formal public review and comment period, but was considered by the City as part of their action on the project;
  3. The Addendum determined that the project is within the scope of the analysis contained in the EIR and, therefore, does not result in any new impacts or increase the magnitude of previously identified impacts;
  4. The City determined that the impacts of the project are adequately addressed within the BLT EIR for the Mass Transfer Station\Large Volume Material Recovery Facility and finds that no subsequent environmental impact report is required and an Addendum to the BLT EIR was prepared identifying the reasons for this determination; and
  5. The City determined that the proposed project is within the scope of the Statement of Overriding Considerations adopted in connection with existing City policies;
- B. Mitigation Monitoring Plan: The Mitigation Monitoring Plan is approved based upon the following findings:
1. The Addendum demonstrates that the mitigation measures identified in the BLT EIR would be implemented, where appropriate, and supports the finding that the proposed project does not raise any new issues;
  2. The approved Mitigation Monitoring Plan with the BLT EIR has been forwarded to ensure compliance and implementation of the mitigation measures for the above-identified project, a copy of which is attached; and
  3. The Mitigation Monitoring Plan meets the requirements of Public Resources Code Sec. 21081.6; and
  4. The Mitigation Monitoring Plan is approved, and the mitigation measures shall be implemented and monitored as set forth in the Plan.
- C. Special Permit: The Special Permit to allow an increase in the amount of solid waste material accepted from 1,500 TPD to 2,000 TPD and to extend the hrs. of operation from 6:00 am to 5:00 pm to 5:00 am to 10:00 pm is hereby approved subject to the following findings of fact and conditions of approval:

1. The project is based upon sound principles of land use in that:
  - a. the project will be consistent with the industrial land use designation and zoning (M-2S & RMDZ) which strongly supports and encourages recycling and processing in the area;
  - b. the project is in keeping with policy which specifies that adequate solid waste disposal facilities and services for collection storage should be provided; and
  - c. the proposed increase of tonnage collected and extended hours of operation will remain in keeping with the overall facility operation;
2. Granting the Special Permit Modification will not be detrimental to the public health, safety and welfare nor result in the creation of a public nuisance in that:
  - a. odor, noise, dust, and litter will be adequately controlled with standards implemented by the facility;
  - b. truck traffic will be limited to 84<sup>th</sup> Street and the changes requested will not modify the ingress and egress for trucks; and
  - c. adequate landscaping and sufficient site design has been provided on the site and no new design changes or construction is proposed.
3. The project will be consistent with the General Plan and the City's intent to help meet the growing needs for public services and facilities in the City of Sacramento.

#### **CONDITIONS OF APPROVAL - SPECIAL PERMIT MODIFICATION**

1. The applicant (BLT Enterprises) shall modify the existing contract between the City and BLT Enterprises, if deemed necessary, prior to implementation of the increase of tonnage and extended hours of operation. Building permits shall also be obtained if necessary.
2. Any deviation or modification to the operations and/or the amount of tonnage accepted shall be subject to additional Planning review, including but not limited to, Special Permit Modifications or a new Special Permit.
3. The amount of solid waste/recyclable material (combined) collected at the facility shall not exceed 2,000 tons per day.

4. The Material Recovery\Transfer Facility hours of operation for receiving waste shall not exceed an opening time of ~~be between 5:00 am to and closing time of 10:00 pm. daily~~ (Amended by City staff 7/11/00)
5. The applicant (BLT Enterprises) shall obtain a site (an option or other ownership interest allowing it to proceed to develop the facility) north of the American River for a solid waste/transfer facility, prior to issuance of a permit to accept 500 additional tons of waste per day at the Fruitridge facility;
6. An application for development of a solid waste/transfer facility (north of the American River) of equal or greater ~~value~~ capacity than the Fruitridge facility shall be submitted to the City for consideration prior to issuance of a permit to accept 500 additional tons of waste per day; applicant shall pay the necessary fees for processing the application and the environmental analysis. (Amended by City staff 7/11/00)
7. The applicant (BLT Enterprises) shall show a good faith effort to have a north area facility developed and operational no later than mid year 2002;
8. The applicant (BLT Enterprises) shall comply with all of the original required conditions approved in application (P97-072).
9. The applicant (BLT Enterprises) shall comply with the mitigation measures described in the Mitigation Monitoring Plan kept on file in the Planning Division office (P00-089).

  
CHAIRPERSON

ATTEST:

  
SECRETARY TO CITY PLANNING COMMISSION

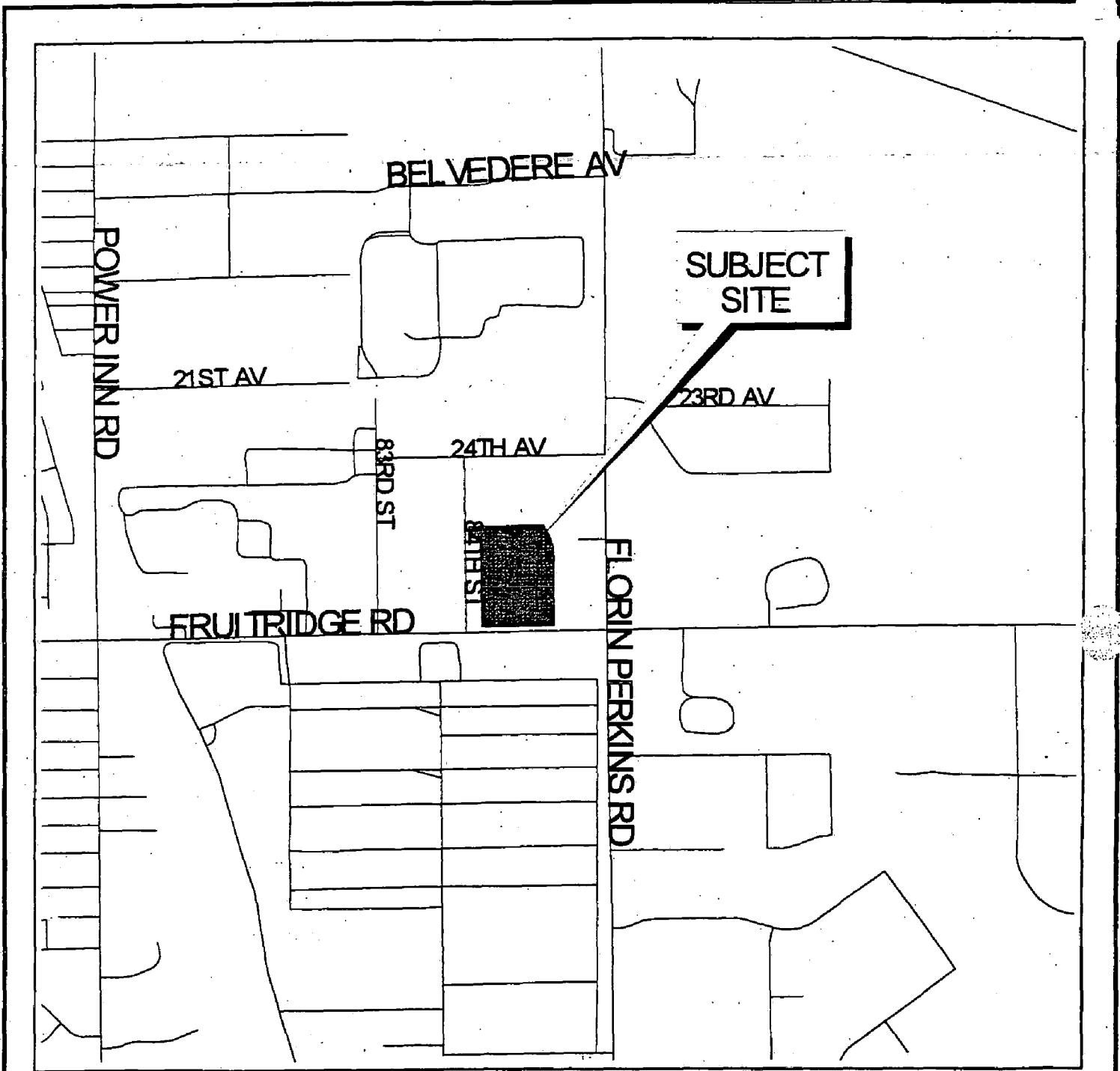
DATE (P00-089)

