3.0 PROJECT DESCRIPTION

PROJECT LOCATION

The Bradley Landfill and Recycling Center (BLRC) is a Class III (non-hazardous) municipal solid waste (MSW) disposal and recycling facility located at 9227 Tujunga Avenue in the Sun Valley community of the City of Los Angeles. The BLRC site is irregularly shaped and is roughly bounded by a City of Los Angeles Department of Water and Power transmission line right-of-way, Glenoaks Boulevard, Tujunga Avenue, Peoria Street, Bradley Avenue and the Southern Pacific Railroad/Metrolink rail line (see Figures 2-1 and 2-2 in Chapter II, Environmental Setting of this EIR). The BLRC is a 209-acre facility that consists of two sub-areas: Bradley West/West Extension, and Bradley East (see Figure 3-1).

SITE HISTORY

The 209-acre BLRC site was previously used for sand and gravel excavation and extraction. The excavated materials were used by CalMat for aggregate and concrete operations. Mining was conducted over several decades resulting in a steep-walled excavation pit with an average depth of 160 feet. At one time the BLRC site was operated as both a MSW disposal site and a sand and gravel surface mine by CalMat. Bradley East was the first area of the BLRC site used for landfill operations. This area received MSW from 1958 to 1980 and received only inert debris and cover soils after 1980. There is currently no landfill capacity left in Bradley East. Bradley East received approximately 6.4 million tons of waste during the time frame in which it received MSW. The refuse fill in Bradley East is presently covered by 7 to 30 feet of fine grain soils suitable for earthen cover. This area is currently used for wood and green waste recycling activities, landfill operation support and electrical generation using landfill gas. An easement for an overhead conveyer for sand and gravel materials that is operated by CalMat crosses the Bradley East site.

Bradley West/West Extension are the areas of the landfill that currently receive MSW for disposal. A new landfill (Bradley West) was proposed in July of 1974 by CalMat, contiguous with the Bradley East landfill. The project was proposed for a 20 year period. Bradley West was designed between 1975 and 1977 to meet the then-current Title 23, Subchapter 15 requirements of the State of California. Bradley West began accepting waste in 1980 under a separate Zone Variance.

Figure 3-1 – BLRC Site Subareas

The BLRC site was acquired by the project applicant from CalMat on December 31, 1986. The contiguous Bradley West Extension was added in 1987 to the Bradley West Landfill as one permitted unit. Near the end of the original 20 year period a single Zone Variance was applied for to cover a period of 15 years for the continued use of the approximately 209-acres of property, including Bradley West/West Extension and Bradley East landfills. The City granted Zone Variance ZA 92-0002 which covered the entire property under a single permit.

Bradley West Extension began receiving Class III municipal waste in 1987. The Sump 6 area and Stage I sidewall liners, located within Bradley West Extension, were completed in 1990 and began accepting waste in July 1991. The Stage II sidewall of Sump 6 was completed in December 1992 and began accepting waste in February 1993. The Sump 5 base liner was placed and completed in October 1993 and waste placement was initiated in November 1993 (see Figure 3-2).

The total landfill footprint (i.e., the location where actual waste is disposed) of the Bradley East and Bradley West/West Extension covers approximately 171 acres. The landfill footprint in Bradley East totals 45 acres, while the landfill footprint in the Bradley West/West Extension area covers approximately 126 acres. Bradley West/West Extension is the only portion of the facility that currently has remaining disposal capacity, though this remaining amount of capacity is very limited. Due to the limited amount of landfilling that has occurred in recent years as a result of declining site capacity, landfilling in most areas is completed and long-term, intermediate cover has been placed on all slopes of the Bradley West/West Extension area.

ENVIRONMENTAL SETTING SUMMARY

The following section provides a brief summary of the existing environmental setting. A detailed environmental setting is provided for each issue area in the respective section of the EIR (e.g, 4.2, Land Use; 4.4, Air Quality). An expanded overview of the environmental setting is provided in Section 2.0, Environmental Setting/Baseline and Regulatory Requirements.

The project site is located in the northeastern San Fernando Valley, approximately 12 miles north of downtown Los Angeles. Specifically, the project site is located at 9227 Tujunga Avenue in the Sun Valley Community of the City of Los Angeles. Regional access to the project site is provided by the Foothill Freeway (I-210), Golden State Freeway (I-5) and the Hollywood Freeway (SR-170). The project site is irregularly shaped and roughly bounded by a City of Los Angeles Department of Water and Power transmission line right-of-way, Glenoaks Boulevard, Tujunga Avenue, Peoria Street, Bradley Avenue and the Southern Pacific Railroad/Metrolink rail line.

Figure 3-2 –Waste Disposal Areas

The project site is currently zoned as M2-1, M2-1G, and M3-1G and designated as "Heavy Industrial" in the General Plan. Figure 4.2-1, in Section 4.2, provides a map which depicts the zoning on the project site. The land uses immediately surrounding the BLRC consist primarily of industrial activities. These industrial land uses include: both active and closed landfills, auto salvage yards, manufacturing and assembly activities, warehouses and distribution facilities, inactive sand and gravel pits, and aggregate processing plants. The nearest residential units are located approximately 75 and 225 feet from the edge of the property boundary in an area that is currently zoned M1-1. The nearest area zoned for residential use is located approximately 350 feet to the southwest of the landfill. Other uses in the vicinity of the project site are the Hansen Spreading Grounds, the Hansen Dam Recreation Area and Whiteman Airport.

REGULATORY FRAMEWORK

The Bradley Landfill and Recycling Center (including Bradley West/West Extension and Bradley East) currently operates under a Zone Variance granted by the City of Los Angeles (Case No. 94-0792(ZV))[1]. A comprehensive listing of all Zone Variance conditions currently applicable to the BLRC is contained in an Approval of Plans letter issued by the City of Los Angeles, Office of Zoning Administration on June 2, 1998, and incorporated by reference herein[2].

Bradley West/West Extension currently operates under a Solid Waste Facility Permit (SWFP) issued by the City of Los Angeles Department of Environmental Affairs Solid Waste Local Enforcement Agency (LEA) on April 15, 2003 and concurred in by the California Integrated Waste Management Board (CIWMB) (Permit No. 19-AR-0008). The City Zone Variances are valid until April 14, 2007. The SWFP has no expiration date.

Operations on Bradley East are addressed in SWFP No. 19-AR-0004 and City Zone Variance ZA 94-0792(ZV).

The BLRC is also governed by Waste Discharge Requirements Order #94-059 issued by the Los Angeles Regional Water Quality Control Board (RWQCB) and several Permits to Operate issued by the South Coast Air Quality Management District (SCAQMD). The primary environmental regulations governing the facility include Title 27, Division 2 of the California Code of Regulations which contains the State Minimum Standards for solid waste handling and disposal administered by the LEA and water quality protection requirements for disposal to land administered by the RWQCB. In addition, Rule 1150.1, which is administered by the SCAQMD, governs air emissions from the BLRC.

