Environmental Review Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

DRAFT ENVIRONMENTAL IMPACT REPORT

SUN VALLEY – LA TUNA CANYON COMMUNITY PLAN AREA

Community Recycling and Resource Recovery Facility

Case No. ENV-2006-6373-EIR

Council District No. 6

THIS DOCUMENT COMPRISES THE EIR AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Address: 9143 to 9189 De Garmo Avenue and 11300 W. Pendleton Street, Sun Valley, CA 91352.

Project Description: The Project site is used as a solid waste facility and a recycling and resource recovery operation which is currently permitted for a 1,700 tons per day (TPD) transfer station/materials recycling facility (MRF) and which for recycling receives approximately 1,200 TPD of construction materials, 1,200 TPD of source-separated green waste, 350 TPD of source-separated supermarket trim and cull, and 150 TPD of source-separated wood waste. The Proposed Project includes construction of an approximate 107,000-square-foot enclosure building with air filtration system to be located over the existing source-separated green waste, supermarket trim and cull, and wood waste areas, with 40 parking spaces (already existing), and a revised Solid Waste Facilities Permit for the entire facility. The purpose of the revised permit is to consolidate all resource recovery operations under one comprehensive permit in order to respond to new recycling industry regulations. Under the new permit, the applicant is seeking approval to receive up to 2,000 TPD of construction material, up to 1,500 TPD of source-separated green waste, up to 500 TPD of source-separated supermarket trim and cull, and up to 200 TPD of source-separated wood waste. The applicant is also seeking to increase the permit for the transfer station/MRF to 2,500 TPD. The permit increase in tonnage over time would require up to one additional shift to be added to the operations.

APPLICANT:
Community Recycling & Resource Recovery, Inc.

PREPARED BY:
Christopher A. Joseph & Associates

April 2009

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I. INTRODUCTION/SUMMARY

INTRODUCTION

The purpose of this Environmental Impact Report ("EIR") is to inform decision-makers and the general public of the potential environmental impacts resulting from construction of a new building to enclose an existing organics operation area and to consolidate all resource recovery operations under a comprehensive permit to address new recycling industry regulations at the Community Recycling & Resource Recovery center ("Proposed Project" or "CR&RR"). The project applicant is Community Recycling & Resource Recovery, Inc. ("CR&RR" or "the applicant") located at 11300 W. Pendleton Street and 9143-9189 De Garmo Avenue, Sun Valley, CA 91352. A detailed description of the Proposed Project is contained in Section II (Project Description) of this EIR.

As described in Section 15121(a) and 15362 of the Guidelines for California Environmental Quality Act ("CEQA Guidelines"),[1] an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize any significant effects, and describe reasonable alternatives to the project. Therefore, the purpose of this EIR is to focus the discussion on those potential effects on the environment of the Proposed Project which the lead agency has determined are or may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid significant environmental impacts.

This EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a Proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

ADMINISTRATIVE REVIEW AND APPROVAL PROCESS

In general, the approval process and operating requirements for solid waste facilities in the State of California is governed by State law and regulation. Overall governance of the process is vested in the California Integrated Waste Management Board (CIWMB). Implementation of certain permitting

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[1] *California Code of Regulations Title 14, Chapter 3, Sections 15000-15387.*

requirements is delegated by State law to local agencies, called Local Enforcement Agencies (LEA). LEAs are statutorily defined as a local agency designated by the CIWMB for the purpose of carrying out the obligations created by Division 30 (Waste Management) of the California Public Resources Code (PRC)[2]. The California Code of Regulations (CCR) also define an LEA as:

> An enforcement agency with board certification(s) totally separate from the operating unit(s) of a local governing body. An LEA is a comprehensive solid waste enforcement agency which performs permitting, inspection and enforcement duties for solid waste handling and permitted … facilities. An LEA is solely responsible for carrying out solid waste enforcement in its jurisdiction (Title 14, CCR, Section 18011(a)(16)).

The Proposed Project will require approval of certain discretionary actions by the City of Los Angeles (the "City") and other governmental agencies. Specifically,

- A Zone Variance pursuant to Section 12.27 of the Los Angeles Municipal Code (LAMC) to permit 40 parking spaces in lieu of the 75 parking spaces required per LAMC Section 12.21A4(c)(1) in connection with the construction of a warehouse building over the existing organics area.

- Site Plan Review pursuant to LAMC Section 16.05 for a development which results in increase of more than 50,000 square feet of non-residential floor area.

- A Conditional Use Permit pursuant to LAMC Section 12.21 A.18(f), for the operation of the facility.

- If the zone variance and site plan review are approved and the EIR is certified, the City of Los Angeles, Environmental Affairs Department, as the LEA, would be required to approve a Revised Solid Waste Facilities Permit (SWFP) that would consolidate resource recovery and recycling operations at Community Recycling under one comprehensive permit in order to respond to new recycling industry regulations.

- If approved by the LEA, the CIWMB reviews the SWFP and provides concurrence with the revised SWFP.

A complete list of approvals and permits required for the Proposed Project is contained in Section II, Project Description, of this EIR. Because the Proposed Project is subject to the discretionary approvals noted above, the Proposed Project is subject to environmental review under the California Environmental Quality Act (CEQA).[3] For purposes of complying with CEQA, the City of Los Angeles, Department of

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[2] *Public Resources Code Sections 40000-49620.*

[3] *Public Resources Code Sections 21000-21178.*

City Planning, is identified as the Lead Agency for the Proposed Project. The Environmental Affairs Department (as LEA) will serve as a Responsible Agency under CEQA.

PREVIOUS ENVIRONMENTAL DOCUMENTATION

Previous environmental documents prepared for the site include:

- 1997 EAD-303-97 MND for an expansion of maximum daily tonnage.

ENVIRONMENTAL REVIEW PROCESS

Notice of Preparation

In compliance with Sections 15082 and 15375 of the State of California CEQA Guidelines, a Notice of Preparation (NOP) was prepared by the Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, Trustee and Responsible Agencies and other interested parties on April 2, 2007. The NOP for the Draft EIR was circulated until May 2, 2007 with a public scoping meeting held on April 17, 2007. Appendix A to this EIR contains a copy of the NOP, notice of the scoping meeting, and a copy of the mailing labels showing the owners and occupants within the 500 foot radius that received notice of the scoping meeting. Appendix B to this EIR contains the written responses to the NOP that were received by the City.

Environmental Issues to be Analyzed in the Draft EIR

Based on a review of environmental issues by the Department of City Planning, this Draft EIR analyzes the following environmental issues:

- Aesthetics
- Air Quality
- Geology and Soils
- Hazards and Hazardous Materials
- Land Use/Planning
- Noise
- Transportation and Traffic
- General Impact Categories (including Environmental Justice)
- Mandatory Findings of Significance

Through the Initial Study, and because a portion of the site was previously a landfill and is now a recycling and resource recovery facility in an urban environment, the Department of City Planning determined that the Proposed Project would not have the potential to cause environmental impacts on agricultural resources, biological resources, cultural resources, mineral resources, population and housing,

public services, recreation, and utilities (water, solid waste, electricity, natural gas). Therefore, these issues are not examined in detail in this EIR (see Section IV.A, Impacts Found To Be Less Than Significant).

Environmental Review Process

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days. Public hearings on the Proposed Project will be held after the review period and completion of the Final EIR. Notice of the time and location of such hearings will be published prior to the public hearing date. All comments or questions about the Draft EIR should be addressed to:

Adam Villani, Environmental Review Coordinator
City of Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012
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Following public circulation of the Draft EIR, a Final EIR will be prepared that responds to comments received during the public circulation period. The Final EIR will be available for public review prior to its certification by the City.

Organization of the EIR

The EIR is organized into eight sections.

Section I (Introduction/Summary): This section provides a summary of the project description, alternatives to the Proposed Project, environmental impacts, and mitigation measures.

Section II (Project Description): This section includes a detailed description of the Proposed Project, including project location, project characteristics, project objectives, and required discretionary actions.

Section III (Environmental Setting): This section provides an overview of the environmental setting of the Proposed Project, including a description of existing and surrounding land uses and a list of related projects.

Section IV (Environmental Impact Analysis): This section is the primary focus of the EIR because it presents an analysis of each potentially significant environmental impact issue of the Proposed Project. Each environmental resource section contains a discussion of existing conditions in the project area, an assessment and discussion of the significance of impacts resulting from the Proposed Project, cumulative impacts, mitigation measures, and level of significance after mitigation.

Section V (General Impact Categories): This section provides a summary of the significant and unavoidable impacts of the Proposed Project, a discussion of potential growth-inducing impacts resulting from the Proposed Project, and an analysis of environmental justice implications associated with the Proposed Project within the context of other industrial uses in the Sun Valley area.

Section VI (Alternatives to the Proposed Project): This section includes an analysis of a range of reasonable alternatives to the Proposed Project.

Section VII (Preparers of the EIR and Persons Consulted): This section includes a list of City and other agencies and consultants that contributed to the preparation of the EIR.

Section VIII (List of Acronyms and Abbreviations): This section provides definitions for all of the acronyms and abbreviations used in the EIR.

PROPOSED PROJECT

The Proposed Project includes expansion in CR&RR operations and physical site improvements. Specifically, the Proposed Project involves the following items:

- Increase of the permitted tonnage for receipt of municipal solid waste under the existing SWFP;
- Expansion of the existing SWFP to include the non-permitted activities allowed under the IOA and increase in tonnage;
- Construction of a 107,000-square-foot structure to enclose back yard operations pursuant to the Stipulated Order for Abatement and Findings relating to odor emanating from green waste recycling operations;
- Installation of a Wet Scrubber System in the proposed 107,000-square-foot structure enclosure to further abate odors;
- Construction of two canopies: one over the existing incoming construction and demolition stockpile in the back yard operations (located along Randall Street) and the other to be located over the existing commercial refuse tipping area in the front yard operations area along the southern project site boundary;
- Perimeter Fence replacement; and
- Additional shift of employees.

AREAS OF CONTROVERSY

Concerns raised at the public scoping meeting (held on April 17, 2007) and in letters submitted to the Department of City Planning in response to the NOP include air quality/dust/odors, traffic/access routes, land use/zoning/environmental justice issues, noise, aesthetics/views/lighting, human health effects/vector control, ground contamination, hydrology, and earth resources. The letters submitted in response to the NOP and comments provided at the scoping meeting are contained in Appendix B to this EIR.

ALTERNATIVES

This EIR considers a reasonable range of feasible alternatives to the Proposed Project to provide informed decision-making in accordance with Title 14, Article 9, Section 15126.6 of the California Code of Regulations (State CEQA Guidelines). The alternatives analyzed in this EIR include: (1) No Project Alternative; and (2) Reduced Permitted Tonnage Alternative.

Alternative 1: No Project Alternative

Under the No Project Alternative, the solid waste transfer station that is currently permitted for 1,700 tons per day (TPD) in the front yard and recycling facility would continue to operate under existing conditions. These existing conditions in the front yard include truck maintenance, equipment repair, commercial refuse tipping, resource recovery and recycling. However, if the Proposed Project is not approved, the Interim Operating Agreement (IOA) allowing non-permitted recycling operations in the back yard while environmental documentation is completed, would no longer be in effect. Therefore, the Cease and Desist order issued on November 9, 2006 by the LEA would take effect, meaning that no activities would occur in the back yard. In the rear yard activities associated with construction and debris material, wood waste, green waste and produce are conducted. Under the No Project Alternative these rear yard operations would continue to be non-permitted, and all activity in the non-permitted areas would be eliminated. Additionally, the building enclosure would not have to be constructed in the back yard, as the organics recycling in the back yard would no longer occur. However, as part of the No Project Alternative, the perimeter fence and canopies would still be constructed. However, the No Project Alternative would still include the construction of the new building enclosure as it was proposed by the applicant in December 2004 in response to the Order of Abatement by the SCAQMD in order to reduce odors and dust emanating from the site. This No Project Alternative assumes the continuation of all other existing conditions at the project site as well as the development of the related projects.

Alternative 2: Reduced Permitted Tonnage Alternative

Under the Reduced Permitted Tonnage Alternative, a 20% reduction in permitted tonnage would occur when compared to the permitted tonnage for the Proposed Project. Specifically, the Reduced Permitted Tonnage Alternative would be permitted to receive 1,600 TPD mixed construction materials, 1,200 TPD source-separated green waste, 400 TPD source-separated supermarket trim and cull, 160 TPD source-separated wood waste, and 2,000 TPD municipal solid waste. All other aspects of the project remain

unchanged. The potential environmental impacts associated with this Reduced Permitted Tonnage Alternative are described below and are compared to the potential environmental impacts associated with the Proposed Project.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following pages summarize the various environmental impacts associated with the construction and operation of the Proposed Project. Feasible mitigation measures are included to reduce impacts found to be significant, and the level of impact significance after mitigation is also identified.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
Aesthetics		
Although the new building enclosure, canopies and fence will represent new permanent and solid structures, views of the project site would be limited. Thus, views of dirt, stockpiles of refuse and recyclable materials and equipment will be shielded from view as well as the abate odors emanating from the site. Views of the site would be much more clean and orderly. The existing mixed-material perimeter fence will be replaced by a fence made of uniform materials that coordinate and match the new structures on the site. The proposed structures would represent an improvement to the visual character of the project site. Height District 1 does not impose a maximum height limit or required yards/setbacks for land uses within the M3 zone. Existing street trees will remain and be maintained. There are no sensitive receptors within the immediate area of the project site. Typically any motorists would be refuse collection trucks or individuals traveling with refuse or recyclable materials. The project site is not located within an area people travel to without a particular destination. There would be no significant impacts related to blockage of views associated with the Proposed Project. No substantial increase in on-site lighting is anticipated with implementation of the Proposed Project. The facility is equipped with 12-1,000 watt lights strategically located to illuminate the project site, and are directed in such a way to minimize the impact to adjacent properties. Operations currently occur 24 hours a day, thus the site provides a constant source of lighting in the area. Under the Proposed Project, existing resource and recovery operations would continue on the project site and	No mitigation measures required.	Less than significant impact.

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
there would be no new lighting sources that would adversely affect day or nighttime views in the area. No additional sources of glare would be introduced with the new structures as they would be constructed out of simple metal siding panels in a color that would not contrast with the existing setting.. No impacts due to light and glare would be created by the Proposed Project.		
Air Quality		
Projects that are consistent with the population forecasts identified in the Growth Management Chapter of the RCPG are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. The Proposed Project does not involve any residential development, thus it will not induce substantial population growth. Based on this information, the Proposed Project would not jeopardize attainment of air quality standards in the 2007 AQMP for the Basin. The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. These calculations assume that appropriate mitigation measures will be implemented per SCAQMD Rule 403 – Fugitive dust. Construction-related daily emissions would not exceed any of the SCAQMD's significance thresholds. Therefore, impacts from mass daily construction emissions would be less than significant. The SCAQMD has developed localized significance threshold (LST) look-	**Construction-Related Project Impacts** The following measures shall be implemented to reduce the potential emissions associated with construction activities to the maximum extent feasible: C-1 The project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the project site throughout the project construction phases. Examples of the types of measures currently required and recommended include the following: • Keep all construction equipment in proper tune in accordance with manufacturer's specifications. • Use late model heavy-duty diesel-powered equipment at the project site to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction	Less than significant impact.