Exhibit C-1	Site Plan
Exhibit C-2	Floor Plan
Exhibit C-3	Elevations
Attachment D	Addendum to the "BLT Mass Transfer Station\Large Volume Material Recovery Facility" Final EIR (Available at the City of

A COPY OF THE ADDENDUM TO THE BLT ENTERPRISES SACRAMENTO RECYCLING  
AND TRANSFER STATION EIR IS AVAILABLE FOR REVIEW AT:

CITY OF SACRAMENTO  
PLANNING DIVISION  
1231 I STREET, SUITE 300  
SACRAMENTO, CA 95814  
(916) 264-5381

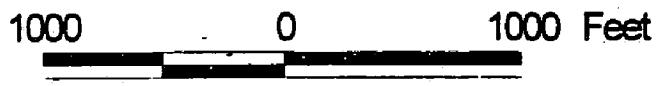
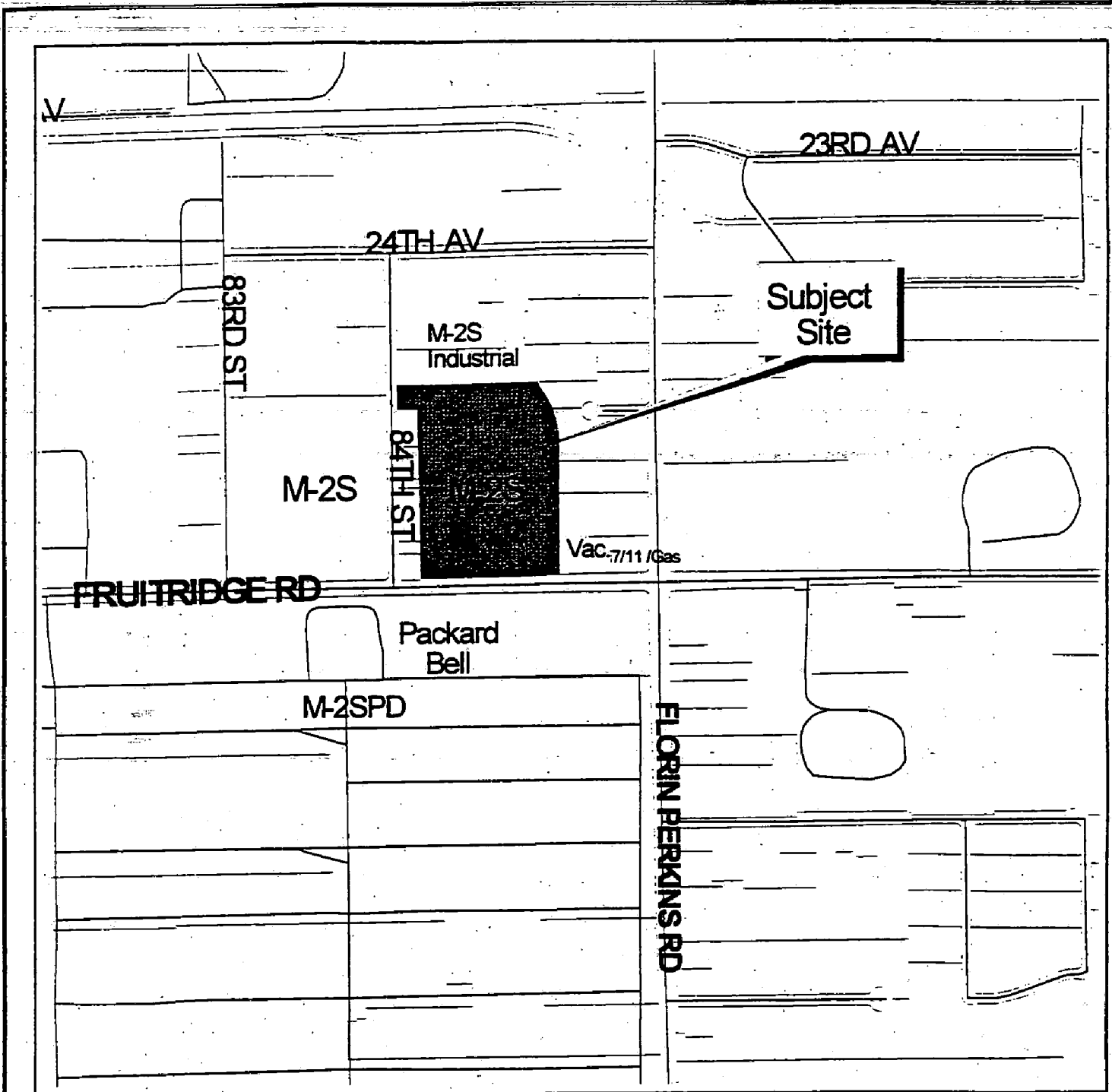
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Planning & Building  
Department  
  