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[1] *Case No. 94-0792(ZV) superceded Case No. 92-0002 (ZV). Case No. 94-0792(ZV) clarified and updated certain conditions contained in Case No. 92-0002 (ZV).*

[2] *This letter is available for review at the City of Los Angeles, Department of City Planning, Office of Zoning Administration, City Hall, 200 North Spring Street, Room 763, Los Angeles, CA 90012, during normal business hours.*

EXISTING OPERATIONAL CHARACTERISTICS

Existing operations on BLRC include the following:

- Bradley West/West Extension: Landfill
- Bradley East: Green and Woodwaste Processing; Materials Recycling Facility (MRF); Landfill Gas Collection/Processing; Electricity Generation; Administration/Maintenance

Bradley West/West Extension

Bradley West/West Extension has been one of the largest landfill operations in Los Angeles County, with State and local permits allowing it to receive up to 10,000 tons of MSW per day, seven days a week. The existing landfill on Bradley West/West Extension currently accepts residential, commercial, and industrial MSW that is generated throughout the greater Los Angeles area. The geographic area that is the source of wastes generated for disposal at BLRC includes Southern California communities ranging from the West San Fernando Valley and Covina, Azusa, El Monte, Long Beach and cities in between in Los Angeles County, as well as the communities throughout the City of Los Angeles and the eastern San Fernando Valley. Operational characteristics of the existing landfill operation are shown in Table 3-1. The facility does NOT accept hazardous, radioactive, or untreated medical waste(s). Specific permitted and prohibited wastes at BLRC are listed in Table 4.9-1 in Section 4.9, Hazardous Materials, of this EIR. In addition to the 10,000 tpd of MSW, the landfill is permitted to accept inert debris and clean soil for internal road base, wet weather areas, cover and other beneficial uses. The landfill is permitted to accept waste Monday through Sunday, 6:00 a.m. to 8:00 p.m. and currently accepts waste Monday through Friday, 6:00 a.m. to 6:00 p.m. and Saturday 7:00 a.m. to 3:00 p.m. The current permits allow this level of operation to occur at BLRC through April 14, 2007. Over the last three to four years, the landfill has reduced its daily waste acceptance from its historic rate of 10,000 tpd to only an average of 1,500 tpd[3] due to declining site capacity. Often, less than 1,500 tpd have been accepted. However, even with this reduced daily waste acceptance, expected market demand will result in the landfill reaching capacity before April 14, 2007.

[3] *Average intake as of issuance of the Notice of Preparation (2003).*

Table 3-1
Existing (2003) Landfill Operational Characteristics

Level of Operation	1,500 tpd of MSW (10,000 permitted); up to 5,500 tpd of imported dirt; up to 200 tpd of inert materials
Hours of Operation	Waste Acceptance: Monday through Friday 6:00 a.m. to 6:00 p.m.; Saturday 7:00 a.m. to 3:00 p.m. (6:00 a.m. to 8:00 p.m. Monday through Sunday permitted) Operations (includes preparing active deck, covering, etc.): Monday through Friday 5:30 a.m. to 8:00 p.m.; Saturday 6:30 a.m. to 4:30 p.m. (Receipt of dirt imports and some earthwork permitted 24 hours per day)
Employees	26
Equipment Utilization	3 bulldozers; 2 compactors; 1 scraper; 1 motor grader; 2 water trucks
Traffic Generation (daily)	1,196 truck trips; 1,442 total trips

The existing landfill operation is supported by the following structures located on Bradley East: three scale houses; hauling company and landfill administrative facility; and landfill equipment maintenance and site operations facility. There is also a hauling company maintenance facility adjacent to the administrative facility. Access to the landfill is provided by an existing driveway on Tujunga Avenue. Trucks delivering MSW to the landfill access the site from Tujunga Avenue via either Glenoaks Boulevard or Tuxford Street and Bradley Avenue. Trucks proceed to one of three 75-foot long truck scales located approximately 500 feet inside the BLRC boundary. While at the scales, trucks pass through radiation detectors to ensure that radioactive wastes do not enter the landfill. Figure 3-3 depicts the existing site facilities and access points.

In addition, the landfill is operated under a Hazardous Waste Exclusion Program, to prevent hazardous wastes from entering the landfill[4]. Trucks then proceed to the landfill working face via internal roads, where they discharge the load. Refuse is typically unloaded from the truck at the active disposal area (working face). After discharging their loads, trucks then return to the Tujunga Avenue entrance via the internal roadways. In addition, a wet weather disposal area is maintained. The logistics of the wet weather pad and roads are determined every year according to the progress of the filling plans. In advance of the rainy season, an area is chosen that will hold approximately the volume of waste expected during the rainy season.

[4] *Operational details of this program are discussed in Section 4.9, Hazardous Materials, of this EIR.*

Figure 3-3 – BLRC Site Plan

The typical sequence of waste placement in the landfill is as follows: After loads are discharged at the working face, compactors and bulldozers push and spread the refuse in layers that are approximately two feet thick, compacting the waste in three passes and providing an even slope from which to operate. The refuse fill is placed in lifts 12 to 20 feet thick with perimeter slopes of 3:1 horizontal to vertical. The active working face each day is typically one lift, approximately 200 feet wide. At the end of each working day, the advancing working face is covered with a minimum 6-inch compacted thickness of soil cover or an alternative daily cover (ADC) material. Currently, a geotextile ADC blanket and greenwaste are being utilized for daily cover. When no additional waste materials are scheduled to be placed over the surface of the advancing lift within 180 days, the top and side slopes of the lift are covered with a 12-inch compacted thickness of long-term intermediate soil cover. The primary source of soil cover for the landfill is from construction projects throughout Southern California. When the landfill reaches either its permitted capacity or the end of its permitted operation (April 14, 2007), whichever comes first, no additional waste will be accepted for disposal in the landfill and all landfilled areas will be graded, final contouring will be established, and final cover will be installed. Final cover design is intended to comply with applicable requirements of State and Federal regulations and performs the function of isolating the waste in the landfill from precipitation and irrigation waters, and controls vectors and emissions.

The BLRC site is currently surrounded by a chain link fence and a block wall to discourage unauthorized access to the site. BLRC employs a security company which has personnel on site at all times when the facility is closed. The attendant patrols the area at pre-established frequencies on closed days and has instructions to contact facility personnel in the event of any unusual occurrence. If any unacceptable conditions are observed with the ADC, the security attendant notifies BLRC management personnel.

Environmental monitoring and controls have been installed and are operated to meet State and federal regulations. The major components of the environmental monitoring and control system at BLRC include:

- Leachate control and monitoring;
- Groundwater monitoring;
- Landfill gas control and monitoring;
- Dust control;
- Vermin and fly control;
- Bird control;
- Litter control;
- Noise control;
- Odor Control;
- Drainage and Erosion Control;

- Traffic Control; and
- Hazardous Waste Exclusion.

Leachate from the leachate collection system is routinely disposed of via the sanitary sewer system pursuant to a City of Los Angeles industrial wastewater discharge permit (Permit No. W-430638). Condensate from the landfill gas control system is primarily injected into the flares for incineration in accordance with permits from the SCAQMD and under prescribed conditions. Only infrequently is the condensate discharged to the sewer system. Groundwater monitoring is conducted via a system of 14 groundwater monitoring wells located upgradient and downgradient of the facility, which are monitored on a weekly or monthly basis depending on the groundwater elevation. This system is discussed in detail in Section 4.8, Hydrology and Water Quality, of this EIR. These existing programs are described in detail in the appropriate sections of Chapter 4 (Environmental Impact Analysis) of this EIR.