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each SRA and various distances from the source of emissions. In the case of this Proposed Project, the project site is approximately 12.29 acres. However, construction activities will be confined to an approximately 2.5 acre site. The nearest sensitive receptors are residential units located 1,800 feet (approximately 550 meters) from the location of the construction on the project site. Therefore, the LSTs for a two and a half acre site with receptors located within 500 meters have been calculated to address the potential localized NOx, CO, PM_{10} and $PM_{2.5}$ impacts to the area immediately surrounding the project site. Construction-related daily emissions would not exceed applicable LSTs for CO, NOx, PM_{10}, and $PM_{2.5}$ during either phase of construction. Therefore, localized construction impacts would be less than significant. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of diesel powered equipment, and the evaporative losses from a diesel storage tank. Mobile emissions would be generated by the motor vehicles traveling to and from the project site. The project involves a revised permit which will consolidate resource recovery and recycling operations under one comprehensive permit. This permit will allow the facility to receive up to 6,700 tons of material per day. This increased tonnage will increase the use of diesel powered equipment, evaporative loss of the diesel tank, and vehicle traffic. The proposed project will use the following equipment continuously for 24 hours a day: 8	activities of more than two weeks). • Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the project site to the extent that it is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment). (This measure does not apply to diesel-powered trucks traveling to and from the site.) • Utilize alternative fuel construction equipment (e.g., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment). • Limit truck and equipment idling time to five minutes or less. • Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
excavators, 6 tractors, and 3 forklifts. Approximately 100,000 gallons of diesel are currently used per month. With the increased tonnage of the project (and consequently an additional shift of employees at night), monthly diesel usage is anticipated to increase to 120,000 gallons. It was estimated that approximately 331 trucks would travel to the front yard facilities each day under the revised permit while an estimated 522 trucks would travel to the back yard facilities. To access the back yard areas, trucks use both Randall Street and Pendleton Street depending upon the type of material they are carrying. Since Randall Street is currently unpaved in areas with broken concrete, dirt is exposed which causes dust particle pollution, thus, this analysis assumed a worst case scenario with all back yard trucks accessing the back yard via Randall Street. Additionally, the project would generate approximately 485 passenger car trips per day. The analysis of daily operational emissions has been prepared utilizing the EMFAC2007 computer model. The net increase in emissions generated by the Proposed Project would not exceed the thresholds recommended by the SCAQMD. Therefore, impacts would be less than significant. The SCAQMD recommends that projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile health risk assessment. A risk assessment in the South Coast Air Basin includes determining the level of risk from a source for potential effects of 1) cancer, 2) acute illnesses (short-term), and 3) chronic illnesses (long-term). The most concentrated source of long term emissions would be from trucks entering the site, idling at the unloading areas, and then exiting the site. The maximum annual average ground-level diesel concentration at the nearest residential property located approximately 1,800 feet southeast of the portion of the project site where construction would occur was	by internal combustion engines to the extent feasible. C-2 The project developer shall implement fugitive dust control measures in accordance with SCAQMD Rule 403. The project developer shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. Examples of the types of measures currently required and recommended include the following: • Use watering to control dust generation during demolition of structures or break-up of pavement, and on an as-needed basis. • Water active grading/excavation sites and unpaved surfaces at least three times daily, or on an as-needed basis. • Cover stockpiles with tarps or apply non-toxic chemical soil binders. • Limit vehicle speed on unpaved roads to 15 miles per hour. • Sweep daily (with water sweepers) all paved construction parking areas and staging areas, and on an as-needed basis. • Provide daily clean-up of mud and dirt carried onto paved streets from the site, and on an as-needed basis. • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
estimated to be 0.00325 micrograms per cubic meter (µg/m3). . The modeling results are presented in Appendix D. Risk characterization combines the maximum annual average ground-level diesel concentration from the exposure assessment and the cancer potency factor and chronic REL from the dose-response analysis to estimate the potential inhalation cancer risk and chronic hazard index (HI) from the exposure to diesel exhaust emissions. While the nearest residential receptor is over 500 meters from the project site, residential values were used in the risk assessment, thus the values presented below are conservative and represent a worst case scenario. It was estimated that the maximum exposed individual worker (MEIW) had an inhalation cancer risk of about 4 in one million. Generally, an individual project cannot generate enough greenhouse gas emissions to influence global climate change because it is the increased accumulation of greenhouse gases which may result in global climate change. However, an individual project may contribute an incremental amount of GHG emissions. Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is not possible to predict the specific impact, if any, to global climate change from one project's relatively small incremental increase in emissions. Therefore, impacts associated with GHG emissions should not be evaluated on a project-level basis, but instead on a cumulative basis. Without a significance threshold, the cumulative impact could be considered	• Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more, or when dust becomes a visible problem. • An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number (for the SCAQMD and LEA) to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt. **Operational-Related Project Impacts** C-3 The Project operator shall implement fugitive dust control measures during project operations including the following control measures: • All incoming and unloading operations will be watered to suppress the rise of dust particles; • All CR&RR trucks will be washed on-site prior to exiting to reduce the potential for transport of dust and foreign objects onto surrounding streets and neighborhoods, and on an as-needed basis; • Facilities will be swept at least once per hour and streets at	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
significant. Consistency with the 2006 CAT Report and the Los Angeles Green Building ordinance demonstrates mitigation of cumulative impacts below significance.	least twice per day; • A light coat of water will be sprayed over the facility grounds every two to four hours, and on an as-needed basis; • A misting system will be installed along the perimeter of the fence to assist in suppressing airborne transport of dust. • Misting nozzles will be placed over unloading and load-out areas to prevent migration of dust. **Odor Impacts** C-4 The Project operator shall implement odor control measures in accordance with SCAQMD Rule 410: • A new roof structure will be constructed over the incoming mixed construction materials tipping floor. The roof will be attached to the new fence on two sides and will extend out over the incoming stockpile. This roof structure will also cover the in-feed conveyor system. Misting nozzles will be placed over the unloading and load-out area and where needed. • A new roof structure will be constructed over the incoming waste tipping floor. The new roof will be attached to the new fence to the south side of the tipping floor and will also have a new wall constructed along the north side of the tipping floor. Misting nozzles will be placed over the load-	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	out area and unloading area. • A large building will be constructed over the produce trim and cull receiving area, the processed organics stockpile, and the wood waste receiving, processing and ground material stockpile. The building will utilize a negative draft system that will draw air from the receiving and processed stockpile area inside the building. The air will be treated through an odor cleansing system (scrubber) to remove odorous compounds before the air is discharged into the atmosphere. C-5 The Project operator shall implement a number of both self-imposed and regulatory performance standards in its daily operations to help mitigate odor impacts. Examples of the types of measures include the following: • Supermarket trim and cull material is processed within twenty-four hours of receipt, and the processed material transported to a composting facility in an adjacent county. • Only fresh-cut green waste is accepted, and any green waste that is noticed to have a strong odor upon entry to the site is rejected. • Daily logs of green waste receiving and shipping are maintained as proof of operator's efforts to control waste. • Every two to four hours, and on an as-needed basis, the	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	facility grounds are sprayed with a light coat of water to help manage odor. • A misting system is installed and operated along the perimeter fence to assist in suppressing airborne transport of odor.	
Geology and Soils		
The project site is located in the seismically active region of southern California. However, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. No known active faults are mapped as crossing the project site or projecting towards the project site. On this basis, ground rupture due to faulting is not considered a significant hazard at the project site. The principal seismic hazard to the Proposed Project is strong ground shaking from earthquakes produced by local faults. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements. The proposed construction would be consistent with all applicable provisions of the City of Los Angeles Building Code, as well as the seismic design criteria contained within the Uniform Building Code. Although the project site is located by many other faults on a regional level, the potential seismic hazard to the project site would not be higher than in most areas of the City of Los Angeles or elsewhere in the region. As the entire Southern California area is considered a seismically active region, every building in the region is susceptible to groundshaking and earthquakes. The City of Los Angeles Building Code includes regulations and requirements designed to reduce risks to life and property to the maximum extent feasible. Therefore, the	The following mitigation measures shall be required to further reduce the already less than significant impacts of the Proposed Project: D-1 Specific Requirements • The proposed steel building shall be supported on foundations embedded into the alluvium or on foundations embedded into the existing compacted fill. • The existing fill shall be removed and replaced as compacted fill to a depth equal to the depth of the proposed grade beam. • The site shall be maintained by the operator as outlined in the Drainage and Maintenance section below. **Drainage and Maintenance** D-2 Maintenance of structures must be preformed to avoid	Less than significant impact.

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
risks from seismic ground shaking are considered to be less than significant. Liquefaction involves the sudden loss in strength of a saturated, cohesionless soil (predominantly sand) caused by the build-up of pore water pressure during cyclic loading, such as produced by an earthquake. This increase in pore water pressure can temporarily transform the soil into a fluid mass, resulting in vertical settlement and can also cause lateral ground deformations. The subject site is not located within a liquefaction zone on the State of California Seismic Hazard Map and borings did not encounter groundwater at a depth of 46 feet. Therefore, the risks from liquefaction are considered to have a less than significant impact. The topography of the project site is relatively flat and the site is not located near any foothills or mountains, meaning that the possibility of landslides occurring on the project site is minimal. Therefore, the potential impact associated with landslides would be less than significant. Although project development has the potential to result in the erosion of soil during site preparation and construction activities, erosion would be reduced by implementation of appropriate erosion controls during grading. Minor amounts of erosion and siltation could occur during project grading, which would be collected in a controlled manner. Additionally, the potential for soil erosion during the operation of the Proposed Project is low due to the generally level topography of the area and the fully developed aspects of the project site at the completion of build-out. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels, and all grading should also conform to the requirements of the City of Los Angeles Grading Division. In	serious damage and/or instability to improvements. Most problems are associated with or triggered by water. Therefore, a comprehensive drainage system shall be designed and incorporated into the final plans. In addition, pad areas shall be maintained and planned in a way that will allow this drainage system to function as intended. The following are specific drainage, maintenance, and landscaping requirements. <u>Pad Drainage</u> • Positive pad drainage shall be incorporated into the final plans. All drainage from the roof and pad shall be directed so that water does not pond adjacent to the foundations or flow toward them. All drainage from the site shall be collected and directed via non-erosive devices to a location approved by the building official. Planters placed adjacent to the structures shall be designed to drain away from the structure. Area drains, subdrains, weep holes, roof gutters and downspouts shall be inspected periodically to ensure that they are not clogged with debris or damaged. If blockage or damage is evident, have it corrected. <u>Landscaping</u> • All slopes shall be maintained with a dense growth of plants, ground-covering vegetation, shrubs and	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills. With implementation of the applicable grading and building permit requirements and the application of Best Management Practices, a less than significant impact would occur with respect to erosion or loss of topsoil. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. No such soils were found on the project site. With construction of the Proposed Project in accordance with the Los Angeles Building Code Chapter IX, a less than significant impact associated with expansive soils would occur.	trees that possess dense, deep root structures and require a minimum of irrigation. Plants surrounding the development shall be of a variety that requires a minimum of watering. A landscape architect shall be consulted regarding planting adjacent to improvements. It will be the responsibility of the property owner to maintain the planting. Alterations of planting schemes shall be reviewed by the landscape architect. <u>Irrigation</u> • An adequate irrigation system is required to sustain landscaping. Over-watering resulting in runoff and/or ground saturation must be avoided. Irrigation systems must be adjusted to account for natural rainfall conditions. Any leaks or defective sprinklers must be repaired immediately. To mitigate erosion and saturation, automatic sprinkling systems must be adjusted for rainy seasons. A landscape architect shall be consulted to determine the best times for landscape watering and the maximum amount of water usage. **Grading and Earthwork** D-3 Proposed grading will consist of removal and re-compaction of the upper fill and foundation excavations. All grading shall be carried forth as	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	outlined below: Flatland Grading • Prior to commencement of work, a pre-grading meeting shall be held. Participants at this meeting will consist of the contractor, the owner or his representative, and the soils engineer. The purpose of the meeting is to avoid misunderstanding of the recommendations set forth in this report that might cause delays in the project. • Prior to placement of fill, all vegetation, rubbish, and other deleterious material shall be disposed of off site. The proposed structures shall be staked out in the field by a surveyor. This staking shall, as a minimum, include areas for over-excavation, toes of slopes, tops of cuts, setbacks, and easements. All staking shall be offset from the proposed grading area at least five feet. The proposed construction shall be excavated down to a depth of the proposed grade beam. • The natural ground, that is determined to be satisfactory for the support of the filled ground, shall then be scarified to a depth of at least six inches and moistened as required. The scarified ground shall be compacted to at least 90 percent of	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	the maximum laboratory density. • The fill soils shall consist of materials approved by the project Soils Engineer or his representative. These materials may be obtained from the excavation areas and any other approved sources, and by blending soils from one or more sources. The material used shall be free from organic vegetable matter and other deleterious substances, and shall not contain rocks greater than eight inches in diameter nor of a quantity sufficient to make compaction difficult. • The approved fill material shall be placed in approximately level layers six inches thick, and moistened as required. Each layer shall be thoroughly mixed to attain uniformity of moisture in each layer. When the moisture content of the fill is three percent or more below the optimum moisture content, as specified by the Soils Engineer, water shall be added and thoroughly mixed in until the moisture content is within three percent of the optimum moisture content. When the moisture content of the fill is three percent or more above the optimum moisture content as specified by the Soils Engineer, the fill	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	material shall be aerated by scarifying or shall be blended with additional materials and thoroughly mixed until the moisture content is within three percent or less of the optimum moisture content. Each layer of fill material shall be compacted to a minimum of 90 percent of the maximum dry density as determined by ASTM D 1557, using approved compaction equipment. Where cohesion-less soil having less than 15 percent finer than 0.005 millimeters is used for fill, the fill material shall be compacted to a minimum of 95 percent of the maximum dry density. • Review of the fill placement shall be provided by the Soils Engineer or his representative during the progress of grading. In general, density tests will be made at intervals not exceeding two feet of fill height or every 500 cubic yards of fill placed. • During the inclement part of the year, or during periods when rain is threatening, all fill that has been spread and awaits compaction shall be compacted before stopping work for the day or before stopping because of inclement weather. These fills, once compacted, shall have the surfaces sloped to drain to one area where water may be removed.	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	Work may start again, after the rainy period, once the site has been reviewed by the Soils Engineer and he has given his authorization to resume. Loose materials not compacted prior to the rain shall be removed and aerated so that the moisture content of these fills will be within three percent of the optimum moisture content. Surface materials previously compacted before the rain, shall be scarified, brought to the proper moisture content, and re-compacted prior to placing additional fill, if deemed necessary by the Soils Engineer. **Foundations** D-4 The proposed structure shall be supported on foundations embedded into the alluvium or existing compacted fill. <u>Existing Compacted Fill</u> The minimum continuous footing size is 12 inches wide and 24 inches deep into the compacted fill, measured from the lowest adjacent grade of compacted fill. Continuous footings may be proportioned, using a bearing value of 1500 pounds per square foot. Column footings placed into the compacted fill may be proportioned, using a bearing value of 1500 pounds per	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	square foot, and shall be a minimum of two feet in width and 24 inches deep, below the lowest adjacent grade of compacted fill. The bearing values given above are net bearing values; the weight of concrete below grade may be neglected. These bearing values may be increased by one-third for temporary loads, such as, wind or semi seismic forces. Lateral loads may be resisted by friction at the base of the conventional foundations and by passive resistance within the existing compacted fill. A coefficient of friction of 0.4 may be used between the foundations and the compacted fill. The passive resistance may be assumed to act as a fluid with a density of 400 pounds per cubic foot. A maximum passive earth pressure of 5000 pounds per square foot may be assumed. For isolated poles, the allowable passive earth pressure may be doubled. <u>Alluvium</u> The minimum pile diameter is 24 inches. Piles shall extend into the alluvium a minimum of 5 feet. The piles may be proportioned using end bearing value of 4000 pounds per square foot. All footing excavation depths will be measured from the lowest adjacent grade of recommended bearing	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	material. Footing depths will not be measured from any proposed elevations or grades. Any foundation excavations that are not the recommended depth into the recommended bearing materials will not be acceptable to this office. Lateral loads may be resisted by friction at the base of the conventional foundations and by passive resistance within the recommended compacted fill. A coefficient of friction of 0.4 may be used between the foundations and the compacted fill. The passive resistance may be assumed to act as a fluid with a density of 300 pounds per cubic foot. A maximum passive earth pressure of 4500 pounds per square foot may be assumed. For isolated poles, the allowable passive earth pressure may be doubled. **Settlement** D-5 Settlement of continuous footings is anticipated to be on the order of ¼ inches. Isolated footings shall have a settlement of ¾ inches. Differential settlement between the two foundation unit types is not expected to exceed ½ inches. **Excavations** D-6 Excavations ranging in vertical height up to four feet are anticipated for the grading. Conventional	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	excavation equipment may be used to make these excavations. Excavations shall expose fill. These soils shall be trimmed back at 1:1 slope gradient. This shall be verified by the project Soils Engineer during construction so that modifications can be made if variations in the soil occur. All excavations shall be stabilized within 30 days of initial excavation. If this time is exceeded, the project Soils Engineer must be notified, and modifications, such as shoring or slope trimming may be required. Water shall not be allowed to pond on top of the excavation, nor to flow toward it. All excavations shall be protected from inclement weather. Excavations shall be kept moist, not saturated, to reduce the potential for raveling and sloughing during construction. No vehicular surcharge shall be allowed within three feet of the top of cut. **Plan Review and Plan Notes** D-7 The final grading, building, and/or structural plans shall be reviewed and approved by the consultants to ensure that all mitigation measures are incorporated into the design or shown as notes on the plan. The final plans shall reflect the following: 1. The Soils Engineering Investigation by GeoConcepts, Inc. is a part of the plans. 2. Plans must be reviewed and signed by the Soils	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	Engineer. 3. All grading must be reviewed by the project Soils Engineer. 4. All foundations shall be reviewed by the project Soils Engineer. **Construction Review** D-8 Reviews will be required to verify all work. It is required that all footing excavations, seepage pits, and grading be reviewed by this office. This office should be notified at least two working days in advance of any field reviews so that staff personnel may be made available.	
Hazards and Hazardous Materials		
Implementation of the proposed project would involve some physical alterations which would include removal of the existing perimeter fence and construction of the proposed 107,000-square-foot enclosure building (over existing back yard activities), two roof canopy structures and the replacement of the existing perimeter fence. Other than removal of the existing perimeter fence, no demolition would be required as part of this phase. Construction activities would not involve the transport, use, or disposal of hazardous materials. Therefore, the potential for the proposed construction of the new facilities to result in hazardous impacts or result in accident upset or release of hazardous materials would be less than	The Proposed Project would result in a less than significant impact with respect to hazards and hazardous materials without mitigation. Implementation of the following mitigation measures would further reduce the less than significant impacts. *General Construction* Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. Therefore the following mitigation measures shall be required: E-1 All waste shall be disposed of properly. Use appropriately	Less than significant impact.