Geographic  
Information  
System

Vicinity Map  
P00-089

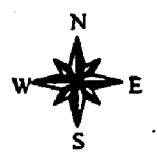




Planning & Building  
Department

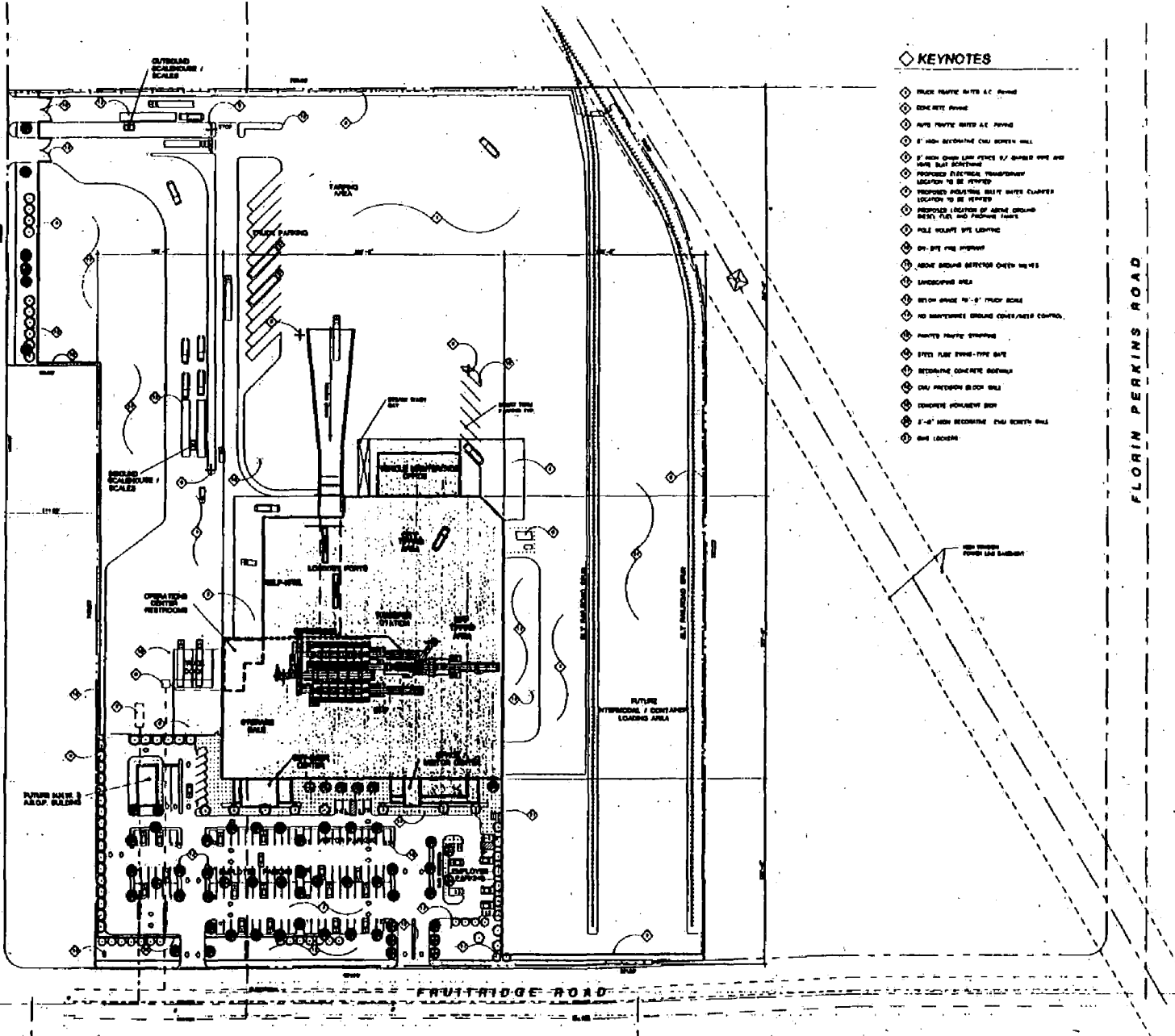
Geographic  
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Land Use & Zoning Map  
P00-089



rcud 9-23-99

6418 STREET



◆ KEYNOTES

- ◆ BLACK PAVEMENT MATS AT PAVING
- ◆ EDGE WALK PAVING
- ◆ ASPH PAVEMENT MATS AT PAVING
- ◆ 2' HIGH BARRIER CHAIN LINK FENCE WALL
- ◆ 12' HIGH CHAIN LINK FENCE W/ SHARPS SPIRE AND WIND BLAT BOTTOMING
- ◆ PROPOSED ELECTRICAL TRANSFORMER LOCATION TO BE REVIEWED
- ◆ PROPOSED INDUSTRIAL BUILT UP/STEEL CLAMPER LOCATION TO BE REVIEWED
- ◆ RECORDS LOCATION OF ABOVE GROUND METES, TIES, AND PAVING TIEINS
- ◆ POLE MOUNTS W/VE LIGHTING
- ◆ 60'-WIDE FIRE DRIVEWAY
- ◆ ABOVE GRADE DETENTION CATCH BASINS
- ◆ LANDSCAPING AREA
- ◆ 8'-10" WIDE 10'-6" TYPICAL SCALE
- ◆ NO MAINTENANCE DRIVING CONSTRAINTS CONTROL
- ◆ PRIVATE PAVEMENT STOPPING
- ◆ STEEL FLOOR FINISH-TYPE BAYS
- ◆ BEDDING CONCRETE FOOTINGS
- ◆ CHAIN PROVISION BLOCK WALL
- ◆ CONCRETE POLYURETHANE JOINT
- ◆ 2'-6" HIGH BARRIER CHAIN LINK WALL
- ◆ ONE LOCKER

SITE DATA

SITE AREA:	847,500 SF.	19.48 ACRES
LANDSCAPING AREA:	30,500 SF.	0.70 ACRES
PAVING AREA:	364,270 SF.	8.34 ACRES
BUILDING FOOTPRINT:	109,200 SF.	2.50 ACRES
<b>BUILDING AREA:</b>		
107,800 SF.	TRANSFER / MPV BUILDING	
10,300 SF.	OFFICE / SUPPORT AREA	
8,000 SF.	VEHICLE MAINTENANCE AREA	
3,000 SF.	H. H. HAZARDOUS COLLECTION CENTER	
109,200 SF.	TOTAL BUILDING AREA	
<b>PARKING REQUIREMENTS:</b>		
BUILDING AREA:	107,800 SF. / 1,000 SF. = 107.8 STALLS	
10,300 SF. / 400 SF. = 25.75 STALLS		
TOTAL PARKING STALLS =	134 STALLS	
<b>BIKE RACK / LOCKERS:</b>		
1 RACK AND 2 LOCKERS		
TOTAL BIKE SPACES =	9	

LEGEND

- (with diagonal lines) MOONING COLLECTION TRUCKS
- (with horizontal lines) TD TRANSFER MATERIAL TRUCKS
- (with vertical lines) TD RECYCLABLE MATERIAL TRUCKS
- (with dots) AUTOMOBILES
- (with cross-hatch) SELF-HALL VEHICLES