The existing operations at BLRC are in compliance with the United States Environmental Protection Agency (USEPA), California Department of Health Services, Department of Toxic Substances Control, South Coast Air Quality Management District, Regional Water Quality Control Board, Integrated Waste Management Board and State Minimum Standards for solid waste handling and disposal requirements. Existing regulatory requirements are listed in detail as applicable to each section of Chapter 4 of this EIR. In addition, Appendix D to this EIR provides a list of all regulatory required tasks that the landfill must complete, the time frame in which they must be completed (e.g., weekly, monthly), and the next due date.

Bradley East

Current operations on Bradley East consist of green and wood waste processing operations, an intermittent Material Recycling Facility (MRF), and landfill gas collection and flaring, along with electricity generation using landfill gas.

Green/Wood Waste Processing

The existing green and wood waste operation processes green and wood waste materials using a sort line and screening system to remove fine materials and non-green and wood waste (i.e., trash) and then is ground to reduce particle size for exporting to market. Figure 3-3 shows the location of the greenwaste processing area. Operational characteristics of the existing green and wood waste processing are shown in Table 3-2. As shown in Table 3-2, current tonnage is 1,260 tpd. The existing green waste operation is located in the open (not in an enclosed building) and surrounded by a 14-foot fence. To reduce odors, an odorant misting system is employed along the top of the perimeter fence of the green waste enclosure. Another odorant misting system is located along the fence just inside the landfill perimeter. These odorant misting systems and other procedures used to control odors are described in more detail below. Materials being processed are sprayed with water as needed to reduce dust emissions.

Table 3-2
Existing (2003) Green/Wood Waste Operational Characteristics

Level of Operation	1,260 tpd
Hours of Operation	Monday through Saturday 6:00 a.m. to 7:00 p.m.
Employees	16
Equipment Utilization	1 conveyor sort line; 2 grinders; 3 trommel screens; 3 loaders
Traffic Generation (daily)	560 truck trips; 613 total trips

The following odor suppressant systems are currently utilized to control odors from the green and wood waste processing areas. Additionally, portable misting systems can be brought in as necessary.

- A high pressure odor neutralizer spray misting system including 1,080 feet of hose with nozzles 10 feet apart, completely surrounds the green waste operation. The sprayer lines are strung atop posts that extend 13 feet above a 5-foot berm located at the perimeter of the greenwaste slab. The fence and concrete slab also have mitigation benefits. The slab allows for a more thorough cleanup of greenwaste, preventing odors from leftover accumulation of material. The fence is covered with a screen material which reduces wind-entrained odor and dust leaving the site and acts as a visual screen.

- 2,000 feet of low-pressure sprayer lines are located along the top edge of Bradley East fronting Glenoaks Boulevard and along the fence line paralleling the railroad tracks and San Fernando Road. Odor neutralizer is injected directly into a two inch water supply line with a metering pump.

The existing green and wood waste operations are allowed uses under the current M3 zoning classification that applies to this portion of the property and therefore no zoning variance is required for existing or proposed operations under the City Planning and Zoning Code. By law, the existing operations have historically been excluded from the CIWMB Composting Regulations that were in effect up until April 4, 2003, although the facility has been operated in general compliance with these regulations. As of that date, new regulations (Title 14, California Code of Regulations, Section 17855.4(c)) require the Local Enforcement Agency (LEA) to make a determination as to what type of Solid Waste Facility Permit (SWFP), if any, is required for these types of operations. The operator has two years from the date of the LEA's determination to obtain the required SWFP. The operator may continue to operate until the permit is obtained. Therefore, the existing operations will continue to operate while they are being incorporated into the BLRC SWFP (i.e., Phase II) or an appropriate material specific tiered SWFP.

Materials Recycling

The following discussion applies only to activities associated with the existing MRF operation located on Bradley East. The proposed new Transfer Station/MRF (TS/MRF) on Bradley West/West Extension is addressed separately under Phase II below.

The existing MRF operation was originally permitted in 1992 to process commercial waste/recyclables and commingled recyclables and began operations in 1993. A second sort line was approved in 1994. These lines operated until late 1996 and early 1997, respectively, when they were shut down primarily because of market conditions. Since the cessation of the use of these sort lines, MRF operations have continued off and on at Bradley East in some form through the present day. These MRF operations have generally involved the hand sorting of various materials such as construction and demolition debris and select commercial waste loads to recover cardboard, wood, metals and other recyclable material. Recyclable materials are transported to market, while non-recyclable residual material is disposed in the existing landfill. Operational characteristics of the existing MRF operation (as of 2003) are shown in Table 3-3.

Existing MRF operations are permitted under the SWFP for Bradley East (19-AR-0004). On December 16, 1991, the project applicant submitted an addendum to the Report of Disposal Site Information (RDSI) for Bradley West and Bradley East. The addendum described a MRF (with sort line) to be located on Bradley East. It further stated that the MRF was designed to process minimally 100 tpd, and would be designed as a temporary facility, with an estimated lifetime of two years and serve as a pilot project for a larger facility. The RDSI stated that the MRF would handle commercial waste/ recyclables and commingled recyclables and assumed a 40% recovery rate of recycled materials by the MRF. The LEA approved the RDSI and proposed Commercial and Commingled Recycling Sort Line in a letter dated March 19, 1992. The LEA determined that a SWFP revision was unwarranted because the MRF described in the RDSI was insignificant in comparison to the overall landfill operations, and because the addendum was adequate in addressing the necessary environmental and operational constraints to protect public health and safety and the surrounding environment.

Table 3-3
Existing (2003) MRF Operational Characteristics

Level of Operation	92 tpd
Hours of Operation	Monday through Friday 6:00 a.m. to 6:00 p.m.
Employees	11
Equipment Utilization	1 loader
Traffic Generation (daily)	42 truck trips; 75 total trips

The Department of Building and Safety issued a building permit to the project applicant for a second sort line on April 21, 1994, a month after the pilot project had presumably ended, heralding the transition to a

permanent facility. Subsequent inspection reports also demonstrate the LEA's approval of a permanent sort line. Condition Number 8 of Zone Variance 94-0792 (ZV) also recognizes that the MRF operation was approved. That condition prohibits salvaging of materials except for resource recovery operations as approved by SWFPs 19-AR-0004 and 19-AR-0008[5].

Vehicles carrying recyclables such as woodwaste, greenwaste, select commercial loads and construction and demolition (C&D) waste enter the site from the Tujunga Avenue entrance and proceed to the main scalehouse. After being weighed, these vehicles proceed to the discharge area for either the wood and green waste recycling facility or the MRF tipping floor. Exiting traffic utilizes existing internal roads to access the Tujunga Avenue entrance in the outbound direction. Residuals bound for disposal are transported using internal roads to the tipping area on Bradley West/West Extension.