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact		Mitigation Measures	Level of Impact After Mitigation
significant. The Proposed Project would not alter or in any way affect the types of waste currently accepted for disposal at CR&RR. All non-hazardous wastes, as outlined previously in this section, would continue to be permitted, and all other wastes, including hazardous wastes, would be prohibited for disposal at CR&RR. It is assumed that the revised SWFP would prohibit hazardous waste as does the current SWFP. The current SWFP prohibits the following waste streams from being accepted at CR&RR: hazardous wastes, which include tires, batteries, oil, paint, compressed gas containers, E-wastes, untreated medical wastes, dead animals, radioactive, and special wastes. Liquid wastes, sewage sludge, slurries, and septic tank pumpings are not accepted at the facility, either. The types of waste currently prohibited for acceptance would not change under the proposed project. The Hazardous Waste Load Check Program would continue to be implemented under the Proposed Project as a means of detecting and isolating potentially hazardous wastes. Such programs would continue to ensure that potentially hazardous materials do not enter landfills (i.e. Chiquita Canyon or Sunshine Landfill), thus ensuring that no hazard is posed to the public or the environment due to transport, use, or disposal of hazardous materials, reasonably foreseeable upset and accident conditions, or risk of accidental explosion or release of hazardous substances as a result of handling solid waste as part of the Proposed Project. If hazardous materials do escape the Load Check Program, CR&RR will store the hazardous materials in the Hazardous Materials Storage area until a professional Hazardous Waste Hauler can properly transport and dispose of the hazardous materials. This process shall not take more then 90 days. All wastes shipped off site will comply with State Manifesting Requirements. Therefore, the potential for the Proposed		labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. E-2 Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. E-3 Pavement shall not be hosed down in the event of a material spill. Dry cleanup methods shall be used whenever possible. E-4 All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop cloths shall be used to catch drips and spills. *Operation* E-5 The applicant shall continue to follow guidelines pertaining to prohibited wastes, load checking program, load screening program, and hazardous and unacceptable materials handling procedures, as set forth in the Interim Operating Agreement as detailed in the information provided by EcoTelesis, dated August 29, 2007, located in Appendix J of this DEIR.	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
Project to result in hazardous impacts would be less than significant. An existing 20,000-gallon steel diesel tank with liner is located on the project site on the western end of the front yard. However, no changes would be made to the tank or its operation as a result the proposed project, and no impact would occur. As part of the proposed project, CR&RR is seeking to revise the existing SWFP to include all non-permitted activities currently allowed pursuant to the IOA. Further, CR&RR is seeking to increase tonnage received for the permitted Municipal Solid Waste and the non-permitted recycling materials from a total of 4,600 TPD to 6,700 TPD. The increase in existing waste materials could increase the potential for hazardous materials to be sent to the site, however, the project applicant will continue utilizing existing procedures to eliminate hazardous materials. In addition, all hazardous materials would be handled and stored in compliance with all applicable local, state, and federal regulations. Therefore, impacts would be less than significant.		
	Land Use and Planning	
A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The area surrounding the project site is primarily developed with industrial land uses. Many of the surrounding uses include sand and gravel reclamation or active and inactive landfills. The existing operation on site is compatible with industrial uses and the Proposed Project would not change the existing land use. As described above, the CR&RR is surrounded primarily by industrial uses zoned as M3-1-G and designated for industrial use by the Community Plan. The nearest	No mitigation measures are required.	Less than significant impact.

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
area zoned for residential uses and the nearest residences are located approximately 1,800 feet southeast of the portion of the project site where construction would occur. The Proposed Project would not change existing land uses and as no changes would occur in the procedures governing the operation of CR&RR, the facility would continue to be compatible with the immediately surrounding land uses. Thus, the Proposed Project would not divide nor disrupt the surrounding (established) community and no impacts are anticipated as a result of Proposed Project. The Proposed Project would be generally consistent with the goals and policies of the following adopted plans: City of Los Angeles General Plan, the Sun Valley-La Tuna Canyon Community Plan, the Zoning Code, SCAG's Regional Comprehensive Plan and Guide, and the Los Angeles County Siting Element. Moreover, the design and operational changes as well as physical changes of the Proposed Project are intended to mitigate and prevent environmental impacts and improve existing conditions. The proposed 107,000-square-foot enclosure is in response to the SCAQMD's Stipulated Order for Abatement and Findings and Decisions (SCAQMD Case No. 5390-1) to reduce odor and dust complaints. The proposed canopies and perimeter fence will also mitigate dust emissions from the site. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and therefore, no impacts would be anticipated.		

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
Also, pursuant to LAMC Section 12.21 A.18(f), a Conditional Use Permit (CUP) is required for project operation. This section of the LAMC lists 16 conditions which must be met in order to avoid a CUP. However, this project does not meet three of the 16 conditions. Specifically, the facility is within 1,000 feet of both M1- and C-zoned properties; the materials collected and processed at the site go beyond paper, glass, and cardboard, etc.; and the request for a parking variance indicates a lack of adequate parking. Therefore, a CUP is required for project operation. Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a project-related significant adverse effect could occur if the project site were located within an area governed by a habitat conservation plan or natural community conservation plan. However, as described in the Environmental Setting section above, no such plans presently exist which govern any portion of the project site. Further, the project site is located in an area which has developed with commercial and industrial uses, and is also within an industrialized area of the City of Los Angeles. Therefore the project would not have the potential to cause such effects, and no impact would occur.		
Noise		
Because demolition of existing structures or major excavation for subterranean structures would not be included (only minor removal of the existing fence) as part of the Proposed Project, construction of the various project components would most likely only require the use of medium to heavy duty equipment for building and roof fabrication and fence installation. In addition, the enclosure, roof structures and perimeter fence would all be constructed of the same metal panel siding material and would therefore not require the use of heavy duty equipment such as drill rigs or	No mitigation measures required.	Less than significant impact.

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
pile drivers. Development activities may also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the type and amount of equipment in operation and the location of the activity. The project site is located in a highly industrialized location, with the nearest sensitive receptors, single-family residential units, located approximately 1,800 feet to the southeast from the portion of the project site where construction would occur. Because the project does not entail demolition or grading of the project site in order to accommodate the new 107,000 square foot enclosure, roof structures and fences, this analysis assumes a mix of medium to heavy duty type tools such as moveable cranes, drill rigs, pneumatic wrenches, generators and industrial saws. Noise levels associated with various types of pneumatics tools may reach as high 85 dBA L_{eq} at 50 feet from the source. Construction activities at the project site may occur 24 hours a day. However, Section 112.05 of the LAMC limits the operation of powered equipment and powered hand tools to between the hours of 7:00 AM to 10:00 PM, and prohibits the noise levels generated by construction machinery from exceeding 75 dBA at 50 feet from residential uses for any construction activity which occurs within 500 feet of a residential zone. Nonetheless, the project site is located in a heavy industrial area and the nearest sensitive receptors are located approximately 1,800 feet to the southeast from the portion of the project site where construction would occur, along Fleetwood Street. As a general rule, construction noise attenuates at approximately 6 dBA for every doubling of distance. Therefore, noise generated by the use of pneumatic tools would be reduced		

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
to approximately 54.7 dBA L_{eq} at 50 feet from the nearest sensitive receptor. In addition, due to the presence of intervening structures located between the project site and the nearest sensitive receptors noise levels would be further reduced. Therefore, construction activities occurring at the project site would not exceed 75 dBA at 50 feet from the residential uses to the southeast and this impact would be considered less than significant. However, the existing facility is currently operational and would remain so during construction of the proposed project. Therefore, the project applicant proposes to perform construction activities during nighttime hours so as to not interfere with daytime operations at the facility. Therefore, based on criteria established in the L.A. CEQA Threshold Guide and discussed above, construction activities which would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday may result in a significant impact. The existing nighttime ambient noise level at the single-family residences to the southeast is 54.8 dBA L_{eq}. If all of the various types of construction equipment were to operate simultaneously, construction activities may generate a noise level of approximately 58.2 dBA L_{eq} at the single-family residences to the southeast during nighttime hours. This would result in an increase of approximately 3.4 dBA L_{eq} over existing nighttime ambient noise levels. Therefore, construction activities occurring at the project site between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday would not exceed ambient noise levels by 5 dBA at the single-family residences to the southeast and this impact would be considered less than significant.		

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
Construction activities that would occur within the project site may have the potential to generate low levels of groundborne vibration. As a general rule of thumb, vibration attenuates at approximately 6 VdB for every doubling of distance. Therefore, vibration generated by the use of various tools would be reduced to approximately 57.4 VdB at the nearest sensitive receptor when existing ambient noise levels are taken into account. Therefore, the Proposed Project would not exceed the FTA threshold of 65 VdB at buildings where vibration would interfere with interior operations, nor would it exceed the 80 VdB threshold for residential uses and 83 VdB threshold for institutional uses. Therefore, impacts associated with construction of the Proposed Project would be less than significant. As discussed previously, the Proposed Project includes an increase in the amount of incoming municipal solid waste from 4,600 TPD to 6,700 TPD. Therefore, an increase in traffic resulting from implementation of the Proposed Project may increase the ambient noise levels at sensitive off-site locations in the project vicinity. These concerns were addressed using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic report prepared for the Proposed Project, included as Appendix H to this Draft EIR, in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the Proposed Project's vehicular traffic would result in a significant impact at off-site noise-sensitive receptor locations. None of the roadway segments that are analyzed in the project site vicinity, would exceed the City's noise thresholds pertaining to operational noise, the noise levels experienced at these roadway segments would not represent a substantial permanent increase in ambient noise levels. Therefore, impacts		

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
at these roadway segments would be less than significant.		
	Transportation/Traffic	
Project trip generation was developed from empirical data collected in July and August 2007. Peak hour volumes and vehicle classification counts were collected at the driveways of the existing facility. Vehicles were categorized as heavy vehicles or passenger vehicles. Heavy vehicles were converted into PCE, based on the HCM recommended factor of 2.0. The peak hour driveway counts were identified and the trip generation rate was calculated based on the existing operating capacity. This trip generation rate was then applied to the project capacity increase. The project is projected to generate a net total increase of approximately 265 A.M. peak hour trips and 309 P.M. peak hour trips. Project traffic distribution was developed in conjunction with LADOT. The geographic distribution patterns for the Proposed Project included estimated Community Recycling & Resource Recovery operations, and origins and destinations of various truck operations. It was estimated that 35% of the trips are from the north, 40% are from the south, 20% are from the west, and about 5% are from the east. In order to properly evaluate the potential impact of the Proposed Project on the local street system, it was necessary to develop estimates of future traffic conditions both with and without the project. Future traffic volumes without the project are first estimated, representing the cumulative base traffic conditions. Then, the traffic generated by the Proposed Project is estimated and separately assigned to the surrounding street system. The sum of the cumulative base and project-generated traffic represents the	A mitigation program was developed for the three impacted intersections. The mitigation program identified operational and physical improvements. Operational improvements included signalization, where applicable, and physical improvements included reconfiguration of lanes within the existing right-of-way. Currently, two of the impacted intersections are unsignalized. **<u>Signalized Intersection</u>** **Glenoaks Boulevard & Tuxford Street** H-1 This intersection of Glenoaks Boulevard and Tuxford Street can be mitigated during both peak periods with an additional eastbound left-turn lane on Tuxford Street. This mitigation could be accomplished within the existing right-of-way and would require re-striping the west leg of Tuxford Street. This would result in the following lane configuration and widths: a 20-foot westbound curb lane with parking; a 10-foot westbound through lane; dual 11-foot eastbound left-turn lanes; a 10-foot eastbound through lane; and a 20-foot eastbound curb lane with parking. The recommended mitigations meet the minimum LADOT design standards. The signal would be modified to provide protected left-turn phasing on Tuxford Street.	Less than significant impact.

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
cumulative plus project conditions. Cumulative base traffic projections reflect growth in traffic from two primary sources: background growth in the existing traffic volumes to reflect the overall regional growth both in and outside of the study area, and the traffic generated by specific projects within, or in the vicinity of, the project area. According to LADOT's significant impact criteria, three intersections would be significantly impacted due to the completion of the Proposed Project. It is proposed that all vehicles would enter the east-of- De Garmo project site (4.26-acre site) area from Randall Street (both Crown and non-Crown Disposal vehicles) and would use the two stacking lanes. One of the stacking lanes would be for the Crown Disposal vehicles and the other lane for the non-Crown Disposal vehicles. From the stacking lane, the non-Crown Disposal vehicles would then cross De Garmo Avenue and proceed to the scales in the front yard of the transfer station site. The Crown Disposal vehicles would continue to use to scale on the smaller site. There are 40 existing parking spaces for the CR&RR facility. Fourteen of these spaces are located on the northeast corner of De Garmo Avenue and Pendleton Street (next to the scales) and the remaining 26 spaces are rented from the Pick Your Part parking lot across Pendleton Street. According to the Los Angeles Municipal Code (LAMC), the proposed 107,000-square-foot building enclosure would require an additional 35 parking spaces. However, the proposed structure would not house new uses, or operations resulting in additional parking spaces beyond the current 40 spaces, located on the northeast corner of De Garmo Avenue and Pendleton Street and in the Pick Your Part lot across Pendleton Street. These existing spaces	**Unsignalized Intersections** At the two unsignalized intersections, installation of a traffic signal was considered part of the mitigation program in additional to any physical intersection improvements. Signal warrant analyses were performed at each intersection. The following describes the background methodology of the signal warrant analysis. Although the installation of a traffic signal at an intersection may improve operating conditions, the signal installation must be justified by a thorough technical analysis. *California Manual on Uniform Traffic Control Devices* (CA MUTCD) (Federal Highway Administration and California Department of Transportation, 2006) begins the discussion of traffic signal analysis with the following statement. > An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether the installation of a traffic control signal is justified at a particular location. The investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study location…The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. The CA MUTCD lists eight different warrants that should be evaluated in	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
accommodate CR&RR current employees for both day and night shifts. The additional night shift employees would be accommodated by the current 40 parking spaces. Therefore, CR&RR has requested a zone variance pursuant to LAMC, Section 12.27, to permit 40 parking spaces in lieu of a total of 75 spaces that would otherwise be required, and parking impacts would be less than significant. The Congestion Management Program (CMP) guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The nearest CMP mainline freeway monitoring locations to the project site are: I-5 north of the SR-170 junction and SR-170 south of Sherman Way. According to the incremental project trip generation estimates for the Proposed Project, the Proposed Project is not expected to add sufficient new traffic to exceed the freeway analysis criteria at these locations. The added project traffic would not exceed the CMP freeway analysis criteria on segments of I-5 closer to the project site that are not CMP monitoring locations, but are more likely to be affected by the Proposed Project (e.g., I-5 between Lankershim Boulevard and Sunland Boulevard). Since incremental project-related traffic in any direction during either peak hour is projected to be less than the minimum criteria of 150 vehicles per hour, no further CMP freeway analysis is required. The CMP provides a methodology for estimating the number of transit trips expected to result from a Proposed Project based on the projected number of vehicle trips, an average vehicle ridership factor, and an expected transit	the analysis of a potential traffic signal installation. These warrants establish the technical justification for an intersection to be signalized. Of the eight, three are applicable to the intersections in question. Below are brief descriptions of these three individual warrants as described in the CA MUTCD: 1. Eight-Hour Vehicular Volume – The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The interruption of Continuous Traffic, Condition B, is intended for application where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. An 80% condition also exists; this represents a combination of Conditions A and B, where 80% of the traffic volume is met. 2. Four-Hour Vehicular Volume – The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. 3. Peak Hour Volume – The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor street suffers undue delay when entering or crossing the major street.	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
mode share; this results in an estimated number of transit person trips to and from the project. Due to the industrial nature of the Proposed Project and the use of heavy vehicles to conduct normal business operations, additional transit person trips as a result of the project are not anticipated. Therefore, impacts to the transit system are anticipated to be minimal and no further analysis was performed.	While a signal warrant analysis may indicate justification for signal installation, other considerations should be factored into the decision. This includes trial of less intrusive methods of intersection control including an all-way stop. Further detailed analysis or monitoring may be necessary as the CA MUTCD stresses that signal warrant analyses alone may not be adequate to justify signalization of an intersection. **I-5 Southbound Ramps & Penrose Street** H-2 The project impact at the intersection of the I-5 Southbound Ramps and Penrose Street could be mitigated during both peak periods with the addition of an eastbound right-turn lane. Although the intersection is unsignalized and signal warrants were performed, physical improvements are the recommended mitigation measure. The physical improvement would require re-striping the eastbound approach, which currently provides a 25-foot shared through/right-turn lane. The eastbound approach could be re-striped to provide a 13-foot through lane and a 12-foot right-turn lane. Parking restrictions would be required along 240 feet of the south curb of Penrose Street. Although the signal warrant analysis indicated that Warrants 2 and 3 were met, signalization is not recommended at this location. The intersection is approximately 250 feet east of the intersection of San Fernando Road and Penrose Street, so signalization of this intersection may interfere with the operation at this adjacent intersection. **Glenoaks Boulevard & Randall Street** H-3 The project impact at the intersection of Glenoaks Boulevard and Randall Street could be mitigated during both peak periods	

Table I-1 (Continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	with the installation of a traffic signal. A signal warrant analysis was performed, and Warrants 2 and 3 were each satisfied. Therefore, signalization is recommended to reduce the impact at this location to less than significant levels.	