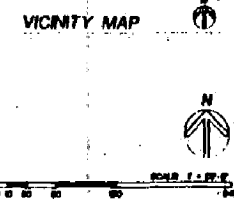
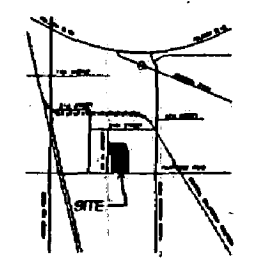
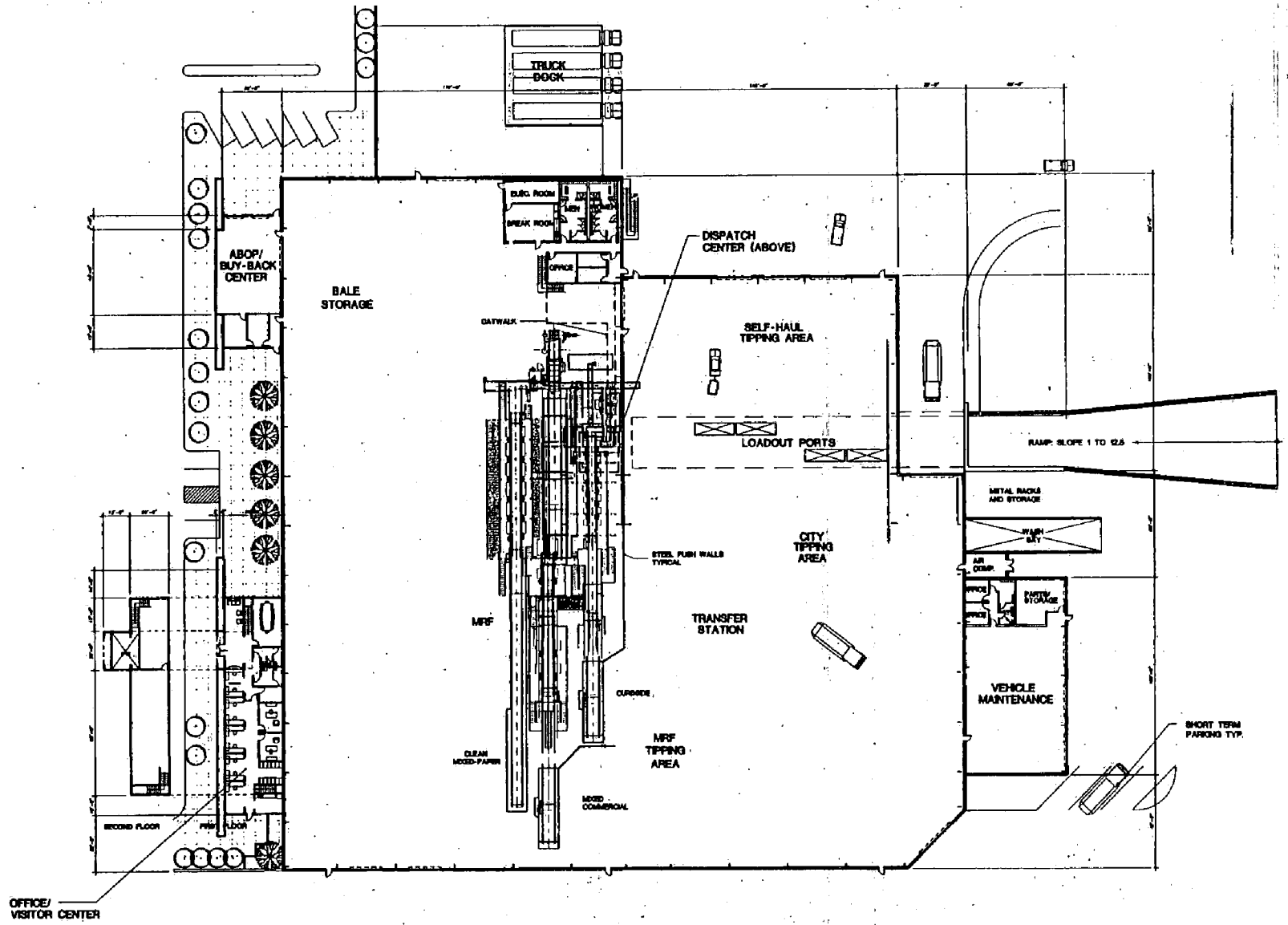


Exhibit C-1

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**BLT ENTERPRISES**  
 J.A. MILLER AND ASSOCIATES ARCHITECTS AND ENGINEERS

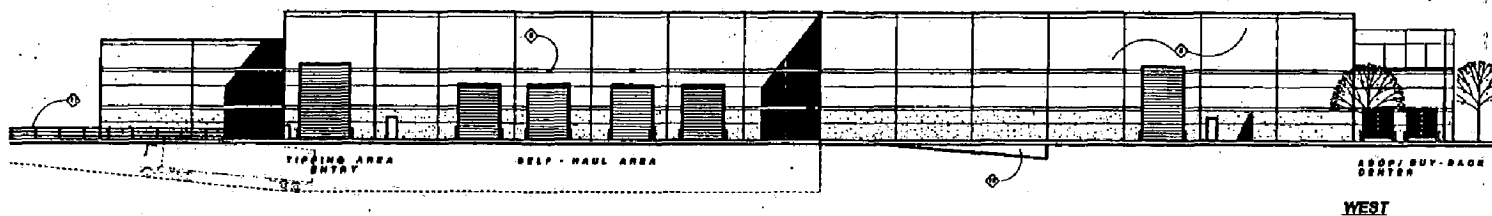
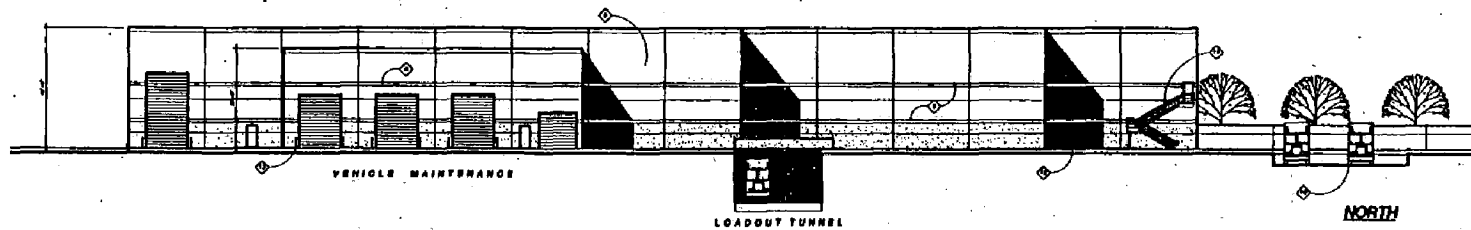
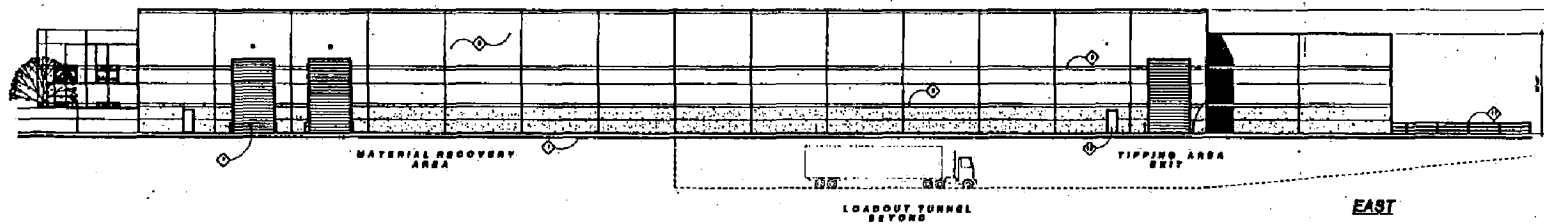
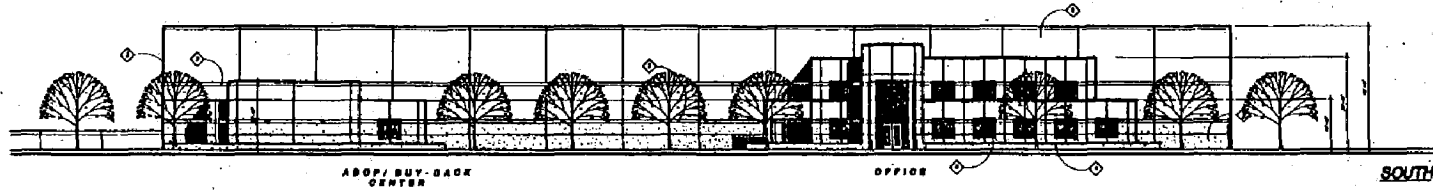
SITE # 2  
 FRUITRIDGE ROAD SITE  
**CONCEPTUAL FLOOR PLAN**  
 SACRAMENTO RECYCLING AND TRANSFER STATION SACRAMENTO, CALIFORNIA  
SCALE 1" = 10'-0"