Landfill Gas Control and Electricity Production

When waste is buried in a landfill, an oxygen-free environment is created under the capping soil layer. In this environment, anaerobic (i.e., without oxygen) microorganisms, particularly bacteria, decompose the organic waste and produce gas as a byproduct. The main gases produced through this biodegradation process include methane (CH_4) and carbon dioxide (CO_2). Methane is the principal component of natural gas, and may therefore be harnessed and utilized as an energy source.

Landfill gas (LFG) emissions and migration control at BLRC are currently managed through an existing landfill gas collection and disposal system. There are three collection systems at the Bradley Landfill that serve the Bradley East Landfill and the Bradley West/West Extension Landfill. The Bradley East Landfill consists of a single gas collection system. The Bradley West/West Extension Landfill has two systems. The first provides collection for wells located on the perimeter of the landfill and the second provides collection for the interior areas of the Bradley West/West Extension Landfill. Each system consists of a number of vertical gas collection wells placed in the refuse. These wells are connected to larger header pipes that convey the collected LFG to a central location.

Collected LFG is routed to three destinations: 1) landfill gas processing plant, where the gas is processed to remove impurities and excess moisture, piped off-site and utilized to generate electricity; 2) three landfill gas flares, where the gas is destroyed using controlled combustion; and 3) electricity production units. Each are described below.

Gas Plant

[5] *The discussion above only applies to the existing MRF, which presently operates at 92 tpd and is proposed to expand to 99 tpd as part of Phase I. The new 1,000 tpd MRF would be permitted, along with the new Transfer Station, under a new SWF permit, as discussed below.*

A LFG recovery and processing plant (Gas Plant) was installed to help control off-site migration and also to generate revenue from the sale of LFG. The Gas Plant recovers LFG that would otherwise be flared to the atmosphere in order to productively reuse this resource. Since 1981, the plant has been supplying (via an underground LFG and transmission line) LFG to the Los Angeles Department of Water and Power (LADWP) Sun Valley Steam Generating Plant and/or Ogden Power Pacific.

Electrical Generating Plants

In order to utilize a valuable resource (LFG) that is typically disposed through flaring on-site and create electricity that will reduce the on-site need for external energy supplies, as well as create renewable energy that can be sold, Waste Management Energy Services (WMES) currently operates 5 electrical generating plants on a portion of Bradley East that have the capacity to produce 6.41 megawatts (MW) of electricity. The LFG used to produce this electricity has been harvested from the Bradley West (interior) collection system. Approximately 2,500 standard cubic feet per minute (scfm) is required to support this operation.

Each power-generating package consists of a fuel treatment skid and an internal combustion engine that runs on the treated LFG that in turn drives the generation unit to produce electricity. Electricity produced by the packages (at 4,160 kilovolts [KVA]) is routed through switchgear that either conveys it to support onsite loads (power blowers, fuel processing skids, nearby office facilities, lights, and other ancillary equipment) or conveys it through a step-up transformer to a power distribution line to a point of connection with the LADWP grid.

Combustion Flares

Any LFG that cannot be used for beneficial uses through either transport to industrial users or generation of electricity is combusted in the three on-site flares. Flares are common equipment at landfill facilities that provide a simple way to dispose of landfill gas by simply burning it at an optimal temperature in order to destroy the gas. Landfill gas primarily consists of methane and CO_2, together with trace amounts of other gases. When operated at proper temperature, the flare will eliminate landfill gas (including each of its various components) by incineration. The flares are operated under permits issued by the SCAQMD. Flare No. 1 has two, 200 horsepower (hp) blowers, one of which is on standby. This flare is capable of providing 60 to 80 inches (1524 to 2057 mm) of vacuum on the well field. Flare No. 2 has two, 30 hp blowers which can maintain a vacuum of about 35 inches on the well field. Flare No. 3 has two, 75 hp blowers which are capable of maintaining a vacuum of 70 inches on the well field.

Administration Facility

In addition to the landfill operations described above, the BLRC site includes an administrative building that serves as the headquarters facility for the project applicant, Waste Management Recycling and Disposal Services of California, Inc. The administration building is served by a separate driveway off Tujunga Avenue from the landfill entry driveway. Surface parking lots are located adjacent to the

administration building which provides parking for administration building employees and visitors, as well as landfill operations and hauling company employees.

Summary of Existing Operations

A summary of the operational characteristics of existing operations is shown in Table 3-4 below.

Table 3-4
Characteristics of Existing (2003 Baseline) BLRC Operations

Level of Operation	1,500 tpd of MSW (10,000 permitted)[1]; up to 5,500 tpd of imported dirt; up to 200 tpd of inert materials; 1,260 tpd green and wood waste processing; 92 tpd MRF
Employees	53
Traffic Generation (daily)	1,798 truck trips; 2,130 total trips
1. The average daily intake of MSW over the past 10 years has been 5,140 tpd.	

PROPOSED PROJECT CHARACTERISTICS

This EIR evaluates the applicant's proposed transitional activities associated with the change from on-site landfilling to use of the site as a TS/MRF. To accomplish these transition activities, the project applicant has developed a plan to assist Los Angeles in meeting its future waste disposal and recycling needs. The plan consists of two phases, which include proposed activities on both Bradley West/West Extension and Bradley East. Activities proposed to be included in each phase are as follows:

Phase I

- Transitional vertical expansion of the existing landfill by 43 feet to provide additional disposal capacity;
- Expansion of green and wood waste processing capacity from 1,260 tpd to 2,500 tpd;
- Expansion of existing MRF facility from 92 tpd to 99 tpd;
- Construction of new TS/MRF;

Phase II

- Final landfill closure (April 2007-April 2008);

- Operation of the new TS/MRF (4,000 tpd/1,000 tpd, respectively)[6];
- Continued operation of green and wood waste processing facilities at 2,500 tpd.

The purpose of this plan is to provide for an orderly transition of the BLRC from an active landfill to a TS/MRF operation that will process solid waste for transport to other, more remote regional landfills and recycled materials processing facilities and to enhance green and wood waste recycling. A summary of proposed project activities by phase and timing is shown in Figure 3-4. Proposed Phase I activities would be completed by April 14, 2007. Proposed Phase II activities would begin in April, 2007 and would reach stabilized operation in 2012.

[6] *When the new TS/MRF is operational, the existing MRF, expanded to 99 tpd in Phase I, would be closed and its activity would be shifted to the new MRF facility.*

Figure 3-4 – BLRC Transition Master Plan Activity Phasing

BLRC Transition Master Plan Phase I

The project applicant is proposing to combine the two SWFPs that presently govern Bradley West/West Extension (SWFP No. 19-AR-0008) and Bradley East (SWFP No. 19-AR-0004) into one revised SWFP for the entire BLRC facility. All of the activities described in the following sections would fall under the revised SWFP, with the exception of the new TS/MRF and the green and wood waste recycling operations. A separate SWFP for transfer/processing operations will be obtained for these activities.

