

### *Commercial Sector*

The first major element is the development of an additional 3,000 TPD of CT capacity to process “post MRF or autoclave” MSW.

Other elements of the 2020-2025 planning period in the commercial sector include:

- Improved product exchanges
- Improved and enhanced source-separation programs

### *C&D Sector*

Elements include:

- Growing de-construction activity
- Improved and enhanced source-separation programs
- Improved MRF processing and recovery

## **Facility Development Summary**

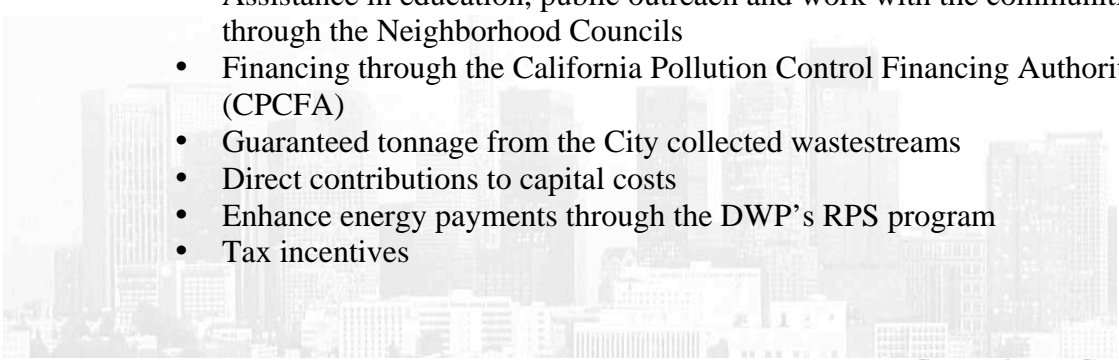
**Table 5.8** on the following page summarizes the new facilities and their expansions that will be required to carry out this blueprint during each of the five-year planning periods. As shown, the City is going to need to carry out a major CT development program over the next 20 years in partnership with the private sector and possibly neighboring jurisdictions for the siting, permitting, design, construction and operation of seven CT facilities ranging in size from 1,250 to 3,000 TPD capacity. This specific number is planned not only to meet the diversion requirement, but also as part of an environmental justice program in which every area of the City and every Council District participates by hosting facilities and programs of one type or another. It also reduces trucking and its attendant air emissions and traffic congestion.

Admittedly, public acceptance issues are serious and will require very close coordination with neighborhood councils, the Council offices themselves, and key stakeholders. In this way, every part of the City will take responsibility for its own waste.

Because the City controls only a portion of Citywide collection, it will be necessary for the City to form partnerships with the private sector for CT facility development for the multi-family and commercial wastestreams. These partnerships could take several forms, with the City possibly contributing:

- Land
- Permitting support
- Assistance in education, public outreach and work with the communities through the Neighborhood Councils
- Financing through the California Pollution Control Financing Authority (CPCFA)
- Guaranteed tonnage from the City collected wastestreams
- Direct contributions to capital costs
- Enhance energy payments through the DWP’s RPS program
- Tax incentives

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**TABLE 5.8  
(2005-2025)  
STRATEGIC PLAN  
FACILITY DEVELOPMENT SUMMARY  
(Initial Plant Construction and Expansions)**

CT Plant	Plant Capacity Constructed During Period (TPD)				Total Plant Capacity 2025
	2005-2010	2010-2015	2015-2020	2020-2025	
Plant 1	500	750			<b>1,250</b>
Plant 2	500	750		750	<b>2,000</b>
Plant 3		750	1,500		<b>2,250</b>
Plant 4		750	1,500	750	<b>3,000</b>
Plant 5			1,500		<b>1,500</b>
Plant 6			1,500	1,500	<b>3,000</b>
Plant 7				1,500	<b><u>1,500</u></b>
<b>TOTAL CAPACITY</b>					<b>14,500</b>

Indicates initial plant construction  
 Other boxes indicate plant expansions

The private sector could contribute:

- The technology itself and know-how to develop and operate a plant
- Long term throughput, performance and tipping fee guarantees
- Construction and equipment installation
- Start-up testing and ongoing operations
- Revenue sharing on recyclables, compost, fuels, chemicals, and energy sales
- Marketing of products
- Monitoring and reporting

Note that each CT plant and each expansion requires a similar expansion of pre-processing capacity - either a traditional MRF or an autoclave system. It would improve economics, siting, and truck traffic if these facilities are “co-located” adjacent to each other. However, this does not *need* to be the case. Prepared feedstocks from the MRF or autoclave could be trucked to separate CT plants.

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**Table 5.9** summarizes the existing greenwaste processing facilities and capacity in the City of Los Angeles. As the green can program continues to expand with growth in housing, it will be necessary to keep pace with processing capability. Existing facilities will be able to accommodate this growth. However, the addition of foodwaste to the green can may require revisions to permits, operating procedures, and facility design. Although not without challenges, this is all achievable.