ITEM # 1  
 PAGE 21

Exhibit C-2

KEYNOTES

- ◇ UNREINFORCED CONCRETE FINISH
- ◇ PAINTED ACCESS STAIRS
- ◇ 1/4" CHAMFER TOP
- ◇ 4'-0" HIGH PLANTED WALL
- ◇ PAINTED CONCRETE
- ◇ SOLID FINISH GLASS TOP
- ◇ PAINTED OVERHEAD DOOR
- ◇ EXTERIOR RAILWAY LIGHTING
- ◇ LOADOUT TUNNEL
- ◇ PAINTED DOOR
- ◇ PAINTED ALUMINUMS
- ◇ SHWOOD
- ◇ PAINTED STEEL COLLARS
- ◇ EXTERIOR STEEL CORN STAIR



REVISED 9.23.99

**BLT ENTERPRISES**

JR. MILLER AND ASSOCIATES ARCHITECTS AND ENGINEERS

SITE 2  
FRUITRIDGE ROAD SITE  
**CONCEPTUAL ELEVATIONS**

SACRAMENTO RECYCLING AND TRANSFER STATION SACRAMENTO, CALIFORNIA

SCALE: 1/8" = 1'-0"

ITEM # 1  
PART 22

EXHIBIT C-5

A COPY OF THE ADDENDUM TO THE BLT ENTERPRISES SACRAMENTO RECYCLING  
AND TRANSFER STATION EIR IS AVAILABLE FOR REVIEW AT:

CITY OF SACRAMENTO  
PLANNING DIVISION  
1231 I STREET, SUITE 300  
SACRAMENTO, CA 95814  
(916) 264-5381

8 AM - 5 PM MONDAY THROUGH FRIDAY

CERTIFIED AS TRUE COPY OF Resolution # 98-460

5-12-00

RESOLUTION NO. 98-460 DATE CERTIFIED

ADOPTED BY THE SACRAMENTO CITY COUNCIL

Valerie J. Burrows CITY CLERK, CITY OF SACRAMENTO

ON DATE OF SEP 1 1998

A RESOLUTION OF THE CITY OF SACRAMENTO CITY COUNCIL CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, ADOPTING THE FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING PLAN IN SUPPORT OF ITS APPROVAL OF THE SACRAMENTO RECYCLING AND TRANSFER STATION (BLT) PROJECT (P97-072)

THE CITY COUNCIL OF THE CITY OF SACRAMENTO DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

- 1. The City Council finds and certifies that the Final Environmental Impact Report (herein FEIR) for the proposed Sacramento Recycling and Transfer Station Project, which consists of the Draft Environmental Impact Report and Final Environmental Impact Report, has been completed in compliance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
2. The City Council finds and certifies that the FEIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective, and complete FEIR in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
3. City Council has reviewed it and considered the information contained therein prior to acting on the proposed project and certifies that the FEIR reflects the independent judgement and analysis of the City of Sacramento.

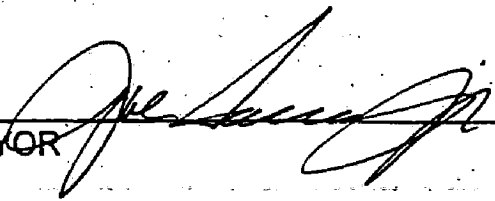
FOR CITY CLERK USE ONLY

RESOLUTION NO.: 98-460

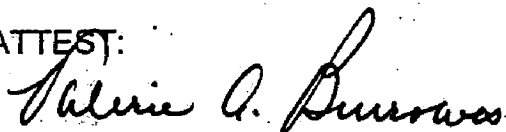
DATE ADOPTED: SEP 1 1998

4. Pursuant to CEQA Guidelines Section 15093, and in support of its approval of the Sacramento Recycling and Transfer Station Project, the City Council hereby adopts the attached Findings of Fact and Statement of Overriding Considerations and a Mitigation Monitoring Plan to require all reasonably feasible mitigation measures be implemented.

MAYOR



ATTEST:



CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 98-460

DATE ADOPTED: SEP 1 1998

RESOLUTION NO. 98-462 **CERTIFIED AS TRUE COPY**  
OF Resolution # 98-462

ADOPTED BY THE SACRAMENTO CITY COUNCIL 5-12-00

ON DATE OF SEP 1 1998 **DATE CERTIFIED**  
Marie A. Burrows  
CITY CLERK, CITY OF SACRAMENTO

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE THE SERVICE AGREEMENT BETWEEN THE CITY OF SACRAMENTO AND BLT ENTERPRISES OF SACRAMENTO, INC., TO PROVIDE FOR MUNICIPAL SOLID WASTE TRANSFER, TRANSPORT, DISPOSAL, PROCESSING AND RECOVERED MATERIALS DIVERSION**

**WHEREAS:**

A. BLT Enterprises of Sacramento, Inc. ("BLT") was the successful bidder in the competitive process established by the City of Sacramento for selection of a transfer station owner/operator, and has been negotiating with city staff for the purpose of entering into an agreement which provides for solid waste transfer, transport, disposal, processing and recovered materials diversion, with respect to city collected waste delivered to a facility to be located, constructed, owned and operated by BLT; and