Bradley West/West Extension

Transitional Vertical Expansion

Proposed Phase I activities on Bradley West/West Extension would include a transitional 43-foot vertical landfill expansion that will provide additional short-term disposal capacity within the boundaries of the existing landfill. Under Phase I of the Proposed Project, the applicant proposes to increase the maximum height of the landfill from 1,010 to 1,053 feet above mean sea level (msl)[7], in order to allow time for transition to the TS/MRF operation described below. The vertical transition would occur within approximately 70 acres of the approximately 126-acre landfill refuse footprint located on Bradley West/West Extension. No vertical expansion would occur over the Bradley East portion of the BLRC. Proposed grade contours associated with the transitional height increase are shown in Figure 3-5. Parameters of the proposed increase in disposal capacity that would be associated with the proposed transitional 43 foot vertical expansion, in cubic yards (cy), are:

Additional airspace from expansion:	4,700,000 cy
Assuming 1,500 pounds per cy, capacity of expansion:	3,525,000 tons[8]

Assuming disposal of 7,000 tons per day and 318 days per year, this capacity will last approximately 1.5 years.

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[7] *All references to the maximum height of the landfill refer to the maximum elevation to which the top of the landfill is permitted to extend. When the landfill reaches proposed final grade contours shown in Figure 3-5, landfill operations would no longer be permitted and the landfill would be closed in accordance with regulatory requirements that govern landfill closures. Subsequent to closure, natural settlement would continue to take place within the landfill, such that the elevation of top of the landfill would actually reduce below the maximum permitted elevation over time. Once the landfill is closed, no further disposal will be permitted even if the top of the landfill settles below the maximum permitted elevation. All references in this document to the maximum elevation pertain to the landfill height prior to post-closure settlement.*

[8] *The volume of the additional airspace was calculated using the CAD program and was based upon the top deck footprint multiplied by the vertical expansion height, taking into account the slope requirements of the landfill.*

Figure 3-5 – Proposed Transitional Height Increase Grade Contours

The height increase will create an additional 4.7 million cy of disposal capacity and allow the landfill to operate until the currently permitted closure date of April 14, 2007[9]. This increased height would be visible from surrounding areas, but would be designed to integrate with existing landfill contours, thereby minimizing visual contrast.[10]

During Phase I, the landfill will continue to use and modify as permitted existing facilities and environmental controls, including the leachate collection and removal system operation, the landfill gas collection and flaring operation, and the electricity generation system at levels previously described under Phase I. The placement of cover as described above under "Existing Operational Characteristics, Bradley West/West Extension" would continue in Phase I, including frequency of application of cover, types of cover (including alternative daily cover), thickness of cover, permeability and installation of vegetation and wet weather disposal. Existing programs to prevent vectors, litter, dust, erosion, noise and vibration would continue during Phase I. Existing programs to handle special wastes (liquids, sludge, white goods) and incidental hazardous wastes would remain in place during Phase I. The existing Hazardous Waste Exclusion Program would be continued in Phase I. Risk of upset conditions would not change from those associated with the existing landfill operation. The expected maximum requirement for import of cover materials associated with the proposed transitional vertical expansion is shown in Table 3-5 below. Soil cover would continue to be imported primarily from construction projects in Southern California. As part of the Phase I project, the maximum permitted daily tonnage disposed at the landfill would be reduced from the historic rate of 10,000 tpd to a maximum of 7,000 tpd for the transitional period. This change would be included in the unified SWFP for Bradley West/West Extension and Bradley East, along with the requested increase in permitted height. Operational characteristics of the landfill operation under Phase I are shown in Table 3-5. The number and types of vehicles entering and leaving the site per day that would be associated with this activity are shown in Table 3-5 and discussed in detail in Section 4.3, Transportation/Circulation, of this EIR.

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[9] *The calculated disposal capacity associated with the proposed 43-foot vertical expansion is the maximum expected to result from the vertical expansion and must be utilized by April 14, 2007, when the landfill will stop accepting waste. Any remaining permitted landfill capacity as of April 14, 2007 would not be used.*

[10] *A detailed analysis of visual conditions before and after implementation of the proposed transitional vertical expansion is contained in Section 4.6 of this EIR.*

Table 3-5
Proposed Project - Phase I Landfill

	Activity	Change from Existing
Level of Operation	7,000 tpd of MSW; up to 5,500 tpd of imported dirt; up to 200 tpd of inert materials	+5,500 tpd of MSW
Hours of Operation	Waste Acceptance: Monday through Friday 6:00 a.m. to 6:00 p.m. Saturday 7:00 a.m. to 3:00 p.m. Operations (includes preparing active deck, covering, etc.): Monday through Friday 5:30 a.m. to 8:00 p.m.; Saturday 6:30 a.m. to 4:30 p.m. (Receipt of dirt imports and some earthwork permitted 24 hours per day)	None
Employees	35	+9
Equipment Utilization	4 bulldozers; 3 compactors; 1 scraper; 1 motor grader; 2 water trucks	+1 bulldozer +1 compactor
Traffic Generation (daily)	1,932 truck trips; 2,208 total trips	+766 trips

New Transfer Station/MRF

Phase I of the Proposed Project would also encompass temporary activities associated with construction of a new 4,000 tpd TS and 1,000 tpd MRF adjacent to the existing landfill (see Figure 3-3). These construction activities will occur near the end of Phase I (2006-2007) and will include the importation of dirt for the foundation of the new TS/MRF, associated grading activities, installation of paving and curbing, and erection of the pre-engineered metal building for the new TS/MRF. No demolition will be required as part of this phase. Construction of the new TS/MRF is the only construction activity that would take place in Phase I. Activities associated with TS/MRF construction that would occur during Phase I are shown in Table 3-6. The new TS/MRF would become operational in Phase II. Proposed operations associated with the new TS/MRF are described under Phase II below. The number and types of vehicles entering and leaving the site per day that would be associated with this activity are shown in Table 3-6 and discussed in detail in Section 4.3, Transportation/Circulation, of this EIR.

Table 3-6
Proposed Phase I TS/MRF Construction Activity

Level of Operation	Importation of 163,500 cubic yards of fill dirt
Traffic Generation (daily)	Trucks: 240 trips per day for approximately 83 days

Finally, as part of Phase I of the Proposed Project on Bradley West/West Extension, the applicant would begin to implement a long-range plan to convert the applicant's Sun Valley fleet of refuse collection trucks to reduce emissions.

Bradley East

Proposed Phase I activities on Bradley East would include expansion of the existing green and wood waste operation and changes to the existing MRF operation.

Green/Wood Waste Operation

The proposed change to the green and wood waste operation would be an increase in the permitted operation to 2,500 tpd, an increase of 1,240 tpd over the existing level of operation. Operational characteristics of the proposed expansion of the wood and green waste operation that would commence in Phase I and continue through Phase II and beyond are shown in Table 3-7. The number and types of vehicles entering and leaving the site per day that would be associated with this activity are shown in Table 3-7 and discussed in detail in Section 4.3, Transportation/Circulation, of this EIR. This increase would provide additional capacity that would meet the City's goals to process green and wood waste materials generated within the City of Los Angeles. Odor and dust control measures would continue to be implemented. These measures include the following:

- A 24-hour Community Hotline Number that can be used to register odor complaints and other concerns.
- Greenwaste is processed and removed within 24 hours of receipt.
- Rejection of greenwaste loads with excessive odors. Especially odorous loads are treated as trash and immediately buried, unless they are extremely odorous, in which case they are refused.
- Daily Odor Inspections – Inspections are conducted twice a day and consist of checking for odors and proper operation of odorant sprayer systems.
- Operation of four odor suppressant systems including the greenwaste area, perimeter odor sprayer system, two portable misting systems, and a tractor mounted orchard-type sprayer.
- Odor Best Management Practices.
- Spraying unpaved surfaces with water. Odor eating enzymes are added to the water truck for use within and around the greenwaste operations area.