II. PROJECT DESCRIPTION

A. PROJECT APPLICANT

The project applicant is Community Recycling and Resource Recovery, Inc. located at 9189 De Garmo Avenue, Sun Valley, CA 91352.

B. PROJECT LOCATION

Community Recycling and Resource Recovery, Inc. ("CR&RR" or "Community Recycling") is a solid waste transfer station and recycling facility located at the southwest and southeast corners of De Garmo Avenue and Pendleton Street, in the Sun Valley Community of the City of Los Angeles. The CR&RR site comprises 19 parcels (including 11 parcels totaling 8.03 acres on the southwest corner and eight parcels totaling 4.26 acres on the southeast corner). The project site is located approximately one-quarter mile northwest of the intersection of Glenoaks Boulevard and Tuxford Street. The parent parcel is designated Assessor Parcel Number 2408-034-042. The total acreage encompassed by this operation is approximately 12.29 acres (see Figure II-1, Vicinity Map).

C. EXISTING USES

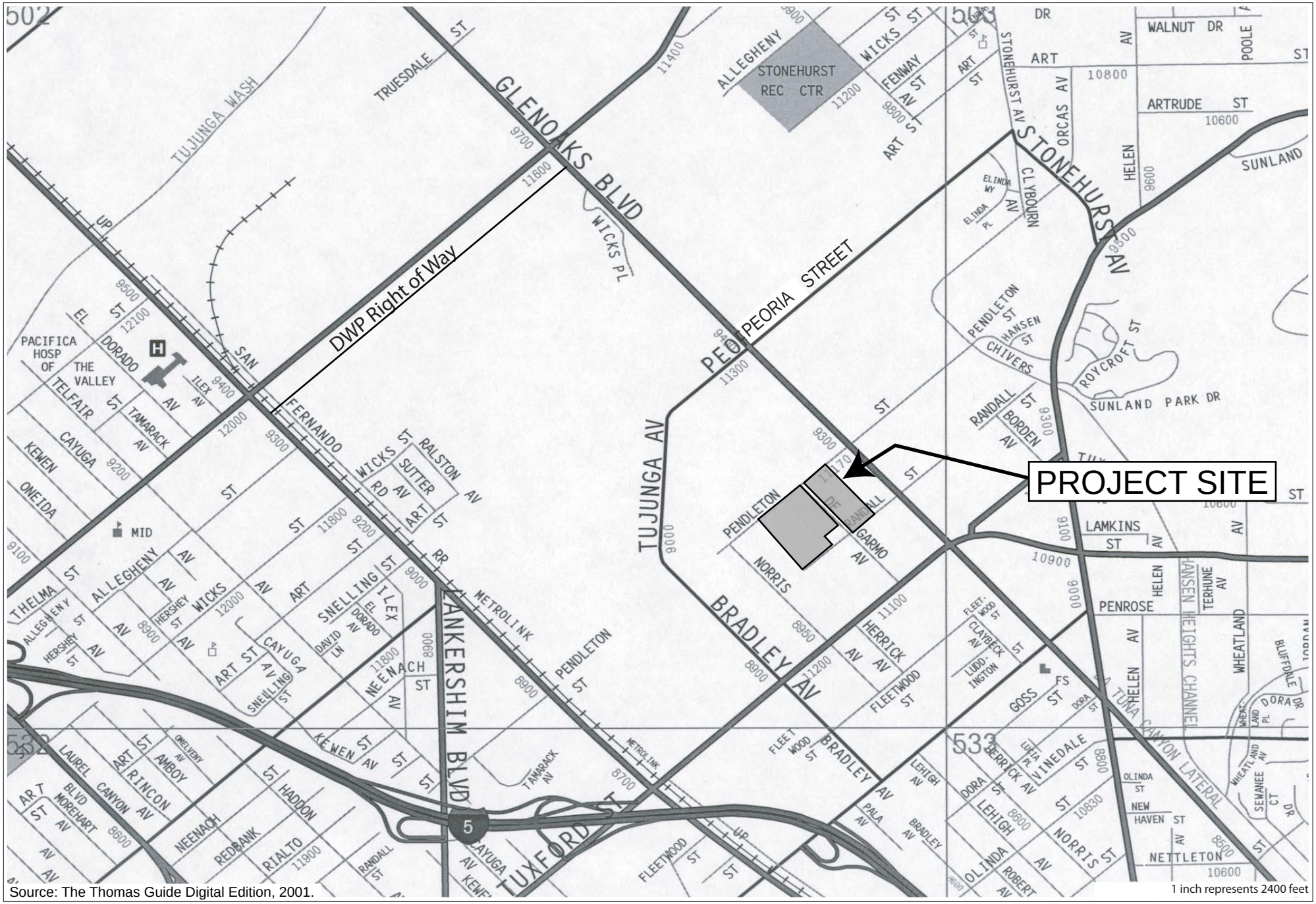
Regulatory Framework

The Community Recycling and Resource Recovery, Inc. facility currently operates under a Solid Waste Facility Permit (SWFP) 19-AR-0303 issued by the City of Los Angeles Department of Environmental Affairs Solid Waste Local Enforcement Agency (LEA). The SWFP allows CR&RR to operate as a transfer station to receive 1,700 TPD of Municipal Solid Waste (MSW) to be processed on-site to recover recyclable materials. CR&RR also operates under an Interim Operating Agreement (IOA) formed between Community Recycling and the LEA, which allows Community Recycling to (continue to) receive up to 2,900 tons per day of non-permitted recyclable material which includes: construction materials, source-separated wood waste, source-separated green waste, and source-separated supermarket trim and cull, in addition to the 1,700 TPD of permitted material.

The primary environmental regulations governing the facility include Title 27, Division 2, and Title 14, Division 7, of the California Code of Regulations which contains the State Minimum Standards for solid waste handling and disposal administered by the LEA. In addition, Rule 1150.1, which is administered by the South Coast Air Quality Management District (SCAQMD), governs air emissions from CR&RR.

Site History

The Proposed Project's existing operations are partially located on a closed landfill previously known as the "De Garmo Pit." This pit was created through the mining of aggregate materials for the local market.



Source: The Thomas Guide Digital Edition, 2001.

1 inch represents 2400 feet

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NORTH

Figure II-1
Vicinity Map

Operated as a landfill subsequent to the mining experience, this facility reportedly received ash, broken glass, construction debris, asphalt, concrete and other inert materials. The pit was operated from the early 1940s until the late 1940s or early 1950s.

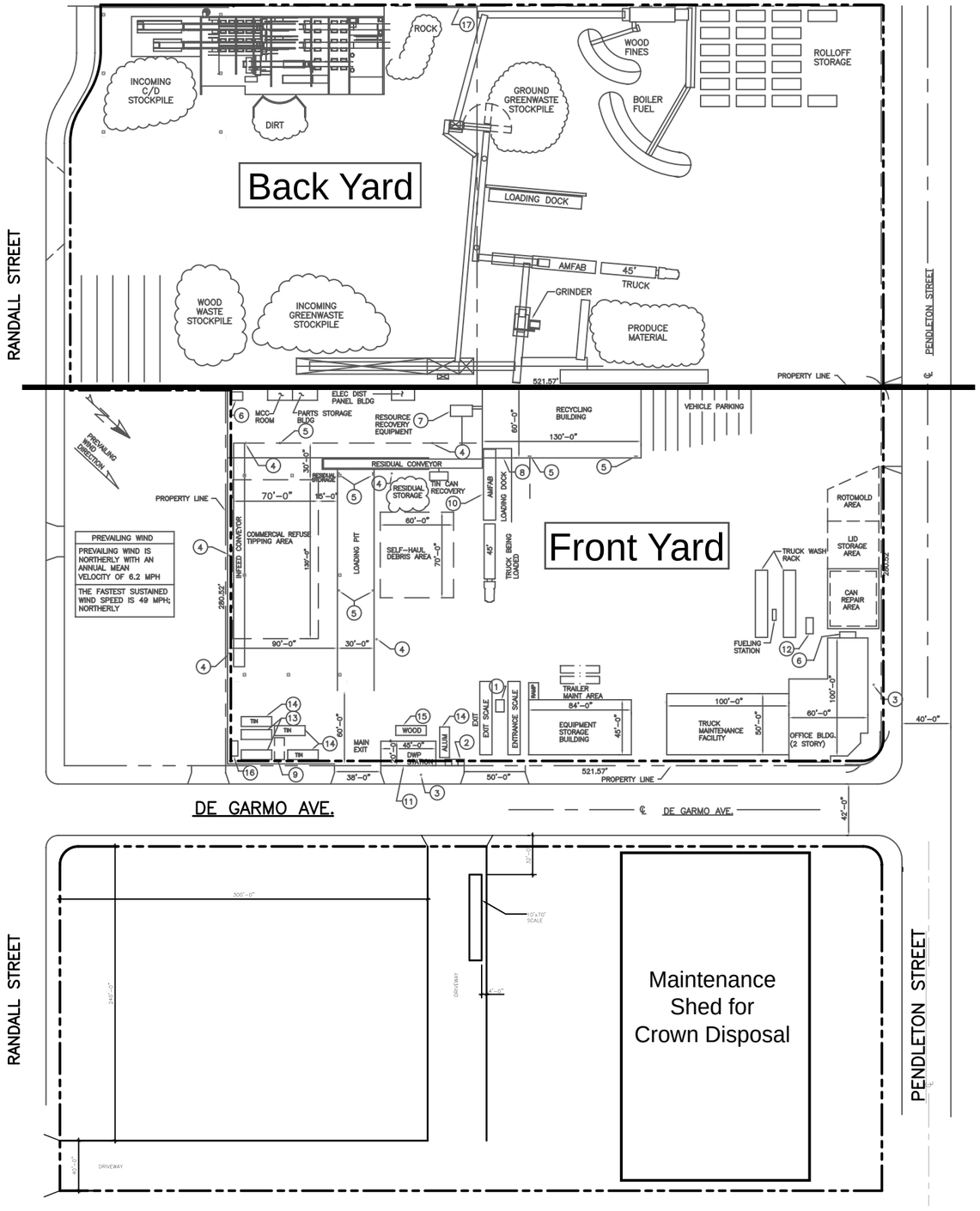
Community Recycling began operations at the project site in 1974 as a permitted transfer station under the name of De Garmo Street Dump. In 1992, the name was changed to Community Recycling & Recovery, Inc., to more closely describe the transfer and recycling operations. From the time of inception, Community Recycling operated as a transfer station, initially recycling materials by hand. In the early 1980s, the pending landfill crisis became apparent and Community Recycling began mechanizing the recycling of materials from the waste stream. By 1989, the State legislature passed AB 939 requiring 50% of all waste in the State be recycled. Many local agencies responded by placing limits on landfill operations and requirements for source and secondary recycling. CR&RR then expanded its operations at the project site to include a mixed waste processing facility, recycling facilities for source-separated products that include paper, wood, yard trimmings, and supermarket produce, and a mixed construction and demolition processing facility. Specifically, the facility added wood waste recycling operations in 1988, construction materials recycling operations in 1991, green waste receiving and processing operations in 1992, and supermarket produce trim and cull operations in 1995.

As a result of the greenwaste (non-permitted) recycling operations, CR&RR received numerous odor complaints and Notices of Violation for (SCAQMD) District Rule 402 and Health and Safety Code §41700 (public nuisance). On September 14, 2007, the SCAQMD Hearing Board entered a Stipulated Order for Abatement and Findings and Decisions (SCAQMD Case No. 5390-1) and imposed a number of conditions on the operation of the facility (detailed information can be found in Appendix C). In response, CR&RR has made several operational and procedural changes and improvements per the Stipulated Order of Abatement (detailed status update can be found in Appendix C).

Existing Conditions

The project site encompasses 8.03 acres on the southwest and 4.26 acres on the southeast side of De Garmo Avenue and Pendleton Street (refer to Figure II-2, Existing Site Plan). The 8.03-acre portion is divided into two operations: front yard and back yard. The front yard is currently functioning under a SWFP that allows CR&RR to operate as a transfer station to receive up to 1,700 TPD of municipal solid waste in which recyclable materials are recovered out of the waste. The back yard operates under an IOA that allows CR&RR to receive up to 2,900 TPD of non-permitted construction, source-separated supermarket trim and cull, source-separated wood waste, and source-separated green waste. The 4.26-acre portion of the site consists of an existing truck scale, truck parking, and bin storage.

Currently, CR&RR operations include two shifts of employees. The day shift includes 74 employees that work from 4 AM to 2 PM, Monday through Saturday. Approximately 38 employees work the back yard and 36 work the front yard. The night shift includes 39 employees which are split between the front yard and back yard areas. The night shift is 3 PM to 1 AM, Monday through Friday, and Saturday from 2 PM



Legend

1. SCALE HOUSE
2. PORTABLE TOILETS
3. DWP WATER MAIN
4. FIRE HOSE & FAUCET
5. 1000 WATT AREA LIGHTS
6. ELECTRICAL TRANSFORMER & MAIN
7. LOGEMAN BALER
8. LOADING DOCK
9. RAINWATER CLARIFIER (BELOW GRADE)
10. AMFAB COMPACTOR
11. DWP ELECT. STATION
12. TRUCK WASH CLARIFIER
13. PLASTIC STORAGE
14. FERROUS & NON-FERROUS STORAGE
15. WOOD STORAGE
16. HAZARDOUS MATERIALS STORAGE AREA
17. 10'-0" HIGH BLOCK WALL

Source: Wiss, Janney, Elstner Associates, Inc., March 9, 2005.

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Figure II-2
Existing Site Plan

to 11 PM. CR&RR operates continuously, 24 hours per day, seven days a week. Waste delivered to the facility is primarily generated within a 20-mile radius.

Operation

The following provides more detail on the physical description and operation for the 8.03-acre and 4.26-acre portions of the project site, which are located at the southwest and southeast corners of De Garmo Avenue, respectively.

Project Site – West of De Garmo Avenue (8.03-Acre Site)

Front Yard

The front yard contains the transfer station operations, which include commercial refuse tipping, resource recovery, and recycling. There are also two scales located in the front yard that are primarily used for incoming vehicles, although one can be used for incoming vehicles and the other for outgoing vehicles. In general, the front yard is paved with a few buildings and structures, parking areas, and resource recovery equipment. The buildings in the front yard include a two-story office building, an equipment storage building, a 20,000-gallon fuel tank (for on-site use only), and a few canopies for recycling, truck maintenance, and equipment repair.

The transfer station and Material Recovery Facility (MRF) receive mixed municipal solid wastes (MSW) and source-separated recyclables. Recyclables such as office paper, newspaper, cardboard, metal cans, and plastic bottles are processed through the MRF. Residual wastes are removed to the rear-loading compactor or top-loading conveyor for loading into transfer trailers for disposal. Recyclables are baled and transported to a recycler. The facility accepts only non-hazardous waste and recyclables for processing enforced by a hazardous waste load check program.

Back Yard

The non-permitted backyard operations at CR&RR receive only the following types of waste during the Interim Operating Agreement period: "Construction & Demolition debris and Inert debris" as defined by California Code of Regulations, Title 14, Section 17381, source-separated wood waste, source-separated green waste, and source-separated supermarket trim and cull. The specifics of these operations are detailed below.

CR&RR's mixed construction and demolition debris ("C&D") processing operations began subsequent to the Northridge Earthquake in January 1994. The C&D recycling operations were originally set up to process mixed earthquake debris. One facility sorts materials from mixed construction and demolition debris using both manual and mechanical processing systems. It takes in loads from its own vehicles and it accepts all types of mixed C&D debris from other haulers for a per-ton tip fee. Materials separated from mixed C&D debris for recycling at this location include asphalt, cardboard, concrete, concrete and clay roofing tiles, brick, plaster, gypsum, wood, yard waste, metals, and dirt.

The supermarket trim and cull recycling operations consist of receiving these materials in special Community Recycling trailers. The trucks and trailers are first weighed to determine the gross weight, and then the trailers proceed to the trim and cull receiving area, which consists of a concrete slab that is sloped to a drain near the infeed conveyor. The trailers use the onboard unloading system to tip the material from the trailer onto the tipping floor. After tipping onto the floor, a wheel loader pushes up the material into a pile near the infeed conveyor. Any liquid that may be freed from the produce trim and cull material drains to a sump and is pumped to a solids separator. The free liquid is retained in a tank, awaiting transport to the compost site in Lamont, California. The produce trim and cull is placed onto the infeed conveyor and conveyed to the electric grinder for sizing. After sizing, the material is dropped onto a conveyor and delivered to a stockpile also awaiting transport to the compost facility in Lamont. CR&RR does not receive or process dairy products, including soy milk, nor meat products at the facility as part of the trim and cull operation (pursuant to the Stipulated Order for Abatement). Therefore, a load check is in place to check each supermarket load for meat and dairy products. The driver inspects each load when the load is first tipped in the CR&RR facility. If meat or dairy contamination is observed, the driver will notify the excavator operator who will set aside the contaminated portion of the load, which will be moved to the front yard and directly loaded into the compactor designated for the landfill. If no excavator operator is on site, the driver is to notify the supervisor on site who will communicate to the excavator operator when he/she returns to implement the above procedure.