**TABLE 5.9  
EXISTING GREENWASTE PROCESSING FACILITIES  
IN THE  
CITY OF LOS ANGELES**

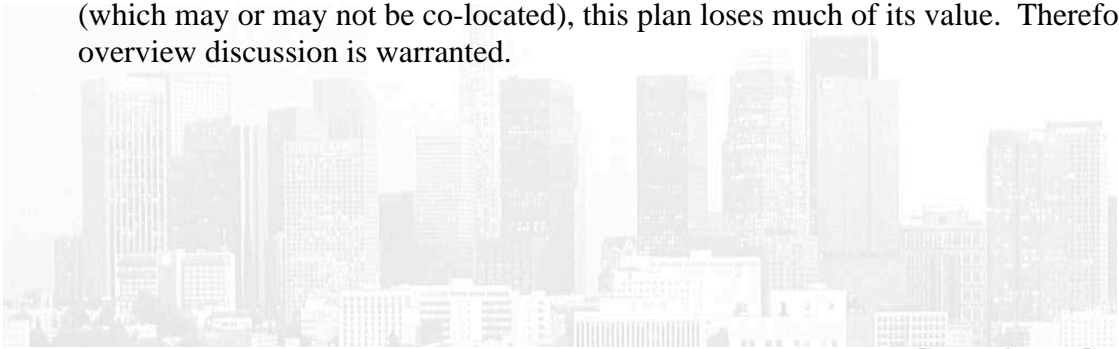
<u>FACILITY</u>	<u>LOCATION</u>	<u>CAPACITY (TPD)</u>
Anchorage Composting	San Pedro	33*
Community Recycling Greenwaste	Sun Valley	1,500
Community Recycling Woodwaste	Sun Valley	700
Harbor Mulching Facility	San Pedro	80
Lake View Terrace Green Recycling Facility	Lake View Terrace	300
Van Norman Dam Mulching Facility	Granada Hills	400
	<b>TOTAL</b>	<b>2,980</b>

(\*) Converted from cu. yds/day at 3:1

### **Facility Siting and Permitting**

It is beyond the scope of this study to perform an in depth facility siting analysis. However, it is a crucial aspect of this blueprint. Without our ability to successfully site and permit the seven CT facilities needed, as well as the ancillary pre-processing plants (which may or may not be co-located), this plan loses much of its value. Therefore, an overview discussion is warranted.

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CT projects will be sited in industrial zones of the City. **Figures 5-12 through 5-14** on the following pages show the zoning map of the City overlain by the six refuse collection districts, the 15 City Council Districts, and finally the 88 Neighborhood Council Districts. Purple coloring designates industrial zoning, with the darker purple representing heavy industrial. As can be seen, there is little heavy industrial zoning outside of four areas: the harbor, LAX, south central LA, and Sun Valley. In fact, industrially zoned land of any type is at a premium. One recommendation is to modify the City Zoning Code to allow CT development in the M-2 zones, with conditions.

**Table 5.10** lists the existing facilities in each of the 15 Council Districts, and their relative impact level. Facilities are estimated to have the following impact potential:

Landfill:	Very High
Transfer station/MRF:	High
C&D processor:	High
CT:	Medium
Greenwaste processor:	Medium
Clean MRF:	Medium
Greenwaste mulch distribution center:	Low
S.A.F.E. Depot (for HHW):	Low

Landfills have the highest environmental impacts in terms of the potential for air emissions; water quality impacts; aesthetics; nuisance issues such as dust, odor and litter; truck traffic; and pose the greatest risk in the long term.

Transfer stations, although generally enclosed, handle mixed MSW and can present impacts associated nuisances such as odor, dust, litter, vectors and depending on size, significant truck traffic impacts. C&D processing also carries high impacts even though the material they handle has little putrescible waste in it. Impacts are associated primarily with the fact that the processing is typically outdoors, which can generate dust, noise, and poor aesthetics. Depending on size, heavy truck traffic can also be an impact. One positive mitigation is the use of negative pressure systems to minimize dust and odor problems.

Conversion Technologies carry medium impacts because they are conducted in enclosed buildings and various types of vessels. They appear more as common industrial manufacturing plants than solid waste facilities. However, they too handle MSW and can carry nuisance impacts such as odor. Air emissions from thermal technologies are tightly controlled and information gathered to date by the CIWMB shows that these facilities can meet all current California and SCAQMD standards. Truck traffic can also be an issue depending on facility size.

Greenwaste processing also rates a medium on the impact scale primarily because it is an outdoor operation and as such can create problems with odor, dust and noise. However, because these facilities do not handle MSW, such impacts are on a lower level. Large facilities can involve substantial truck traffic as well.