Table 3-7
Proposed Green/Wood Waste Expansion Operational Characteristics

	Activity	Change from Existing
Level of Operation	2,500 tpd	+1,240 tpd
Hours of Operation	Monday through Saturday 6:00 a.m. to 7:00 p.m.	None
Employees	28	+12
Equipment Utilization	2 conveyor sort line; 3 grinders; 4 trommel screens; 5 loaders	+1 conveyor sort line +1 grinder +1 trommel screen +2 loaders
Traffic Generation (daily)	1,032 truck trips; 1,125 total trips	+512 trips

MRF

The proposed change to the existing MRF operation during Phase I would increase processing of recyclable materials from the current level of 92 tpd to a maximum of 99 tpd, until the new TS/MRF becomes operational, at which time the existing MRF operation would be discontinued. Materials processed through this expanded facility would be the same as processed through the existing MRF. Operational characteristics of the proposed Phase I MRF operation are shown in Table 3-8. The number and types of vehicles entering and leaving the site per day that would be associated with this activity are shown in Table 3-8 and discussed in detail in Section 4.3, Transportation/Circulation, of this EIR. The proposed sort line and modified MRF operations during Phase I would operate in the same location as the existing MRF operations, with the same type of equipment, and as generally reflected in the plot plan submitted to the Zoning Administrator in 1995-1996. Overall, the operations would be smaller than the prior sort line activities and therefore within the scope of the LEA's prior approvals described above. Although the MRF operation is currently permitted under the Bradley East SWFP, the applicant is nevertheless pursuing a separate Registration permit for the Phase I MRF and will eventually incorporate it into the SWFP for the BLRC during the current permitting process, as needed.

Under the Phase I of the Proposed Project, electricity generation would continue at current levels. No change in electrical production facilities is proposed. Activities associated with the leachate collection and removal system operation, the landfill gas collection and flaring operation, hauling company and landfill administrative facility; landfill equipment maintenance and site operations facility, and hauling company maintenance facility would not change from existing conditions under Phase I.

Table 3-8
Proposed Phase I MRF Operational Characteristics

	Activity	Change from Existing

Level of Operation	99 tpd	+7 tpd
Hours of Operation	Monday through Friday 6:00 a.m. to 6:00 p.m.	None
Employees	18	+7
Equipment Utilization	1 conveyor sort line; 1 loader	+1 conveyor sort line
Traffic Generation (daily)	46 truck trips; 106 total trips	+31 trips

Summary of Phase I Activities

A summary of the characteristics of proposed Phase I activities is shown in Table 3-9 below.

Table 3-9
Characteristics of Proposed Phase I Activities

	Activity	Change from Existing
Level of Operation	7,000 tpd of MSW; up to 5,500 tpd of imported dirt ; up to 1,000 tpd of inert materials; 2,500 tpd green and wood waste processing; 99 tpd MRF	+5,500 tpd MSW; +1,240 tpd green and wood waste; +7 tpd MRF
TS/MRF Construction Activity	Import of 2,000 cy dirt per day for 83 days	+2,000 cy dirt per day for 83 days
Employees	81	+28
Traffic Generation (daily)	During TS/MRF Construction: 3,250 truck trips; 3,679 total trips Landfill/Greenwaste/MRF Operations Only: 3,010 truck trips; 3,439 total trips	 +1,549 trips +1,309 trips

BLRC Transition Master Plan Phase II

Phase II of the Proposed Project includes the following activities: (1) Operation of the TS/MRF constructed during Phase I; (2) Discontinue acceptance of waste for disposal in the landfill and installation of final cover on the landfilled portion of the BLRC site; and (3) Continued operation of the expanded (2,500 tpd) green and wood waste facility begun during Phase I.

Transfer Station/MRF

Under Phase II of the Proposed Project, the applicant proposes to operate the new 4,000 tpd TS and 1,000 tpd MRF to replace the current landfill operation and the existing MRF. Once the landfill capacity is depleted or the closure date of April 14, 2007 contained in current permits is reached, whichever occurs first, no additional waste will be accepted for disposal in the landfill. The applicant proposes to transition

the existing landfill operation into a TS/MRF operation where MSW and commercial/residential recyclable materials would be received, sorted, consolidated and transported to other regional landfills and recycled materials processing facilities. The proposed location of the TS/MRF building within the boundaries of the BLRC is shown in Figure 3-3. The proposed TS/MRF building would be set back approximately 400 feet from San Fernando Road.

The TS/MRF facility would be located within the facility boundaries of the existing BLRC, on the west side of the existing landfill in a reclaimed sand and gravel mine. The proposed TS/MRF would be an allowable use under the existing M-3 zoning classification of the BLRC site for that location. The existing entrance, scales, and internal roads will be used for the TS/MRF operations. All roads leading to the TS and aprons around the TS will be paved and will be capable of accommodating the projected number of trash trucks, recycling collection trucks and private vehicles that would be expected to bring materials into the facility on a daily basis, along with the projected daily number of transfer trucks and other trucks (e.g., flatbed trucks and other transport trucks) that would remove trash and recycled materials from the facility. The base elevation of the building would be lower than the adjacent grade of San Fernando Road (see Figure 3-6), such that only the top of the TS/MRF building would be visible from San Fernando Road. Access roadways for incoming and outgoing disposal and transfer vehicles would be at a similar grade to the adjacent roadway.

The TS/MRF will be located in an entirely enclosed structure designed to provide for odor, dust and litter control. The building will be equipped with fans to provide six air changes every hour. Negative pressure will be maintained at the building entrance so no untreated air will leave the building. An odor neutralizer mist will be sprayed at the roof exhaust fan exit points in the TS area to mitigate odors. An odor neutralizer may be mixed as needed with dust control (water/misters) on the roof as an extra precaution. Entry to the structure will be through controlled access points. This building will be metal sided with two distinct tipping areas; one for the MRF and one for the TS. A small one story metal building will be located adjacent to the TS and will be used primarily for employee services. Employee parking will be provided adjacent to this building and will include sufficient spaces for all employees associated with the TS/MRF operation.

Figure 3-6 – Proposed TS/MRF Rendering

The TS facility will be designed to receive and transfer up to 4,000 tpd of solid waste. It is expected that, when the new TS/MRF initially opens in 2007, it will handle 2,500 tpd of MSW. This level of throughput would be expected to increase in the following years, reaching a stabilized level of operation of 4,000 tpd in 2012 and remaining constant at that level thereafter (see Figure 3-7). All incoming disposal trucks will dump their loads on the transfer floor within the buildings. Three loading wells will be located at the tipping area for top loading transfer trucks. The loading areas for the transfer trucks are located below the grade of the tipping floors and at a similar elevation as the base of the building. The trash will either be directly loaded by front end loader into a transfer truck, or temporarily stored as needed for up to a maximum of 48 hours within the TS until a transfer truck is available. All activity would occur within the enclosed building.