The construction materials recycling facility currently consists of two receiving areas; one where self haul vehicles unload the materials, and the other where commercial haulers tip the loads on to the floor at the incoming stockpile. The incoming loads are inspected to determine if any hazardous materials are present and if none are present, the materials are pushed up into the stockpile. Excavators are used to move the materials and meter them onto the infeed conveyor. From the infeed conveyor, the materials are routed through a pre-sort area and into a primary screener. Various materials are removed from the stream for recycling, including wood, metal, organics, rock, and dirt. The residual is conveyed to a compactor for densification and placed in a transfer trailer for delivery to the landfill.

The wood waste area consists of a tipping floor where clean loads of wood waste are received and also the separated wood waste from the construction materials recycling is delivered. The tipped wood waste is moved into a pile utilizing a wheel loader. An excavator is utilized to pick the wood from the pile and place it into a tub grinder for sizing. The ground wood is conveyed to a trommel to separate the fines (small dirt and wood) from the wood and the oversized wood is conveyed to a stockpile. Trucks are loaded from the stockpile that will then deliver the ground wood to a biomass-fueled power plant for conversion to electricity. The fines are conveyed to a stockpile and eventually loaded into trucks for delivery to compost facilities or to landscapers.

The green waste receiving and processing facility consists of a scale where the incoming trucks are weighed. The trucks proceed to the tipping floor where they unload the source-separated green waste. A wheel loader pushes the green waste into an incoming stockpile. An excavator is utilized to meter the green waste from the stockpile onto the infeed conveyor. The conveyor delivers the green waste to the

electric grinder for sizing. After sizing the green waste is conveyed to the ground materials stockpile awaiting transport to the compost facility in Lamont, approximately 100 miles to the north.

Loading operations from the ground materials stockpiles continue throughout the day. The ground supermarket trim and cull is given first priority, followed by the green waste and organics, and finally the wood waste.

Project Site – East of De Garmo Avenue (4.26-Acre Site)

The 4.26-acre site is located on the east side of De Garmo Avenue, across the street from the transfer station site (8.03 acre site). This portion of the project site contains one existing scale, two stacking lanes, an approximately 4,000-square-foot office building, a canopy, and storage and parking areas. Crown Disposal and Community Recycling use the office building for training and in-door storage.

The canopy located on this site is the maintenance facility for Crown Disposal vehicles. A separate company, Maintenance Services Inc, operates the maintenance facility. A portion of this site is also used for storage of roll-off boxes and parking of Crown Disposal vehicles. In addition, there are 14 parking spaces used by CR&RR.

Other Facility Operations

Scales and Circulation

CR&RR implements a traffic management program using employees whose primary daily responsibility is to manage the flow of inbound and outbound traffic to keep the streets open for other traffic and to ensure safe operations of vehicles entering and exiting the property.

All customers have to go across the scales and have the transaction recorded before entering the site. Crown Disposal, as well as other disposal companies, operates vehicles that enter the site. Crown Disposal provides refuse hauling services to multi-family buildings, commercial buildings, industrial customers, and construction sites to customers in Los Angeles, San Fernando, Beverly Hills, Burbank, Glendale, and other local areas. The Crown Disposal vehicles use the scale at the 4.26-acre site across the street from the transfer station, and the non-Crown Disposal vehicles use the two scales located alongside the scalehouse on the transfer station site (the 8.03-acre site). There is also a green waste scale in the back yard of the transfer station site for the incoming City of LA green waste trucks and an outgoing scale to record all the outgoing materials from the backyard. Approximately 95% of incoming refuse vehicles have had their tare weight recorded in the computer, so after tipping their load, they do not have to return to the scale to record their tare weight. In addition, every vehicle leaving the facility with outgoing material (i.e., residual going to a landfill, recycled material going to local or overseas mills) must be weighed to record outgoing material. The outgoing materials from the front yard (recyclables or residual) are weighed on one of the scales alongside the scalehouse.

The two scales located in the front yard of the transfer station site are primarily used for incoming vehicles, although one can be used for incoming vehicles and the other for outgoing vehicles. All non-Crown Disposal vehicles enter the transfer station site from the driveway on De Garmo Avenue and are weighed on one of these two scales. From the scales, the trucks that are delivering materials to the transfer station in the front yard proceed to the tipping area. The non-Crown Disposal vehicles that have construction/demolition or green waste materials are weighed and then exit back on De Garmo Avenue and go to Randall Street and enter the back yard from Randall Street. The non-Crown Disposal vehicles that have wood or tree trimmings are weighed and then exit onto De Garmo Avenue and proceed to Pendleton Street and enter the wood area off Pendleton. The City of LA green waste trucks go directly to the back yard and enter from Pendleton Street and are weighed on the green waste scale in the back yard.

The 4.26-acre site (across the street from the transfer station) contains one existing scale, two stacking lanes, an office building, a canopy, and storage and parking areas. The scale is currently only used by Crown Disposal vehicles, which enter the site on a driveway from Randall Street. The driveway comes from the back property line and wraps around up to the scale. There are two stacking lanes that lead up to the scale, which are also currently used only by Crown Disposal vehicles, and are approximately 500 feet long by 24 feet wide or about 12,000 square feet of the site. After the Crown Disposal vehicles have been weighed, they exit the site onto De Garmo Avenue. From there, the Crown Disposal vehicles that have construction/demolition or green waste materials proceed to Randall Street and enter the back yard from Randall Street, and the Crown Disposal vehicles that have wood or tree trimmings proceed to Pendleton Street and enter the wood area off Pendleton. The Crown Disposal vehicles that have refuse proceed across De Garmo Avenue and enter the transfer station.

Odor Prevention

CR&RR employs a number of performance standards in its daily operations (many of which are pursuant to the Stipulated Order for Abatement). Chief among those standards are constant housekeeping and site maintenance, wetting of incoming and unloading operations to suppress the rise of dust and particles, directional signage and observers to ensure that no hazardous materials enter the property, aggressive rodent controls, recycling and removing organic material off-premises within 24-hours of receipt, and as previously stated, constant traffic control.

While many of these performance standards aid in operational efficiency, they also have the dual effect of managing potential adverse effects such as odor which is monitored and controlled. Odor from recycling operations as well as from the general unsorted residential and commercial waste may emanate from the supermarket produce trim and cull activities and from green waste recycling. The supermarket trim and cull material is managed by processing and removing the processed material to a composting facility in an adjacent county within 24 hours of receipt. The fluid generated from the trim and cull material is recovered from a drain and sump system and the fluid is pumped into a tank truck and sent for recycling. An odor neutralizing spray is applied to the trim and cull (and green waste) material while the materials are conveyed from the grinder to the stockpile. Green waste is managed by restricting acceptance of green waste to fresh-cut only and rejection of any material that has been previously collected and stored,

or that which enters the site already emitting a strong odor. Inspections of vehicles and their loads prior to discharge for odor prevents those items from entering the site. All rejected loads are documented by the green waste area supervisor. Acceptable green waste is collected on a concrete pad designed to minimize water run-off and to prevent ponding. All green waste, vegetation, wood waste, and tree trimming materials received by 5:00 pm on any day is processed by midnight that same day. Daily logs of green waste receiving and shipping are maintained as proof of operators' efforts at odor control. All residual waste from the processed green waste storage pad and trim and cull operations pad is thoroughly cleaned out and washed down within one hour after completion of all daily green waste loading and trim and cull activities. The operator also maintains and advertises the 24-hour hotline number to receive and respond to issues, concerns, and complaints from surrounding neighbors. Records of such complaints are maintained along with a report of action taken on each call received.

Dust Control

The operator washes each of the operator's waste trucks daily on-site to reduce the potential for transport of dust and foreign objects onto surrounding streets and neighborhoods. In the same interest, the operator sweeps the facility at least once per hour and the streets at least twice per day. Every two to four hours, the operator employs its specially modified water truck to spray a light coat of water over the facility grounds, also in order to manage odor and dust emissions. These dust control measures will be utilized more frequently as needed. Additional dust control measures include moistening all inbound loads of wood products and watering wood and wood chips during any movement, unloading, or grinding to limit dust and control fugitive dust.

As additional dust controls, the operator regularly checks and maintains all misting and spray nozzles to ensure that each is operating as intended. A misting system is also installed and operated along the perimeter fence to assist in suppressing airborne transport of dust and odor.

Vector Control

A vector control company sprays for insects, installs and monitors bait stations for rodents, and inspects the site weekly for rodents and insects. During the summer fly traps are set up around the transfer station, green waste, and food waste areas. To control birds, nylon monofilament is strung around the facility above the tipping floors for the transfer station and the food waste receiving area.

Parking

There are 40 existing parking spaces for the CR&RR facility. Fourteen of these spaces are located on the southeast corner of De Garmo Avenue and Pendleton Street (next to the scales) and the remaining 26 spaces are rented from the Pick Your Part parking lot across Pendleton Street.

D. PROJECT CHARACTERISTICS

The Proposed Project includes expansion in CR&RR operations and physical site improvements. Specifically, the Proposed Project involves the following items:

- Increase of the permitted tonnage for receipt of municipal solid waste under the existing SWFP;
- Expansion of the existing SWFP to include the non-permitted activities allowed under the IOA and increase in tonnage;
- Construction of a 107,000-square-foot structure to enclose back yard operations pursuant to the Stipulated Order for Abatement and Findings relating to odor emanating from green waste recycling operations;
- Installation of a Wet Scrubber System in the proposed 107,000-square-foot structure enclosure to further abate odors;
- Construction of two canopies: one over the existing incoming construction and demolition stockpile in the back yard operations (located along Randall Street) and the other to be located over the existing commercial refuse tipping area in the front yard operations area along the southern project site boundary;
- Perimeter Fence replacement; and
- Additional shift of employees.

These items are discussed in greater detail below under Solid Waste Facility Permit, Physical Improvements, and Staffing and Parking.

Solid Waste Facility Permit (SWFP)

As previously identified, CR&RR is a resource recovery (transfer station) operation. Approximately 65% of all material received at the site is processed and recovered for re-use and economic value in either agriculture, construction, plastics, papers, metals, etc. The remaining 35% is transferred to sanitary landfills.

CR&RR is proposing to revise the existing SWFP to include materials received under the current permit and those allowed under the IOA. The purpose of the revised solid waste facility permit is to consolidate resource recovery (transfer station) and recycling operations at Community Recycling under one comprehensive permit in order to respond to new recycling industry regulations, and also increase the permitted tonnage over what currently takes place at the facility. As discussed above, CR&RR is currently permitted under the existing permit to receive 1,700 TPD of Municipal Solid Waste.

Additionally, CR&RR currently receives a total of 2,900 TPD of non-permitted recyclable materials pursuant to the IOA.

As shown in Table II-1, the revised permit would include all of the existing materials currently received and an increase in tonnage of those materials from 4,600 TPD to 6,700 TPD.

CR&RR is also modifying the method of receiving material by utilizing an additional dedicated inbound scale that currently exists and used by CR&RR on leased property directly across the street on the east side of De Garmo Avenue. This would be utilized exclusively by Crown Disposal vehicles, which currently comprise approximately 50% of the incoming vehicles per day. The vehicles using this scale would enter from Randall Street. The driveway to the scale has off-street stacking lanes 500 feet long to remove vehicle stacking on De Garmo Avenue and Pendleton Street by vehicles waiting for load inspection and permission to enter the premises.

Table II-1
Revised SWFP Materials and Tonnage Permitted

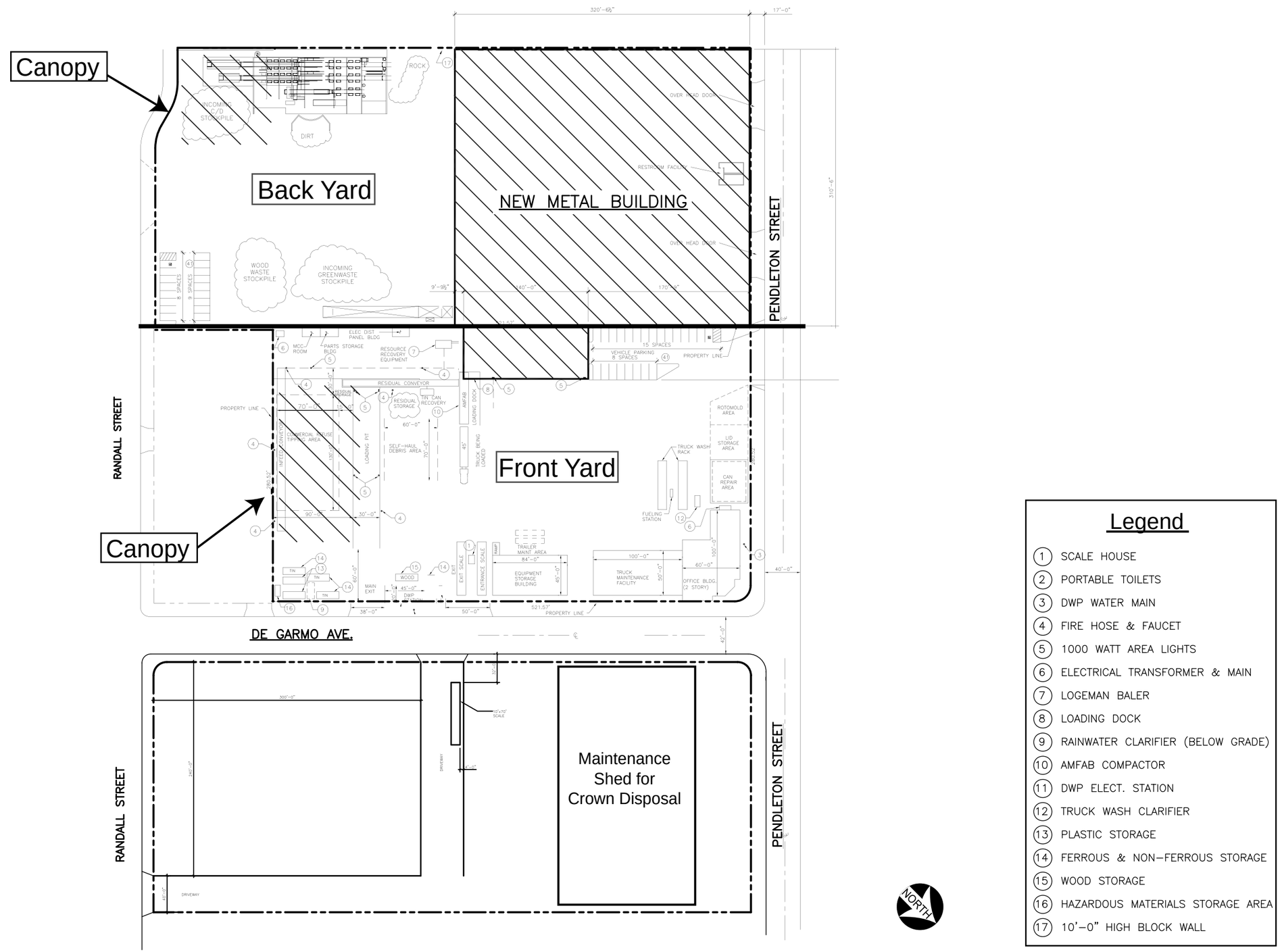
Type of Waste	Current Amount Allowed Per Existing SWFP and IOA	Expanded Tonnage under Revised SWFP
SWFP		
Municipal Solid Waste	1,700 TPD	2,500 TPD
IOA		
Construction Materials	1,200 TPD	2,000 TPD
Source-Separated Green Waste	1,200 TPD	1,500 TPD
Source-Separated Supermarket Trim and Cull	350 TPD	500 TPD
Source-Separated Wood Waste	150 TPD	200 TPD
TOTAL	**4,600 TPD**	**6,700 TPD**
TPD = tons per day		

Physical Improvements

The physical improvements on-site include: a new building, roof structures/canopies, and the replacement of the existing perimeter fence. The new building was proposed by the applicant in December 2004 in response to the Stipulated Order of Abatement and Findings by the SCAQMD identified above in order to reduce odors and dust emanating from the site. The enclosure, roof structures, and perimeter fence will be constructed of the same metal panel siding material (refer to Figure II-3, Proposed Site Plan).