B. BLT and city staff have agreed upon the terms and conditions of a service agreement with respect to said services; and

C. The City Manager has presented to the City Council for its consideration a written agreement embodying the said terms and conditions, and has recommended to the City Council that it approve said agreement.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO that:**

The City Manager is authorized to:

1. Execute the Service Agreement between BLT Enterprises of Sacramento, Inc., and the City of Sacramento for Municipal Solid Waste Transfer, Transport, Disposal, Processing, and Recovered Materials Diversion; and

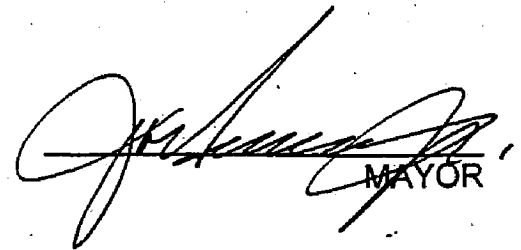
2. Execute any other document reasonably required or convenient to implement the terms and conditions of said agreement; and

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RESOLUTION NO.: 98-462


DATE ADOPTED: SEP 1 1998

3. Take any other action reasonably required or convenient to implement the terms and conditions of said agreement.



MAYOR

ATTEST:



CITY CLERK

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: 98-462

DATE ADOPTED: SEP 1 1998

BLT's Sacramento Recycling and  
Transfer Station  
Mitigation Monitoring Plan

Prepared for:

City of Sacramento

Prepared by:

EIP Associates

August 1998

**BLT's  
Sacramento Recycling and Transfer Station**

**Mitigation Monitoring Plan**

Prepared for the:

City of Sacramento

Prepared by:

EIP Associates  
Sacramento, California

August 1998

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CITY OF SACRAMENTO  
MITIGATION MONITORING PLAN

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the Neighborhood Planning and Development Services Department, Office of Environmental Affairs, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Section 21081.6.

**PROJECT DESCRIPTION**

Project Name/File Number: BLT's Sacramento Recycling and Transfer Station

City of Sacramento Contact Person: Grace Hovey  
Environmental Project Manager  
City of Sacramento  
Department of Neighborhoods, Planning and  
Development Services  
Office of Environmental Affairs  
1231 I Street, Room 300  
Sacramento, CA 95814  
(916)264-5381

Applicant: BLT Enterprises of Sacramento, Inc.

Project Location

The Sacramento Recycling and Transfer Station (SRTS) proposed by BLT Enterprises, Inc. would be located on a 19.46-acre parcel near the intersection of Fruitridge Boulevard and Florin Perkins Road in the southeast portion of the City of Sacramento. The Proposed Project site is located on the east side of 84th Street between Fruitridge Boulevard and 24th Avenue. The site is surrounded by industrial and warehousing uses and by vacant land. The Sacramento Army Depot, which now houses Packard Bell/NEC operations, is located to the south of the project site, across Fruitridge Boulevard.

Project Description

The Proposed Project would consist of a solid waste transfer station and a materials recovery facility (MRF). These operations would be located within a single approximately 126,200 square foot (sf) building. The site would also include an area designated to receive household hazardous wastes located within a separate approximately 3,000 sf building. A Visitors' and Education Center would provide information to the public about the operations of the facility. The City of Sacramento has selected BLT Enterprises as the sole potential vendor for the City's solid waste transfer, transport, and disposal service agreement, which would account for up to 50 percent of this facility's overall capacity.

**Solid Waste Transfer Station**

The solid waste transfer station portion of the facility would occupy less than half of the 126,200 sf main building and would include an approximately 40,000 sf main tipping floor. The facility would be designed to accept and handle a variety of waste types from numerous sources, mostly consisting of municipal solid waste (MSW). Incoming loads would be delivered to specific areas located inside the main building, depending upon whether the material is to be sorted to recover recyclable materials (paper, glass, plastics, metals, construction and demolition debris, and wood) or transferred to disposal. Non-recoverable wastes, including most of the residential MSW, would be transferred to trailers or shipping containers and transported by truck or rail to an approved and authorized landfill for disposal. Three of the alternatives being considered by the City of Sacramento for disposal of the solid waste are the B & J Sanitary Landfill and the Potrero Hills Landfill, both in Solano County, and the Lockwood Landfill, in Nevada. All processed MSW is expected to be transported to a disposal facility within 24 hours, and MSW would not be stored at the facility longer than 48 hours.

Incoming garbage trucks (collection vehicles) would enter the facility from 84th Street and would be weighed on one of two 70-foot electronic scales. Trucks carrying waste with low recyclable content would be directed to the appropriate area and would dump (or tip) their loads onto the concrete floor. Floor sorters would be used to salvage recyclables and bulky items from the tipping floor area and load them into roll-off boxes or containers to be transported to the MRF, or to a recyclables processor. The remaining waste materials would be pushed by a loader through the transfer ports (openings in the tipping floor) into transfer trailers or shipping containers stationed on axle scales in the below-grade transfer tunnel. The (outbound) loaded trailers or containers would then proceed directly to the landfill for final disposal. All transfer operations would occur completely within the proposed building.

**Materials Recovery Facility**

BLT's proposed Sacramento Recycling and Transfer Station would also include an approximate 67,900 sf MRF in the main building, with sorting and baling capabilities. The sorting operations would be partially separated from the main tipping floor by a stacking wall. The MRF operations would occur completely within a portion of the proposed 126,200 sf building.

Incoming commercial and neighborhood clean-up loads which contain recyclable materials would be directed to the MRF tipping area. After unloading, bulky items would be salvaged and the remaining material would be pushed by a loader onto conveyors to elevated sorting platforms. The recovered materials (i.e. plastics, newspaper, metals, etc.) would be sorted, baled, and stored for final shipment. Non-recoverable wastes would be conveyed back to the main tipping floor for loading into the transfer trailers or containers.

**Household Hazardous Waste Facility**

A collection facility may be developed and permitted for the acceptance of household hazardous wastes. This facility would be open to the public two days each week for acceptance of the full

range of typical household hazardous waste (e.g., paint, batteries, solvents, cleaning supplies, automotive products, used oil, ethylene glycol, herbicides and pesticides, pool chemicals, etc.). It is estimated that used oil and paint would comprise more than 90 percent of the materials collected from private citizens.

Operational Size

The proposed design capacity of the entire facility is 1,500 tons per day (TPD). However, the initial operations would be expected to process approximately 850 TPD, increasing to an average of 1,300 TPD within the first five years. It is also estimated that between 450 and 800 TPD would be delivered to the facility by City collection vehicles and that the remaining tonnage would consist of commercial waste and public self-haul waste and recyclable materials.