Empty transfer vehicles will enter the project site at the main gate, by-passing the scale house and then proceed to the TS load out tunnel for loading (see Figure 3-8 for a conceptual site plan and traffic flow patterns). Each incoming vehicle containing refuse will be weighed at the scale, with the exception of self-haul customers whose weights will be estimated, and directed to the tipping floor of the TS for unloading. Vehicles containing source separate recyclables or other loads destined for MRF processing will be weighed and then directed to unload at the MRF tipping floor. All vehicles other than self-haul will be weighed again upon exit unless their total weight is already entered into the scale house computer.

All incoming waste will be unloaded inside the TS building. The unloading of waste within the building will prevent litter. The unloading areas will be confined to an area necessary to conduct smooth operations and not hinder the ingress and egress of vehicles through the facility. Traffic spotters will ensure that unloading operations are conducted at the appropriate area and are kept as confined as practicable. The waste will then be pushed by a wheeled loader through the openings in the floor of the transfer building and loaded into the transfer trucks in the load out tunnel below. Waste will be distributed within the trailer according to gross weight limitations. Weighing will be performed on a platform scale at the bottom of the transfer pit. Once the trailer is loaded it will pull out of the tunnel, be covered for transport and exit the facility at the main gate.

In order to handle anticipated periods during the operating day when the rate of incoming tons per hour exceeds the rate of outgoing tons per hour, and to handle unforeseen interruptions in transfer operations, the TS will have enough tipping floor space to store approximately 3,000 tons of waste. In any case, incoming waste will not be stored at the facility for longer than 48 hours.

Figure 3-7 – Transfer Station Projected Throughput

Figure 3-8, Proposed Transfer Station Site Plan

The MRF will be designed to process up to 1,000 tpd of incoming material, with outgoing recyclable materials streams including but not limited to glass, cardboard, mixed paper, metal, aluminum and plastic materials. The MRF operation on Bradley East would be closed once the TS/MRF is up and running on Bradley West/West Extension in 2007. Total tonnage and traffic associated with the MRF activity on Bradley East would become part of the operation of the new MRF on Bradley West/West Extension. Input to the MRF will consist of various materials including source separated and non-source separated materials such as single stream curbside recyclables, separated cardboard loads, mixed residential, office and commercial loads with high recyclable content and other mixed waste loads. Trucks with recyclable materials and mixed loads will tip on the MRF floor. Recyclable materials will be processed and stored until sufficient material is available for transport. Residual waste will be pushed or conveyed into the TS and loaded into transfer trucks. Processed materials in a loose form will be stored until sufficient quantities are available for baling. Processed material in a baled form will be stored in an outdoor fenced storage area. Loose material (glass) will be stored outside in 40 cubic yard open top containers until shipped to buyers. A daily review of processed material inventory and shipment schedules will be performed by facility personnel to assure that full loads of baled and loose material will be shipped in a timely manner in order to maintain minimum inventory of processed materials.

Incoming vehicles with loads of source separated recyclables will be directed to the MRF tipping floor adjacent to the baler conveyor. The material will then be pushed via wheeled loader onto the conveyor, baled, and then stored in a designated area inside the building until a full load of the material is accumulated. The bales will then be loaded via forklift onto a truck for transport to market. Incoming vehicles with mixed recyclable or mixed recyclables/refuse loads will be directed to the tipping floor in the vicinity of the conveyors which feed the material processing lines. The material will be processed mechanically and by hand sorting, and recovered material will be baled as applicable, stored indoors and transported to markets. On occasion, if there are trucking or other problems that prevent regular outbound shipments, some processed materials awaiting shipping to market will be stored outdoors. Residual waste from the material processing lines will be directed to the transfer station floor, loaded into a transfer truck with the other waste materials and taken to a landfill.

As many former landfill jobs as possible will be transitioned into jobs at the TS. In order to process 1,000 tpd, the MRF operation would take place 24-hours per day, with up to 40 employees per shift. Table 3-10 summarizes the parameters for the proposed TS/MRF. Table 3-11 shows the operational characteristics of the proposed TS/MRF. The number and types of vehicles entering and leaving the site per day that would be associated with this activity are shown in Table 3-11 and discussed in detail in Section 4.3, Transportation/Circulation, of this EIR.

Table 3-10
BLRC Transfer Station/Materials Recovery Facility (TS/MRF) Proposed Project Parameters

Use	Parameter
Transfer Station	• Use: Incoming trucks discharge to tipping floor where waste is consolidated and re-loaded into transfer trucks for transport to other regional landfills. • Approximately 55,000 square feet • Maximum height: 55' • Hours of operation: 5:30 a.m. to midnight Monday through Saturday (includes cleaning and maintenance). Waste accepted for disposal between 6 a.m. and 8 p.m. Monday through Saturday. Outbound transfer trucks and loading of waste: 24 hours per day Monday through Saturday. • Three truck loading wells for outgoing transfer trucks
Material Recovery Facility	• Use: Incoming trucks discharge separated and non-source separated materials to tipping floor where recyclables are removed and processed. • Approximately 40,000 square feet. • Mechanical sorting and processing equipment as well as manual sorting. • Hours of operation: Waste sorting would occur 24 hours per day.
Support Building	• Use: office, break room, rest rooms • Maximum 6,400 square feet, two stories
Parking	• 60 employee spaces

Table 3-11
Proposed Phase II TS/MRF Operational Characteristics

	Activity	Change from Existing (Solid Waste/MRF)
Level of Operation	4,000 tpd of MSW in the TS; 1,000 tpd MRF	+2,500 tpd of MSW; +908 tpd MRF
Hours of Operation	Acceptance of Waste: Monday through Saturday 6:00 a.m. to 8:00 p.m. TS/MRF: Outgoing waste and sort lines operate 24 hours	Acceptance of Waste: None (some increases compared to existing landfill but all within currently permitted hours) TS/MRF: Outgoing waste is a new function; +12 hours per day for sort lines
Employees	Transfer Station: 20; MRF: 40 per shift (120 total)	+23 on-site at peak (day shift); +103 daily total
Equipment Utilization	Transfer Station: 4 wheeled loaders; MRF: 2 conveyor sort lines; 2 wheeled loaders; 2 forklifts; 2 balers; 1 sweeper	+1 conveyor sort line; +4 wheeled loaders; +2 forklifts; +2 balers
Traffic Generation (daily)	2,214 truck trips; 2,834 total trips	+1,977 trips

California Assembly Bill 1497, adopted on October 10, 2003, requires the operator of a solid waste landfill who is required to file a closure plan, to also file a Labor Transition Plan with the LEA that includes provisions for the preferential reemployment and transfer rights of displaced employees and provisions to ensure compliance with existing statutory requirements for relocations, terminations, and mass layouts. Additionally, this bill requires that a certification that the provisions in the labor transition plan will be implemented.[11] In accordance with this regulation, a Labor Transition Plan has been submitted to the appropriate agencies. A copy of this Plan is provided in Appendix C.