Proposed Building

Pursuant to the SCAQMD Stipulated Order for Abatement on odors emanating from organics and food materials, a 107,000-square-foot structure is proposed to enclose most of the back yard operations relating



Legend

1. SCALE HOUSE
2. PORTABLE TOILETS
3. DWP WATER MAIN
4. FIRE HOSE & FAUCET
5. 1000 WATT AREA LIGHTS
6. ELECTRICAL TRANSFORMER & MAIN
7. LOGEMAN BALER
8. LOADING DOCK
9. RAINWATER CLARIFIER (BELOW GRADE)
10. AMFAB COMPACTOR
11. DWP ELECT. STATION
12. TRUCK WASH CLARIFIER
13. PLASTIC STORAGE
14. FERROUS & NON-FERROUS STORAGE
15. WOOD STORAGE
16. HAZARDOUS MATERIALS STORAGE AREA
17. 10'-0" HIGH BLOCK WALL

Source: Wiss, Janney, Elstner Associates, Inc., December 7, 2007.

to those materials. Specifically, the structure would enclose the current produce trim and cull receiving operations, processed organics stockpile, and the wood receiving, processing and ground material stockpile.

The structure is proposed to include four truck or tractor openings – two facing Pendleton Street, one along the east building elevation, and one along the south building elevation. Like under existing conditions, the fluid collected from the supermarket trim and cull operations would be collected and pumped into a sealed tank truck for off-site disposal. Ponding of liquids would not be permitted on the premises like under existing conditions. Further, as under current operations, no diary or meat products would be accepted at the supermarket trim and cull facility, and the load check for these materials would continue to be implemented, as described above.

Wet Air Scrubber System

The proposed 107,000-square-foot building enclosure would utilize a negative draft system that would draw air from the receiving and processed stockpile areas inside the building. The air would then be treated through an odor cleansings system (wet air scrubber) to remove the odorous compounds before the air is discharged to the atmosphere. The building wet air scrubbers remove a wide variety of odor causing compounds. The compounds are adsorbed into a liquid and then oxidized by various chemicals, including ozone. The ozone would be produced from air that has been compressed and dried. The ozone generator would convert some of the dry air into ozone (typically 1% to 2% ozone by weight) by flowing through the plasma discharge contained within the ozone generator. The gaseous ozone/air mixture would immediately be dissolved into water through a venturi injector driven by a booster pump. The ozone rich water would be then re-circulated through the scrubber system. System control would be through a feedback loop continuously monitoring ozone levels in the scrubbing solution. Ambient ozone detectors would also be provided as safety devices to alarm and shut down the system if the ozone levels rise above preset parameters. Equipment used to drive this operation includes a 15-horse power (HP) compressor, one ozone generator, and two 20-HP booster pumps. This equipment along with other control panels, pressure relief valves, de-gassing separators, and monitoring equipment would be mounted on a mass transfer skid and located outside of the proposed 107,000-square-foot building enclosure. This equipment would be unshielded to allow for easy maintenance and accessibility.

HVAC System

The proposed 107,000-square-foot building enclosure would include rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans in order to provide cooling and ventilation within the building.

Proposed Canopies

Two roof canopies are proposed, one at the southern corner of the project site off Randall Street and a second along the southeastern property line. As previously indicated, the canopies would be constructed

of the same metal panel material as the proposed building. The first canopy, located at the southern corner of the project site, south of a driveway on Randall Street, would cover the incoming construction and demolition stockpile operation located in the back yard. The canopy would measure approximately 100 feet wide by 100 feet long with a maximum height of 50 feet. The canopy would attach to a new perimeter fence (described below) on two sides and extend out over the incoming stockpile as well as covering the in-feed conveyor to the system. The pile height under this canopy would not exceed 40 feet in height, and would be concealed by siding as to not create a visual nuisance to the community. The second canopy would be located along the southern property line north of Randall Street in the existing refuse transfer station located in the front yard. The canopy would measure approximately 90 feet wide by 175 feet long with a maximum height of 28 feet high and would cover the incoming waste tipping floor. The roof would be attached to a new perimeter fence on the south side of the tipping floor and would also have a new wall constructed along the north side of the tipping floor. The pile height under this canopy would not exceed 25 feet in height.

As an additional measure, misting nozzles would be placed over the "heavies" load-out area to prevent the migration of dust from this area as further abatement pursuant to the Stipulated Order. The "heavies" are bulky or heavy items that have been delivered to the transfer station by collection vehicles designated for the MRF system that are too large or heavy to be processed through the MRF. If these items were to be processed through the MRF, they would cause considerable damage and/or downtime. These items are therefore identified and set aside by the excavator or loader operator for separate processing. If the items cannot be recovered in another on site recycling program, they are loaded, by the excavator operator, directly into an open top trailer which will be parked in the loading pit and sent to the landfill. The misting system will be installed above this area so that when the heavy items are loaded into the trailer they do not create dust.

Proposed Fence

The existing perimeter fence is constructed of a mix of materials and varies in height, including stand alone eight- to 12-foot high concrete block walls, mesh panels atop 12-foot-high concrete block, and chain link fencing along the north and west sides. CR&RR has proposed to replace the existing fence with a new one that would include a 25-foot-high metal panel wall along the southern and northern boundaries of the project site. Along the eastern boundary, where the project is set back from the street, a 13-foot metal panel wall would be placed atop the existing 12-foot concrete block wall. The new fence would proceed from the proposed new 107,000-square-foot building enclosure south along the property line with the adjacent property on Randall Street. It would proceed east along the Randall Street frontage to the property line with the adjacent property, turn north along the property line, and turn east again along the property line to De Garmo Avenue. The fence would continue north along De Garmo Avenue to the intersection with the existing 25-foot high building, where it would terminate. There would be two openings in the fence along De Garmo Avenue (the entrance and exit gates) and one opening in the fence along Randall Street (the entrance/exit gate).

Views of the project site as they currently appear and as they would appear with the Proposed Project physical improvements are provided in Figure II-4 through Figure II-12. Figure II-4 provides a key to the location of the photographs and renderings of the proposed improvements.

Hazardous Waste Identification and Handling Procedures

Load Check Program

To identify hazardous wastes brought to the facility, the facility would conduct two random load checks per day at the transfer station. The load check is the process by which an incoming load is selected (without prior notice) for spreading on the tipping floor, or some suitable area, so that its contents may be thoroughly visually inspected for hazardous waste, e-wastes, questionable waste, and unacceptable items. The scale house will display a prominent sign stating what wastes are not acceptable, and that all vehicles are subject to random search.

In addition to visual load checking, all loaded vehicles crossing the main scale as well as the scale in the Pendleton yard would be scanned for radioactive materials through the use of radiation detectors located at each scale. The radiation detectors are calibrated once every six months, and were last calibrated in November 2008. A sample for calibrating is kept on site. When it is detected that an incoming load is carrying radioactive material, the supervisor on site is notified. The supervisor then notifies the County Health Department as well as the Local Enforcement Agency (LEA). The load is tipped on the floor in a separate area and is segregated in an attempt to identify the generator of the material. If the generator of the radioactive material can be identified, the County Health Department and LEA are provided with the information. The radioactive material is held separately until the radioactive levels drop to an acceptable level.

Load Screening Program

In addition to the transfer station's minimum of two random load checks at the site's front yard operations, a minimum of six random load checks/screening in the back yard operations are required and would be performed under the Proposed Project. Every load that is tipped in the self-haul or Construction and Demolition (C&D) pile is spot checked by a spotter to ensure that the material meets the requirements of the CR&RR facility, such as no hazardous waste, no e-waste, no excessive odors or dust, etc. Simultaneously, the spotters are also checking to ensure that the material meets the requirements of the area in which the materials are being dumped. In addition, self-haul loads that are entirely wood or green waste are redirected to their respective processing areas. These spotters also remove contamination from the wood, green waste, and self-haul piles and segregate any electronic waste or hazardous waste that has been left behind. If the spotter is able to identify hazardous or electronic waste while the customer is still on site (which is typical), the material is returned to the customer. If the customer who brought the unwanted or unpermitted waste cannot be identified, the hazardous waste is moved to the hazardous material storage area that is located in the southeast corner of the transfer station. Daily, a set number of loads are selected and separated on a random basis to ensure that they contain no hazardous waste.

All results of load checking/screening are documented, kept in a log book, and the records are stored onsite. Copies of the front yard's load checking records and the backyard's load screening records are kept onsite for one year, and made available for review by inspectors. After one year, documentation of all load checks is recycled. If an incident of great significance has occurred, CR&RR will maintain the records for an additional year at the office located at 11216 Pendleton Street. To date, no incident has been of enough importance to merit storage of the records for an additional year.

Staffing, Parking, and Circulation

To accommodate the increased tonnage under the revised SWFP, CR&RR has proposed an additional group of 28 employees to work the existing night shift. Currently, 39 employees work the front yard and back yard areas during the night shift. With the additional employees, the night shift would total 67 workers, which is less than the day shift total of 74.

According to the Los Angeles Municipal Code (LAMC), the proposed 107,000-square-foot building enclosure would require an additional 35 parking spaces. However, the proposed structure would not house new uses, or operations resulting in additional parking spaces beyond the current 40 spaces, located on the southeast corner of De Garmo Avenue and Pendleton Street and in the Pick Your Part lot across Pendleton Street. These existing spaces accommodate CR&RR current employees for both day and night shifts. The additional night shift employees would be accommodated by the current 40 parking spaces. Therefore, CR&RR has requested a zone variance pursuant to LAMC, Section 12.27, to permit 40 parking spaces in lieu of a total of 75 spaces that would otherwise be required.

It is proposed that all vehicles would enter the east-of-De Garmo project site (4.26-acre site) area from Randall Street (both Crown and non-Crown Disposal vehicles) and would use the two stacking lanes. One of the stacking lanes would be for the Crown Disposal vehicles and the other lane for the non-Crown Disposal vehicles. From the stacking lane, the non-Crown Disposal vehicles would then cross De Garmo Avenue and proceed to the scales in the front yard of the transfer station site. The Crown Disposal vehicles would continue to use to scale on the smaller site.

Landscaping and Irrigation

If the area around the perimeter of the site is landscaped, the landscaping would be irrigated to the extent feasible with reclaimed (grey) water.

E. PROJECT OBJECTIVES

The project's objectives for the Proposed Project are:

- To construct an enclosure over the existing organics area in compliance with the SCAQMD Stipulated Order of Abatement on odor;

- To consolidate permitted and non-permitted resource and recovery operations under one comprehensive permit in order to comply with new recycling industry regulations; and

- To increase resource recovery and recycling operations to respond to existing and future recovery and recycling requirements and population growth.

F. DISCRETIONARY ACTIONS

The City of Los Angeles is the lead agency for the project. In order to construct the project, the applicant is requesting approval of the following discretionary and ministerial actions from the City:

- **Pursuant to L.A.M.C. Section 12.27,** a zone variance to permit 40 parking spaces in lieu of 75 parking spaces.
- **Pursuant to L.A.M.C. Section 16.05,** site plan review for a development which results in an increase of more than 50,000 square feet of non-residential floor area.
- **Pursuant to Title 27, Section 21640 of the California Code of Regulations,** a five year permit review.
- **Pursuant to L.A.M.C. Section 12.21 A.18(f),** a Conditional Use Permit for the operation of the facility.

Other Actions Sought:

Pursuant to various sections of the Los Angeles Municipal Code, the applicant would request approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction activities including, but not limited to the following: demolition, excavation, shoring, grading, foundation, haul route, building, and tenant improvements.

Federal, state, and regional agencies that may have jurisdiction over some aspect the project include, but are not limited to:

- Regional Water Quality Board; and
- South Coast Air Quality Management District.

G. 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 all operations under one five-year permit review;

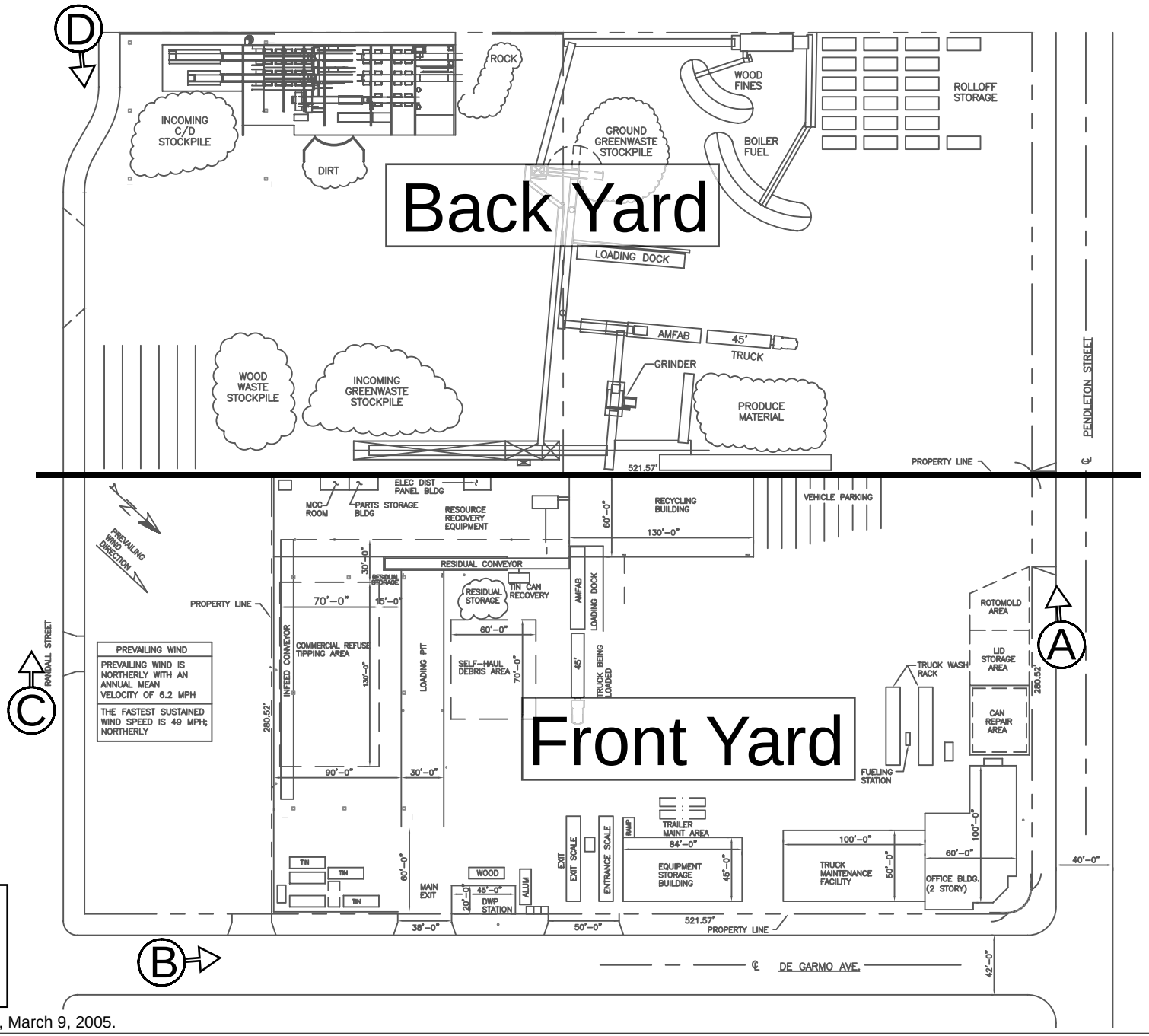
- City of Los Angeles, Environmental Affairs Department, as the LEA, for a comprehensive SWFP to include both the currently permitted and non-permitted operations at the site;

- Zoning Administrator, a zone variance to permit 40 parking spaces in lieu of 75 parking spaces;

- Planning Department, site plan review for a development which results in an increase of more than 50,000 square feet of non-residential floor area;

- California Integrated Waste Management Board, for concurrence in the issuance of the revised SWFP for the entire site; and

- Department of Building and Safety (and other municipal agencies), pursuant to various sections of the Los Angeles Municipal Code, the applicant would request approvals and permits for project construction activities.



Source: Wiss, Janney, Elstner Associates, Inc., March 9, 2005.

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Figure II-4
Location of Site Photographs

Source: The Thomas Guide Digital Edition, 2006.

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Figure II-5
View A
Existing View Looking Southwest Along Pendleton Street

Source: The Thomas Guide Digital Edition, 2006.

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Figure II-6
View A
View of Proposed Building Looking Southwest Along Pendleton Street

Source: The Thomas Guide Digital Edition, 2006.

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Figure II-7
View B
Existing View Looking West Along De Garmo Avenue

Source: The Thomas Guide Digital Edition, 2006.

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Figure II-8
View B
View of Proposed Perimeter Fence Looking West Along De Garmo Avenue

Source: The Thomas Guide Digital Edition, 2006.

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Figure II-9
View C
Existing View Looking Southwest Along Randall Street

Source: The Thomas Guide Digital Edition, 2006.

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Figure II-10
View C: View of Proposed Perimeter Fence,
Wrapping Around Adjacent Property, Looking Southwest Along Randall Street

Source: The Thomas Guide Digital Edition, 2006.

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Figure II-11
View D
Existing View Looking East on Randall Street

Source: The Thomas Guide Digital Edition, 2006.