Hours of Operation

The facility would be open to receive incoming MSW and recyclables Monday through Sunday between 6:00 a.m. and 5 p.m. Waste transfer and processing activities could occur 24 hours a day, seven days per week, depending on the flow of materials into the facility. The household hazardous waste collection center is anticipated to be open to the public on Fridays and Saturdays from 8 a.m. to 5 p.m.

Operational Traffic

The following types of vehicles are anticipated to use the facility:

- Incoming Waste Materials: collection trucks and public self-haul vehicles.
- Outgoing Waste Materials (for disposal): transfer trucks, or shipping containers on rail.
- Outgoing Recyclable Materials from Materials Recovery Operations: semi-trucks, roll-off trucks, flatbed trucks, stake bed trucks, boxcars, or shipping containers on rail.
- Employee and Visitor's Vehicles: includes school busses.

The City will determine whether rail or truck haul would be used for transportation purposes. If hauled by trucks, there would be 456 total vehicle trips per day, and if hauled by rail, there would be 400 total vehicle trips per day.

Empty transfer trailers would be parked on-site at the end of the day. If determined necessary to hold any loaded trailers overnight, these trailers would also be parked on-site in the transfer truck parking area. On-site parking would be provided for all employees and visitors.

Traffic patterns have been designed to separate heavy truck traffic from the employees, visitors, and self-haul customers. The self-haul customers would have a separate tipping area, which would provide both safety for the public and a quicker turn-around for the City's trucks. City collection

vehicles may have their own tipping area. The maximum turn-around time on-site for the City's trucks and other commercial collection vehicles is anticipated to be less than 15 minutes.

Landfill Locations

The portion of the material that is processed at the proposed facility but is not recyclable would be transported to a landfill. For the City's portion of this waste, the transported material would go to one of three landfills (B&J Sanitary Landfill, Potrero Hills Landfill, in Solano County, and Lockwood Landfill in Nevada) identified in its service agreement with BLT Enterprises. The solid waste transfer and disposal agreement between the City and BLT Enterprises specifically identifies the routes that would be traveled to each of the potential landfill sites. For the two Solano County sites, the agreement requires BLT to utilize routes (both primary and alternative) to either B & J Landfill or Potrero Hills Landfill, which avoid SR 113 from Interstate 80 until south of Midway Road. Further, the agreement requires BLT Enterprises to use truck routes and to avoid congested areas whenever possible. These measures, built into the project, have the effect of avoidance of adverse impacts to Dixon as a result of this project. For the Nevada site, rail haul has been identified as an option to truck haul for the transportation of solid waste.

For the disposal of the non-City waste, the decision as to which landfill would be used would remain a business decision by the operators of the facility. In addition, the location or facility that recyclable materials would be sent to is also unknown at this time. Therefore, identification of the ultimate place of disposal is considered speculative.

# MITIGATION MONITORING PLAN

## Introduction

The California Environmental Quality Act (CEQA) requires review of any plan or project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Sacramento in its implementation and monitoring of measures adopted from the Sacramento Recycling and Transfer Station Environmental Impact Report.

## Mitigation Measures

The mitigation measures are taken verbatim from the Draft EIR and are assigned the same number they have in the Draft EIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

## MMP Components

The components of each monitoring form are addressed briefly, below.

Mitigation Measure: All mitigation measures that were identified in the Sacramento Recycling and Transfer Station Draft EIR are presented, and numbered accordingly. The mitigation measures are presented by topic (e.g., Hazards and Human Health).

Monitoring Program: For every mitigation measure, one or more action is described. These are the center of the MMP, as they delineate the means by which measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction, or on an ongoing basis. The timing for each measure is identified.

Parties Responsible for Implementing Measure: This item identifies the entity that will undertake the required action.

Entity Responsible for Ensuring Compliance: The City of Sacramento is responsible for ensuring that the mitigation measures are successfully implemented.

Verification of Compliance: This section provides confirmation that a measure has been implemented, with space for the signature, title, and department of the individual who is verifying compliance. A space is also provided for notes.

Mitigation Monitoring Plan

Where more than one action is required in the monitoring program, each item is numbered, and the timing and responsible parties are numbered accordingly.

**HAZARDS AND HUMAN HEALTH**

**Mitigation Measure 6.2-6**

**Mitigation Measure:**

The City of Sacramento shall ensure that the Health and Safety Program of the Sacramento Recycling and Transfer Station Report of Station Information (1998) is expanded to address potential exposure to biohazards. All employees, particularly sorters and other personnel on the tipping floor, shall be advised of the potential hazards and the types of personal protective equipment (PPE) and respiratory protection necessary to control any exposures, and trained in identification, proper handling, and reporting. BLT Enterprises (1998) has also indicated that employees working in the tipping areas will be evaluated for participation in the Respiratory Protection Program. Individuals exposed to biohazards or any other hazardous waste release shall be immediately examined and/or tested by an occupational physician or other trained medical personnel.

**Monitoring Program:**

The Department of Public Works, Solid Waste Division shall review the revised Report of Station Information.

**Timing:**

Prior to issuance of occupancy permit.

**Parties Responsible for Implementing Measure:**

Project applicant

**Entities Responsible for Ensuring Compliance:**

Solid Waste Division, Local Enforcement Agency

**Verification of Compliance:**

The required monitoring of Mitigation Measure 6.2-6 has been performed and the measure was found to be successfully implemented:

Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Mitigation Monitoring Plan

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Title: \_\_\_\_\_

Agency/Department: \_\_\_\_\_

**AIR QUALITY AND ODORS**

**Mitigation Measure 6.4-1**

**Mitigation Measure:**

- a) The construction contractor shall cover soil piles, water exposed soil and haul roads, and cover loads of haul and dump trucks. These measures would provide an approximate 44 percent reduction in dust emissions, based on SMAQMD guidance for calculating construction-related emissions and mitigation.
- b) The construction contractor shall water the area being graded and keep the soil continuously moist. These measures could control PM<sub>10</sub> emissions by as much as 75 percent.
- c) To reduce NO<sub>x</sub> emissions, construction contractors shall maintain diesel-powered trucks and heavy equipment in good operating condition, tuned up, and limit idling at the construction sites.

**Monitoring Program:**

The mitigation measure shall be included on all construction plans. The building inspector shall inspect soil piles, soil and haul roads, haul and dump trucks, and construction site during routine visits to the site to ensure compliance with the measure. If the contractor is not in compliance, all construction on the site shall be stopped until the contractor is in compliance with the mitigation measure.

**Timing:**

During construction.