Landfill Closure and Installation of Final Cover

The beginning of Phase II of the Proposed Project on Bradley West/West Extension and portions of Bradley East that have not undergone final closure would encompass activities associated with final closure of the landfill. These would include: (1) installation of final cover in accordance with the requirements described above, including importation of approximately 120 loads (240 truck trips) of dirt per day for approximately 254 days and continuation of acceptance of up to 50 loads (100 truck trips) per day (500 tpd) of inert debris for use in closure construction; (2) planting of vegetation on all slopes, as well as the landfill cap; (3) constructing surface water control structures and (4) transition of the landfill to an end use. These activities comprise all construction activities that would take place in Phase II. The source of imported soil cover during this phase would continue to primarily be construction projects

[11] *California State Assembly Bill 1497, www.assembly.ca.gov/acs/acsframeset2tet.htm, August 1, 2005.*

throughout Southern California. Operational characteristics of landfill closure activities are shown in Table 3-12. The number and types of vehicles entering and leaving the site per day that would be associated with this activity are shown in Table 3-12 and discussed in detail in Section 4.3, Transportation/Circulation, of this EIR. In the near term, the anticipated end use for the portion of the BLRC that is presently used and has been used in the past for landfilling operations is open space. Over the longer term, additional post-closure uses of landfilled areas, such as public park and recreation uses, may be considered, in coordination with the desires of the community and the resources and capabilities of the City of Los Angeles. However, the process of identifying and implementing such uses is by definition beyond the control of the applicant and thus beyond the scope of the Proposed Project. Therefore, no post-closure uses for the landfill areas within the BLRC site, beyond open space, are considered as part of the Proposed Project. During post-closure of the landfill, in addition to the new TS/MRF, there would be a continuation of the existing wood and green waste operation, the leachate collection and removal system operation, the landfill gas collection and flaring operation, and the electricity generation system at levels previously described in Phase I. Activities associated with the hauling company and landfill administrative facility; landfill equipment maintenance and site operations facility, and hauling company maintenance facility would not change from existing conditions under Phase II. In addition, modification of the applicant's Sun Valley truck fleet to reduce emissions would be completed during Phase II of the Proposed Project.

Table 3-12
Proposed Phase II Landfill Closure Operational Characteristics

	Activity	Change from Existing (Dirt/Inerts)
Level of Operation	Importation of 500,000 cubic yards of soil (120 loads per day); 500 tpd of inert materials	-430 loads per day of soil; +300 tpd of inert materials
Hours of Operation	Waste Acceptance: None Closure operations: Monday through Saturday 6:00 a.m. to 6:00 p.m.	All Waste to TS/MRF -2.5 hours Monday through Friday, +2 hours Saturday
Employees	Up to 30	+30
Equipment Utilization	1 bulldozer; 3 compactors; 4 scrapers; 2 motor graders; 2 water trucks	-3 bulldozers; +3 scrapers
Traffic Generation (daily)	340 truck trips; 440 total trips	-148 trips

Green and Wood Waste Processing

Operation of the expanded green and wood waste processing facility at 2,500 tpd, which commenced in Phase I, would continue in Phase II.

A summary of the operational characteristics of proposed Phase II operations is shown in Table 3-13 below.

Table 3-13
Characteristics of Proposed Phase II Operations

	Activity	Change from Existing
Level of Operation at Stabilized Operations (2012)	4,000 tpd of MSW in transfer station; 1,000 tpd MRF; 2,500 tpd green and wood waste; up to 120 truckloads of imported dirt per day; up to 500 tpd of inert materials (import of dirt and inert materials would cease after landfill closure activities are complete in April, 2008)	+2,500 tpd MSW; +908 tpd MRF; -430 loads per day of soil import; +300 tpd of inert materials (import of dirt and inert materials would cease after landfill closure activities are complete in April, 2008)
Employees	During landfill closure: 90 (plus 28 green/wood waste for 118 day shift) After landfill closure: 60 (plus 28 green/wood waste for 88 day shift)	+65 day shift; +145 total +35 day shift, +115 total
Traffic Generation (daily)	<u>During landfill closure (April 2007-April 2008):</u> TS/MRF: 2,834 Green/wood waste: 1,125 Dirt/Inert Import: 440 Total: 4,399 trips <u>After landfill closure:</u> TS/MRF: 2,834 Green/wood waste: 1,125 Total: 3,959 trips	 +2,269 trips +1,829 trips

PROJECT OBJECTIVES

The applicant's objectives for the proposed BLRC Transition Master Plan project are:

- To provide for an orderly transition of the BLRC from a landfill operation to a TS/MRF operation that results in closure of the landfill on or before the permitted date of April 14, 2007.
- To implement a TS/MRF that reduces environmental impacts and provides environmental benefits by facilitating consolidation of loads and transfer to other regional landfill sites and extracts recyclable materials for transfer to recyclables processing facilities.
- To provide state-of-the-art facilities, cost-effective disposal and TS/MRF services that will assist Los Angeles County and cities within the County to achieve local and state mandated waste diversion goals, including those set forth in the California Integrated Waste Management Act of 1989.

- To provide additional landfill space at a centralized location within the City of Los Angeles to continue to serve the solid waste disposal needs of the City and other Southern California communities.

- To provide expanded capacity to process green and wood waste generated in the City of Los Angeles in order to promote increased recycling of such materials, consistent with the City and State goals.

- To provide end uses that will serve the surrounding community for the portion of the BLRC site that is presently receiving and has historically received municipal solid waste.

- To include TS/MRF facility design features that minimize environmental impacts on surrounding land uses.

INTENDED USES OF THE EIR

This EIR will be used by the City of Los Angeles Environmental Affairs Department, Zoning Administrator and various responsible and trustee agencies during consideration of the Proposed Project, including:

- City of Los Angeles, Environmental Affairs Department, as the LEA, for combining the two existing SWFPs that presently apply to the Bradley East and Bradley West/West Extension landfill portions of the project site into one revised SWFP for the entire site, which will incorporate the proposed landfill height increase and reduction of the daily tonnage limits.

- City of Los Angeles, Environmental Affairs Department, as the LEA, for a SWFP for the proposed TS/MRF and other recycling operations at the site.

- Zoning Administrator, for a revised Zone Variance for the landfill height increase.

- California Integrated Waste Management Board, for concurrence in the issuance of the revised SWFP for the entire landfill site and the new SWFP for the TS/MRF and other recycling activities.

- Regional Water Quality Control Board – Los Angeles Region, for modification of Waste Discharge Requirements to include the landfill height increase and construction or operation of the TS/MRF.

- South Coast Air Quality Management District, for Authority to Construct and Permit to Operate for specific equipment associated with the TS/MRF operation and for any modifications to the landfill gas collection and control system to accommodate additional waste associated with the transitional height increase.

- City of Los Angeles, Bureau of Sanitation, Industrial Waste Management Division, for an industrial wastewater permit for the pretreatment and discharge into the sanitary sewer of any additional leachate, condensate, other process wastewater, contact and on-contact water that would be generated from the proposed project activities during construction and implementation.

- City of Los Angeles Fire Department, as the Certified Unified Program Agency (CUPA) for Los Angeles, for the Hazardous Materials Business Plan/Emergency Response Plan, Hazardous Waste/Tiered Permitting, Underground Storage Tanks, Aboveground Storage Tanks (SPCC only), California Accidental Release Program and the Uniform Fire Code Hazardous Materials Management Plan, if necessary.