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Figure II-12
View D
Proposed Perimeter Fence Looking East on Randall Street

III. ENVIRONMENTAL SETTING

A. OVERVIEW OF ENVIRONMENTAL SETTING

Regional Setting

The project site is located in Los Angeles County in the northeastern San Fernando Valley, approximately 18 miles north of downtown Los Angeles. Specifically, the project site is located at 9189 De Garmo Avenue between Pendleton Street and Randall Street 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 site is approximately one mile east of I-5 with several nearby northbound and southbound on- and off-ramps. The Verdugo Mountains and La Tuna Canyon are located approximately 0.5 miles to the east of the project site.

The major thoroughfares serving the area include Glenoaks Boulevard approximately 500 feet to the north, San Fernando Road approximately 0.5 miles to the south, and Tuxford Street approximately 0.2 miles to the east of the project site. San Fernando Road and Glenoaks Boulevard contain commercial and industrial land uses fronting the roadways, with residential uses located behind the commercial and industrial uses. The other major streets in the area, including Tuxford Street and Sheldon Street (approximately 0.66 miles to the north) contain commercial and industrial uses east of San Fernando Road, with residential uses and school sites located along Sheldon Street west of San Fernando Road. A City of Los Angeles Department of Water and Power generating station is located approximately 0.7 miles northwest of the project site on Sheldon Street. A City of Los Angeles Department of Water and Power right-of-way runs parallel to Sheldon Street. Tuxford Street, east of Glenoaks Boulevard, is primarily commercial.

Trucks southbound on I-5 in transit to the site can exit at Sheldon Street, Lankershim Boulevard, or Penrose Street. Trucks northbound on I-5 can exit at Glenoaks Boulevard, Sunland Boulevard, or Penrose Street. East-west local roads that provide access to the site include Tuxford Street and Penrose Street. San Fernando Road, Sunland Boulevard, Glenoaks Boulevard, and Lankershim Boulevard all provide north-south access into the project area.

Because of its location within an alluvial wash that handles drainage from the nearby Verdugo and San Gabriel Mountains, the area contains extensive aggregate (i.e., sand and gravel) resources that have been mined in surface pits over many years. A number of these pits have been used as landfills after aggregate mining operations have ceased.

Local Setting

The subject property is an assemblage of 19 separate parcels situated at the southeast and southwest corners of De Garmo Avenue and Pendleton Street, in the Sun Valley Community of the City of Los Angeles. In total, these parcels house the operations known as Community Recycling & Resource

Recovery, Inc. (CR&RR). The parent parcel is designated Assessor Parcel Number 2408-034-042. The total acreage encompassed by this operation is approximately 12.29 acres.

The CR&RR facility consists of a front yard (measuring approximately 266 feet along Pendleton Street and 520 feet along De Garmo Avenue) and slightly longer rear yard (measuring approximately 311 feet along Pendleton Street and ranging from 632 feet along the property line to 660 feet abutting the front yard between Pendleton Street and Randall Street) located on the southwest corner of De Garmo Avenue and Pendleton Street. On the southeast corner, the facility contains a truck scale, truck parking, and bin storage. Refer to Figure II-2 in Section II, Site Plan. Immediate access to the site is provided by Pendleton Street, Randall Street, and De Garmo Avenue.

The project site is located within the Sun Valley-La Tuna Canyon Community Plan Area. The general plan land use designation in the community plan for the project site is "Heavy Industrial" and it is zoned M3-1-G. Additionally the project site is within and Environmental Justice Improvement Area (ZI-2355) and a Los Angeles State Enterprise Zone (ZI-2374).

On-Site Land Uses

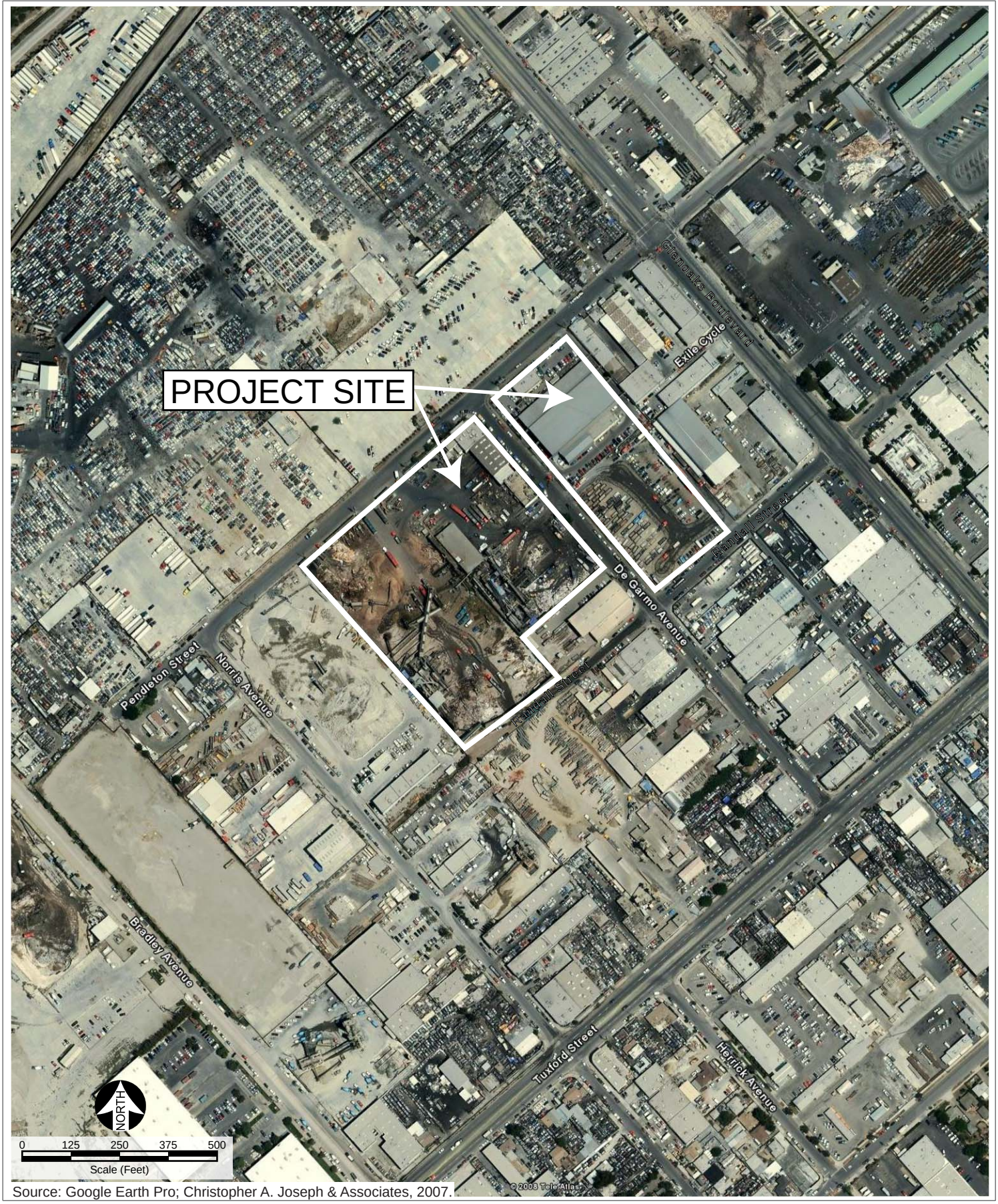
The site is currently developed with an existing transfer station (allowed per the SWFP) and non-permitted recycling activities (allowed pursuant to the Interim Operating Agreement) that are conducted 24-hours a day, seven days a week. In general the site is open, with existing structures limited to one two-story office building, an equipment storage building, and a few roof-only non-enclosed structures for recycling, truck maintenance, and equipment repair. The front yard is paved and contains the existing structures, parking areas and resource recovery equipment. Other activities occurring in the front yard include commercial refuse tipping, resource recovery, and recycling. The rear yard is paved and contains a conveyor system and grinder. It is dedicated to activities associated with construction and debris material, wood waste, green waste, and produce (refer to Figure III-1, Aerial View of Project Site).

The existing perimeter fence along the property line is a combination of stand-alone cinderblock wall, mesh screening material atop 10- to 12-foot high concrete blocks and chain link fencing along the north and west sides of the property. Driveways are open and all operations on the site are visible.

Views of the project site are presented in Figures II-5 through II-12 in Section II.

Surrounding Land Uses

Land uses immediately adjacent to the project site are commercial and industrial. 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. Land uses of note in the area, in addition to the project site, include Pick Your Part (a closed landfill currently operating as an auto dismantling and salvage yard) across Pendleton Street to the northwest, Bradley Landfill to the west (west of Pick Your Part), Vulcan Processing Facility (rock crushing/gravel processing) located approximately 0.5 miles to the southwest of the site, Yellow Freight and Vulcan Inert



Source: Google Earth Pro; Christopher A. Joseph & Associates, 2007.

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Figure III-1
Aerial View of Project Site

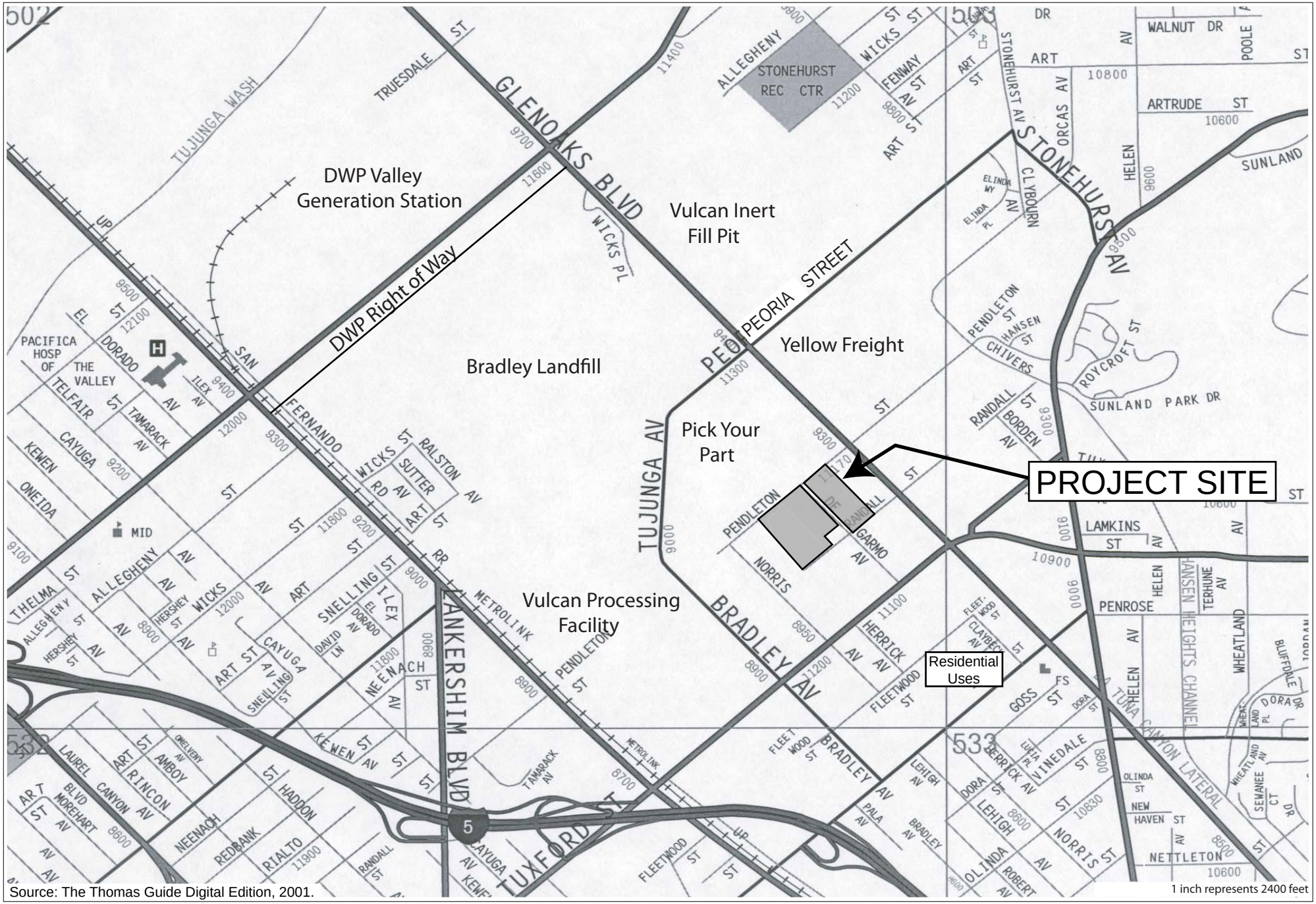
Fill Pit to the north on the north side of Glenoaks, small-scale heavy industrial uses along both sides of De Garmo Avenue to the southeast, and a construction debris material recycling facility to the south. The nearest residence is located to the southeast approximately 1,800 feet from the portion of the project site where construction will occur (refer to Figure III-2, Surrounding Land Uses).

B. RELATED PROJECTS

Sections 15126 and 15130 of the State CEQA Guidelines provide that EIRs consider the significant environmental effects of a proposed project as well as "cumulative impacts." "Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (CEQA Guidelines Section 15130 (b)(1)(A)).

All proposed (those with pending applications), recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the proposed project are included in the EIR. For an analysis of the cumulative impacts associated with these related projects and the proposed project, cumulative impact discussions are provided under each individual environmental impact category in Chapter IV of this EIR.

The list of related projects consists of 16 projects (see Table III-1). Sources for the list include the City of Los Angeles Planning Department, Los Angeles Unified School District (LAUSD) and the City of Los Angeles Department of Transportation (LADOT). This list includes all approved, proposed, or potential projects within an approximately 2.5 mile radius of the project site that are expected to be completed by project opening. Since this list was compiled, some of the listed projects have opened or have been reduced in scope. For purposes of the traffic analysis, these projects continue to be shown on the related projects list because they were not generating traffic at the time the traffic counts were taken, but will be generating traffic at the time the proposed project opens. The locations of the related projects are shown in Figure III-3.



Source: The Thomas Guide Digital Edition, 2001.

1 inch represents 2400 feet

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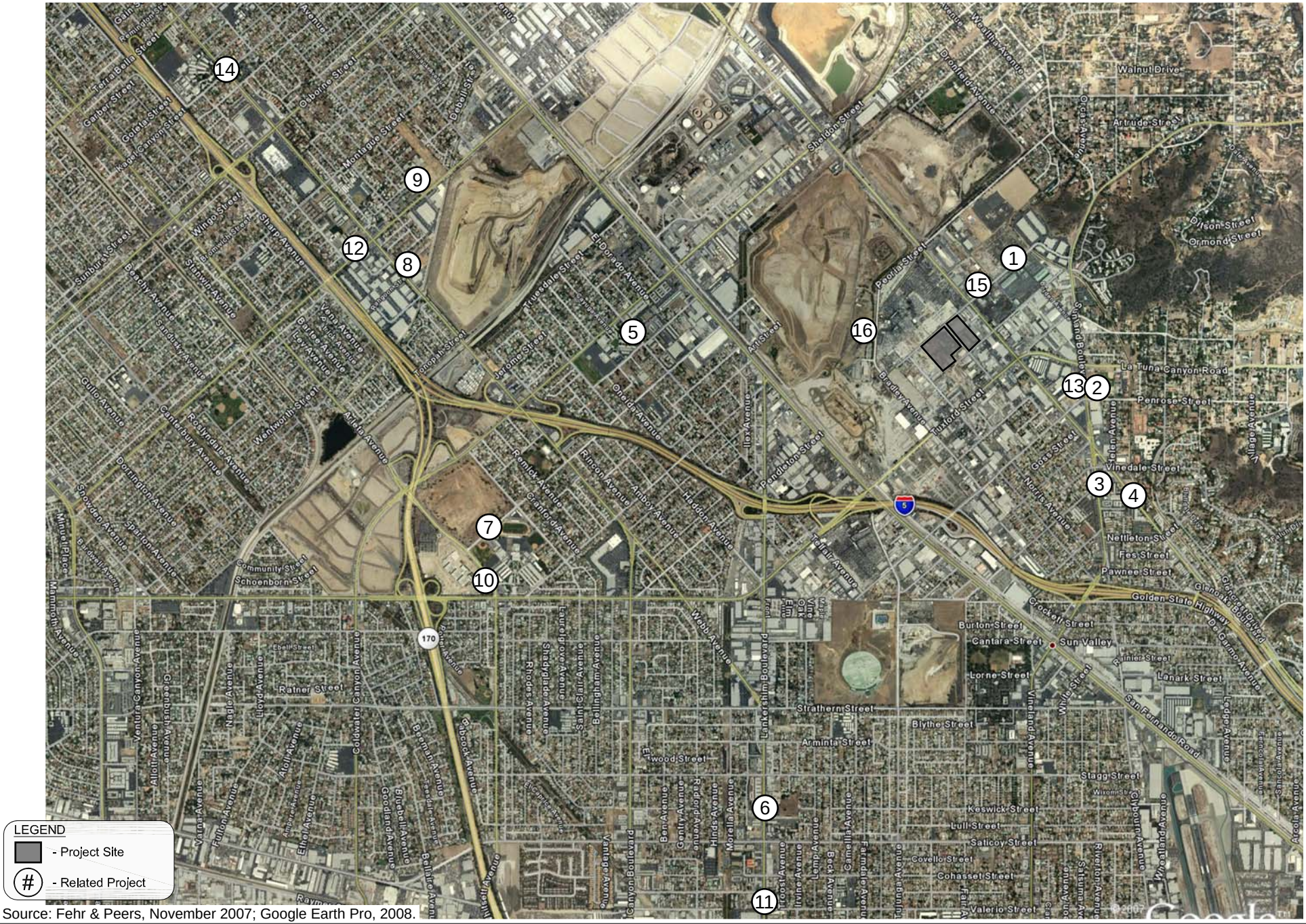
Figure III-2
Surrounding Land Uses

Table III-1
Related Projects

No.	Location	Land Use	Size
1	11051 Pendleton St	Open Air Market	29,000 sq. ft.
2	9000 Sunland Bl	Mixed-Use	n/a
3	8652 Sunland Bl	Commercial Center with Offices	17,000 sq. ft
4	8612 Glenoaks Bl	Multi-Family Housing	70 du
5	9171 Telfair Ave	LAUSD High School	1,620 seats
6	7660 Lankershim Bl	Multi-Family Housing	120 du
7	12455 Wicks St	Park	n/a
8	9350 Laurel Canyon Bl	Condominium	79 du
9	9582 Haddon Ave	Condominium	125 du
10	8401 Arleta Ave	High School, Middle School, and Student Day Care	2,673 seats
11	7401 Lankershim Bl	Multi Family Housing and Retail	106 du
12	12953 Branford St	Charter School	n/a
13	9112 Sunland Bl	Montague Academy (school)	400 seats
14	9989 Laurel Canyon Bl	Charter school	400 seats
15	11121 Pendleton St	Mixed Waste Facility	1,500 TPD
16	9081 Tujunga Avenue	Bradley Transfer Station	7,500 TPD

Source: Fehr & Peers/Kaku Associates, January 2008.
du=dwelling units; TPD=tons per day.