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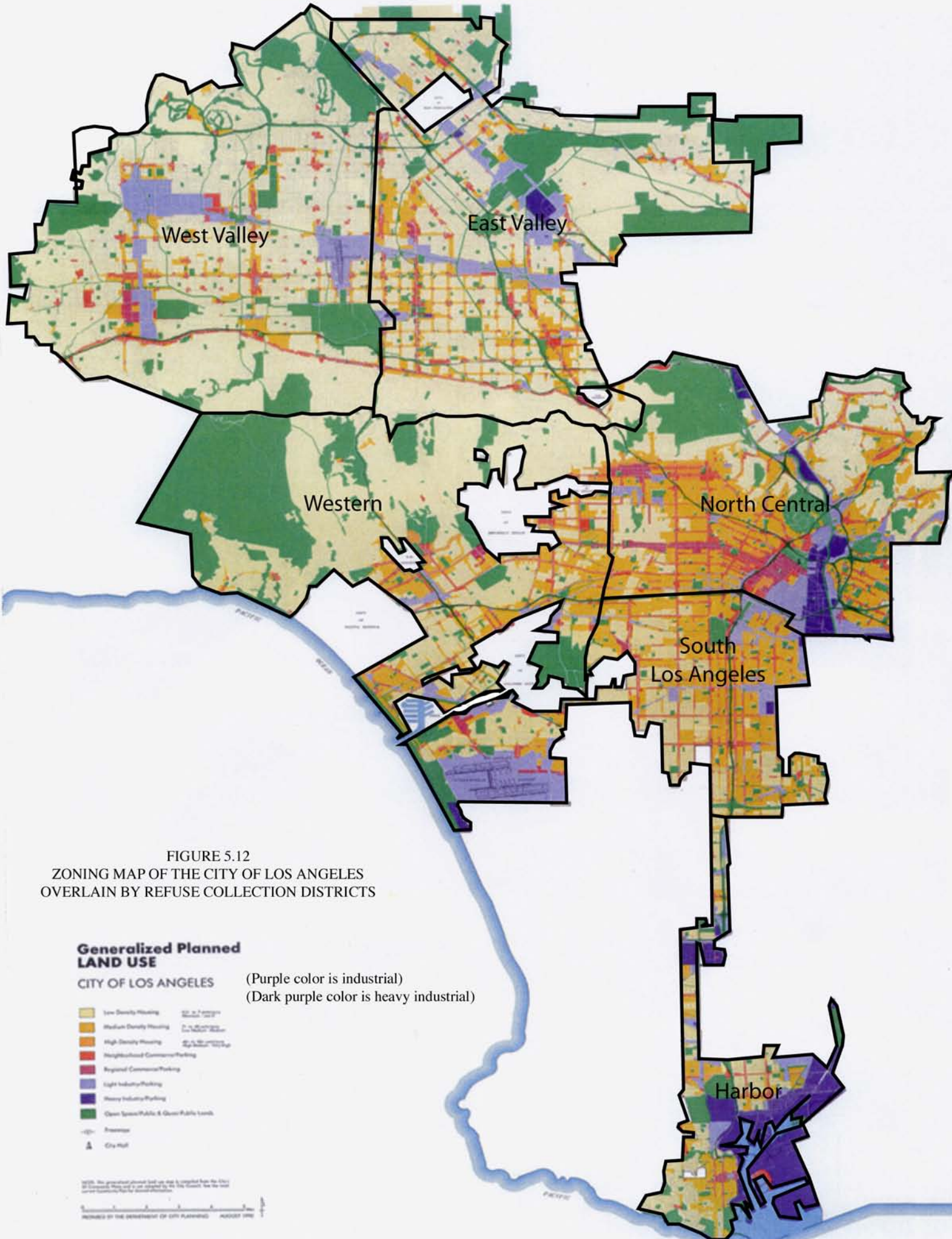


FIGURE 5.12  
 ZONING MAP OF THE CITY OF LOS ANGELES  
 OVERLAIN BY REFUSE COLLECTION DISTRICTS

**Generalized Planned  
 LAND USE**

- CITY OF LOS ANGELES
- Low Density Housing
  - Medium Density Housing
  - High Density Housing
  - Neighborhood Commercial/Parking
  - Regional Commercial/Parking
  - Light Industry/Parking
  - Heavy Industry/Parking
  - Open Space/Parks & Green Public Lands
  - Freeway
  - City Hall

(Purple color is industrial)  
 (Dark purple color is heavy industrial)

2010. This generalized planned land use map is compiled from the City of Los Angeles Planning Department's 2010 Generalized Planned Land Use Map. All rights reserved. No part of this document may be reproduced without the prior written permission of the Department of City Planning. AUGUST 2010