**Parties Responsible for Implementing Measure:**

Construction contractor

**Entities Responsible for Ensuring Compliance:**

Planning and Development, Building Division

**Verification of Compliance:**

The required monitoring of Mitigation Measure 6.4-1 has been performed and the measure was found to be successfully implemented:

Notes: \_\_\_\_\_

Mitigation Monitoring Plan

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Title: \_\_\_\_\_

Agency/Department: \_\_\_\_\_

**AIR QUALITY AND ODORS**

**Mitigation Measure 6.4-2**

**Mitigation Measure:**

- a) The City shall utilize low-emission vehicles within its waste/recyclable collection fleet to the extent feasible. Examples of such vehicles might include "clean-fuel" trucks such as those powered by propane. (Primarily reduces NO<sub>x</sub> emissions, but also reduces PM<sub>10</sub> emissions.)
- b) The operators of the facility shall assure that transfers of MSW and other materials from the project site are performed as efficiently as possible; i.e., partial loads shall be minimized to avoid unnecessary trips. (Primarily reduces NO<sub>x</sub> emissions, but also reduces PM<sub>10</sub> emissions.)
- c) The operators of the facility shall use mechanical or manual sweepers to minimize the amount of particulate matter that settles on internal vehicle access routes, thereby minimizing the amount of dust entrained into the air by haul vehicles using such routes. (Reduces PM<sub>10</sub> emissions.)
- d) The operators of the facility shall use reduced emission heavy duty off-road equipment.
- e) The operators of the facility shall offer, to the extent feasible, preferential tipping facilities (i.e. express lanes) and/or reduced tipping fees to operators driving reduced-emission equipment.
- f) The operators of the facility shall utilize low-emission vehicles within its waste/recyclable transfer fleet to the extent feasible. Examples of such vehicles might include "clean fuel" trucks such as those powered by propane. (Primarily reduces NO<sub>x</sub> emissions, but also reduces PM<sub>10</sub> emissions.)

**Monitoring Program:**

The Solid Waste Division shall conduct routine inspections to ensure compliance with (b), (c), (d), and (e), and shall coordinate implementation of (a) and (f).

**Timing:**

During facility operations.

**Parties Responsible for Implementing Measure:**

Operators of the facility

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Mitigation Monitoring Plan

Entities Responsible for Ensuring Compliance:

Solid Waste Division, Local Enforcement Agency

Verification of Compliance:

The required monitoring of Mitigation Measure 6.4-2 has been performed and the measure was found to be successfully implemented:

Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Title: \_\_\_\_\_

Agency/Department: \_\_\_\_\_

**AIR QUALITY AND ODORS**

**Mitigation Measure 6.4-3**

**Mitigation Measure:**

- a) The operators of the facility shall prioritize the processing and transport of all odorous materials, such as the City municipal solid waste, to ensure that these materials do not remain on site for more than 48 hours or on the tipping floor for more than 24 hours. The operators of the facility shall remove all odorous waste from the tipping floor at the end of the working day.
- b) A ventilation system shall be installed to maintain negative pressure within the enclosed building where waste is tipped and processed.
- c) A light misting system will be utilized in the area of the MSW tipping areas to minimize dust and odors.

**Monitoring Program:**

The Solid Waste Division shall conduct routine inspections of the facility. If during inspection the facility is not found to be in compliance, the city shall coordinate between the applicant and the California Integrated Waste Management Board to determine a course of action by which the facility can achieve compliance.

**Timing:**

Throughout operations.

**Parties Responsible for Implementing Measure:**

Operators of the facility

**Entities Responsible for Ensuring Compliance:**

Solid Waste Division, Local Enforcement Agency

**Verification of Compliance:**

The required monitoring of Mitigation Measure 6.4-3 has been performed and the measure was found to be successfully implemented:

Notes: \_\_\_\_\_  
\_\_\_\_\_

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Mitigation Monitoring Plan

\_\_\_\_\_  
Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Title: \_\_\_\_\_

Agency/Department: \_\_\_\_\_

10-15

**HYDROLOGY, DRAINAGE AND WATER QUALITY**

**Mitigation Measure 6.6-1**

**Mitigation Measure:**

The City of Sacramento Department of Utilities, in consultation with the SWRCB and RWQCB, shall review the required SRTS surface drainage and runoff control plan to ensure that the graded direction of surface runoff, and the location, type, and number of drainage structures ensures that the system adequately controls peak flow runoff rates. The plan must identify, through hydraulic calculations, whether peak runoff could exceed the carrying capacity of the City's existing storm drain system. If the system is overloaded, the plan shall provide provisions and designs for expansion or modification of the on-site storm drain system (e.g., channels, culverts, check dams), including constructing on- and off-site drainage facilities, such as detention ponds to temporarily hold peak runoff from the site. The plan shall also demonstrate separation of operational waste water from stormwater runoff.

**Monitoring Program:**

The applicant shall consult with State Water Resources Control Board and Regional Water Quality Control Board and provide surface drainage and runoff control plan. The applicant shall provide a copy of the approved drawings and runoff control plan to the Department of Utilities.

**Timing:**

Prior to approval of final design.

**Parties Responsible for Implementing Measures:**

Project applicant

**Parties Responsible for Ensuring Compliance:**

Department of Utilities

**Verification of Compliance:**

The required monitoring of Mitigation Measure 6.6-1 has been performed and the measure was found to be successfully implemented.

Notes: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Mitigation Monitoring Plan

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Title: \_\_\_\_\_

Agency/Department: \_\_\_\_\_

**College/Glen Neighborhood Association**

January 21, 2000

Via Fax: (916) 264-7680

Re: Waste Transfer and Recycling Facility

Dear Councilmember Jones:

We are writing with regard to BLT's application for a special permit to expand its Waste Transfer Facility by an additional 500 tons per day.

The College Glen Neighborhood Association (CGNA) and the Neighborhood Garbage Committee (NGC) believe that the next major waste transfer facility should be located outside of the Power Inn Industrial area, as that area already has more such facilities than are needed to accommodate the needs of both the City of Sacramento and the County of Sacramento.

The CGNA and the NGC support BLT's application, but only if the City obtains an agreement before the issuance of the permit that BLT will take the steps necessary to establish a waste transfer and recycling facility outside of the Power Inn Industrial area and north of the American River.

In particular, BLT must agree to: (1) obtain site control (an option or other ownership interest allowing it to proceed to develop the facility), prior to issuance of the special permit of a site north of the American River that is of sufficient size to develop a solid waste and recycling facility of equal or greater capacity than their Fruitridge Avenue facility; (2) submit, prior to the issuance of the special permit, an application to the city for the requisite land use and other permits necessary to develop such a facility; (3) prior to the issuance of the special permit, pay the requisite fees and deposits for a new transfer station, including fees and/or deposits required for an environmental review of the site, if required; (4) obtain financing for the facility; and (5) undertake the necessary environmental reviews. In addition, BLT shall agree to have the facility developed and operational no later than mid year 2002.

With these conditions, we give our support for the application for the special permit.

If you have any questions, please feel free to call either of us.

Yours truly,



Carl Davis, President  
College/Glen Neighborhood Association  
8180 La Riviera Drive  
Sacramento, CA 95826



Annette Deglow, Chairperson,  
Neighborhood Garbage Committee  
8424 Oliver Court  
Sacramento, CA 95826