Source: Fehr & Peers, November 2007; Google Earth Pro, 2008.

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Figure III-3
Location of Related Projects

IV. ENVIRONMENTAL IMPACT ANALYSIS
A. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

The Initial Study (included as Appendix A to this Draft EIR and incorporated by reference herein) analyzed all issue areas and concluded that the Proposed Project would either have a less than significant impact or no impact as to certain areas. That analysis is provided below, with minor revisions and updates based on additional information and comments received after the Notice of Preparation.

- **Agricultural Resources**

The project site has been used for landfill, transfer, and recycling operations since 1974 (although it operated as the "De Garmo Pit", which was a landfill in the 1940s and early 1950s, until it was closed). Investigation of the project site concluded that no farmland or agricultural activity exists on or in the vicinity of the project site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the project site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the project site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

The project site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. The project site is zoned M3-1-G, which is characterized by heavy manufacturing and industrial land uses. The project site is not zoned for agricultural production, and there is no farmland at the project site. In addition, no Williamson Act Contracts are in effect for the project site.

- **Biological Resources**

Sensitive or Special Status Species

The project site is already disturbed and has been used for landfill, transfer, and recycling operations since 1974 (although as discussed above, it operated as the "De Garmo Pit" from the 1940s to the early 1950s). No removal or modification of habitat would occur as a result of activities associated with the Proposed Project. Therefore, no impact to sensitive species identified by the California Department of Fish and Game or U.S. Fish and Wildlife Service would occur.

Riparian Habitat, Other Sensitive Natural Community or Wetland Habitat

No riparian or other sensitive habitat areas are presently located on the project site. Therefore, the Proposed Project would not impact any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and

Game or U.S. Fish and Wildlife Service. The project site is an existing transfer and recycling station and has been used for landfill operations since 1974. Review of the National Wetlands Inventory identified no protected wetlands in the project area. Therefore, the project site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act, and no impacts to riparian or wetland habitats would occur with implementation of the project.

Wildlife Corridor

The project site is located in an area that has been previously developed in an industrialized area of the City of Los Angeles. Due to the industrialized surroundings, there are no wildlife corridors or native wildlife nursery sites in the project vicinity. Therefore, the project would not interfere with the movement of any resident or migratory fish or wildlife species.

Conflict with Local Ordinances or Policies

The project site is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. No trees currently exist on the project site and no trees would be removed with development of the Proposed Project. Therefore, the Proposed Project would not conflict with any tree related policies protecting biological resources and, as such, no impact would occur.

Habitat Conservation Plan

The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the project.

- **Cultural Resources**

Historical Resources

Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect could occur if the project would adversely affect an historical resource meeting one of these definitions. The existing project site is occupied with a resources recovery and recycling station. None of the onsite structures are historically significant and therefore, no project impacts to historical resources would occur.

Archaeological Resources

Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. A project-related significant adverse effect could occur if the project were to affect archaeological resources which fall under either of these categories. Past grading and excavation activities have occurred on the project site as the site is currently developed with existing resource recovery and recycling operations. Further, a portion of the site was used as a municipal landfill that was closed in the 1950's. It is therefore likely that any archaeological remains that might have once occurred on the project site would have been eliminated by past development activities. Furthermore, the construction of the Proposed Project would not involve major excavation activities; it would only involve the scraping of old concrete, installing piers for support and laying new concrete to support the foundation of the new structure to enclose the existing organics area. As such, no impact with respect to archaeological resources would occur with implementation of the Proposed Project.

Paleontological Resources

Past grading and excavation activities have occurred on the project site as the site is currently developed with existing resource recovery and recycling operations. Further, a portion of the site was used as a municipal landfill that was closed in the 1950's. It is therefore likely that any paleontological remains that might have once occurred on the project site would have been eliminated by past development activities. Furthermore, the construction of the Proposed Project would not involve major excavation activities; it would only involve the scraping of old concrete, installing piers for support and laying new concrete to support the foundation of the new structure to enclose the existing organics area. As such, no impact with respect to paleontological resources would occur with implementation of the Proposed Project.

Human Remains

Past grading and excavation activities have occurred on the project site as the site is currently developed with existing resource recovery and recycling operations. Further, a portion of the site was used as a municipal landfill that was closed in the 1950's. It is therefore likely that any human remains that might have once occurred on the project site would have been eliminated by past development activities. Furthermore, the construction of the Proposed Project would not involve major excavation activities; it would only involve the scraping of old concrete, installing piers for support and laying new concrete to support the foundation of the new structure to enclose the existing organics area. As such, no impact with respect to previously interred human remains would occur with implementation of the Proposed Project.

- **Geology and Soils**

Septic Tanks

The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. No impact would occur.

- **Hazards and Hazardous Materials**

Hazardous Emissions within One-Quarter Mile from Existing School

No schools are located within one-quarter mile of the project site. The nearest school is the Stonehurst Avenue Elementary School, located approximately one mile northeast of the project site. The existing resource recovery and recycling operations do not emit hazardous emissions nor accept hazardous or acutely hazardous materials, substances, or waste. Small amounts of hazardous materials discovered in the course of existing resource recovery and recycling operations are removed from the transfer station and handled in accordance with existing regulatory requirements. Because of the small volumes involved and established procedures for handling and securing such materials, they do not pose a substantial risk to surrounding areas. Therefore, potential impacts associated with hazardous materials in the vicinity of schools would be less than significant.

Listed Hazardous Materials Sites

California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if the project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. The Proposed Project, does not, in its normal mission, handle hazardous waste or hazardous materials, except in small amounts as indicated above, and is not included on any list of such sites. Therefore, no impact related to listed hazardous materials sites would occur.

Airport Safety Hazards

The nearest airport to the project site is the Whiteman Airport, a general aviation airport located approximately 2.2 miles north of the project site. The Bob Hope Airport (BUR) is located approximately 4.8 miles south of the project site, and the Van Nuys Airport is located approximately 12.8 miles southwest of the project site. Furthermore, there are no private airstrips in the vicinity of the Proposed Project. As such, no impacts associated with airport safety hazards would occur.

Emergency Response/Evacuation

Development of the Proposed Project involves a revised solid waste facility permit for the existing resource recovery and recycling operations, as well as the construction of an approximately 107,000-square-foot warehouse building to be located over the business' existing organics area, two roof structures, and a perimeter fence. Implementation of the Proposed Project would be subject to the provisions of existing emergency response and emergency evacuation plans that would be subject to the approval of the Los Angeles Fire Department in the course of its ministerial duties. Therefore, potential impacts associated with emergency access or emergency response would be less than significant.

Wildland Fire Risks

The project site is not located in an area prone to wildland fires. Therefore, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and no impact would occur.

- **Hydrology and Water Quality**

Water Quality Standards

For the purpose of this specific issue, a significant impact may occur if the project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The existing transfer station has been designed to comply with water quality standards and waste discharge requirements. The project site operates under industrial wastewater permit #W-460821 and NPDES industrial activity stormwater permit #4B19S004715. Under the Proposed Project, existing resource recovery and recycling operations would continue and no significant increase in storm flows to the storm drainage system would occur. As such, a less than significant impact would occur.

Groundwater

The Proposed Project would not include deep excavations that have the potential to intercept existing aquifers nor would the Proposed Project include construction that would interfere with groundwater recharge and thus affect groundwater supplies. The Proposed Project would not result in a substantial increase in water usage that would have the potential to deplete groundwater supplies. Therefore, no impacts related to groundwater supply would occur.

Alteration of Existing Drainage Plan

Under the Proposed Project, existing transfer station operations would continue. Development of the Proposed Project involves a revised solid waste facility permit for the existing resource recovery and recycling operations, as well as the construction of an approximately 107,000-square-foot warehouse building to be located over the business' existing organics area, two roof structures, and a perimeter fence. The construction of the Proposed Project would not involve major excavation activities; it would only involve the scraping of old concrete, installing piers for support and laying new concrete to support the foundation of the new structure to enclose the existing organics area. Therefore, no alteration in drainage patterns would occur under the Proposed Project and any potential drainage impacts would be less than significant.

Runoff

For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the project site were to increase to a level which exceeds the capacity of the storm drain system serving the project site. A project-related significant adverse effect would also occur if the project would substantially increase the probability that polluted runoff would reach the storm drain system.

Development of the Proposed Project involves a revised solid waste facility permit for the existing resource recovery and recycling operations, as well as the construction of an approximately 107,000-square-foot warehouse building to be located over the business' existing organics area, two roof structures, and a new perimeter fence. Under the Proposed Project, existing permitted and non-permitted transfer station operations would continue, and there would also be an increase in overall permitted tonnage above what is currently coming to both the permitted and non-permitted areas. Runoff volume from the transfer station would not change significantly as a result of the Proposed Project because no increase in drainage area would occur and runoff would continue to be handled by the existing drainage system. As such, impacts would be less than significant.

Flood Hazards

The Proposed Project does not involve the development of housing units and the project site is not in an area designated as a 100-year flood hazard area. Additionally, the project site is located in a highly urbanized area and would not have the potential to impede or redirect floodwater flows. Therefore, the project would not have risks of flooding and no impact would occur.

Flooding from Failure of Levee or Dam

The project site and surrounding areas are located in an identified inundation zone in the remote event of a failure of the Hansen Dam. Under the Proposed Project, existing permitted and non-permitted resource recovery and recycling operations would continue, and there would also be an increase in overall permitted tonnage above what is currently coming to both the permitted and non-permitted

areas. However, no new structures would be constructed that would expose people or structures to significant risks from flooding resulting from inundation. The only structures that would result from implementation of the Proposed Project would be an approximately 107,000-square-foot structure to enclose the existing organics area, as well as two roof canopies, and a new perimeter fence. As such, a less than significant impact associated with flooding hazards.

Seiche, Tsunami or Mudflow

The project site is located approximately 16 miles from the ocean and is not located within a hillside area. Therefore, no impacts are anticipated as a result of seiche, tsunami, or mudflow.

- **Land Use and Planning**

Physically Divide an Established Community

A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The area surrounding the project site is primarily developed with industrial land uses. The existing operation on site is compatible with industrial uses and the Proposed Project would not change the existing land use. Therefore, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the surrounding (established) community and no impacts would occur.

Habitat Conservation Plan

No such plans presently exist which govern any portion of the project site. Further, the project site is located in an area which has been previously developed with commercial and light industrial uses, and is also within an industrialized area of the City of Los Angeles. Therefore the project would not have the potential to cause such effects, and no impact would occur.

- **Mineral Resources**

The project site is located in a Mineral Resource Zone 2 Area (MRZ-2) and a Surface Mining District (G). Sites with these designations contain potentially significant sand and gravel deposits that are to be conserved and any proposed development plan must consider access to the deposits for purposes of extraction. However, much of these areas within the City of Los Angeles, including the project site, were developed with structures prior to the classification and, therefore, they are unavailable for extraction. No oil extraction activities have historically occurred or are presently conducted on the project site. Activities associated with the Proposed Project would not represent conversion of existing or potential mineral extraction uses to another use.

Development of the Proposed Project involves a revised solid waste facility permit for the existing resource recovery and recycling operations, as well as the construction of an approximately 107,000-square-foot warehouse building to be located over the business' existing organics area, two roof structures, and a perimeter fence. Therefore, development of the project would not result in the loss

of availability of a mineral resource that would be of value to the residents of the state or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Thus, no impact associated with mineral resources would occur.

- **Noise**

Airport Land Use Plan and Private Airstrip

The nearest airport to the project site is the Whiteman Airport, a general aviation airport located approximately 2.2 miles north of the project site. Bob Hope Airport (BUR) is located approximately 4.8 miles south of the project site, and the Van Nuys Airport is located approximately 12.8 miles southwest of the project site. The project site is located outside of the noise contours of these airports. Furthermore, air traffic from Whiteman Airport is periodic and limited in scope. Additionally, there are no private airstrips in the vicinity of the project site. Therefore, the Proposed Project would not expose people residing or working in the project area to excessive noise levels, and no impact would occur.

- **Population and Housing**

Induce Substantial Population Growth

The Proposed Project does not include development of any residential units and therefore would not result in a direct increase in permanent population growth in Los Angeles. It is estimated that with implementation of the Proposed Project on-site employment would increase by approximately 28 jobs. This level of employment growth would not induce substantial housing growth in the area. Moreover, the area surrounding the project site is urbanized and served by existing infrastructure. Therefore, the Proposed Project would not induce substantial population growth or generate the need to expand existing urban infrastructure. As such, no impacts related to growth inducement would occur.

Displacement of Existing Housing and Persons

The project site does not contain any housing units and the Proposed Project does not involve demolishing any housing units. Therefore, the Proposed Project would not replacement housing and no impact would occur.

- **Public Services**

Fire Protection

The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; while for a commercial land

use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Los Angeles Fire Department (LAFD) provides emergency, medical, and fire protection services to the project area. The project site would be served by Fire Station Number 77, located at 9224 Sunland Boulevard. Fire Station Number 77 is located approximately 0.75 miles from the project site, which is within the threshold described above. Development of the Proposed Project involves a revised solid waste facility permit for the existing resource recovery and recycling operations, as well as the construction of an approximately 107,000-square-foot warehouse building to be located over the business's existing organics area, two roof structures, and a perimeter fence. Additionally, the Proposed Project is not adding any new services that would create a demand for fire protection services. As such, existing operations would continue and the demand for LAFD's fire protection services would be similar to the existing demand. As such, impacts related to fire protection services would be less than significant.

Police Protection

The City of Los Angeles Police Department (LAPD) provides police protection services to the project area. The project site includes security personnel stationed at the De Garmo Avenue entrance, fencing, and onsite lighting to illuminate the project site. Development of the Proposed Project involves a revised solid waste facility permit for the existing resource recovery and recycling operations, as well as the construction of an approximately 107,000-square-foot warehouse building to be located over the business' existing organics area, two roof structures, and a perimeter fence. Additionally, the Proposed Project is not adding any new services which would create a demand for police protection services. As such, existing operations would continue and the demand for LAPD's police protection services would be similar to the existing demand. Therefore, impacts related to police protection services would be less than significant.

Schools

As discussed under the Population and Housing section above, the Proposed Project would not generate permanent population growth in Los Angeles. It is estimated that with implementation of the Proposed Project on-site employment would increase by approximately 28 jobs. This level of employment growth would not induce substantial new employment on the project site. Therefore, the Proposed Project would not generate any additional demand for school facilities and, as such, no impact on school services would occur.

Parks

As discussed under the Population and Housing section above, the Proposed Project would not generate permanent population growth in Los Angeles. It is estimated that with implementation of the Proposed Project on-site employment would increase by approximately 28 jobs. This level of

employment growth would not induce substantial demand for parks in the area. Furthermore, employees are less likely to use parks during working hours and are more likely to use parks near their homes during non-work hours. Therefore, the Proposed Project would not generate any additional demand for parks and recreational facilities and, as such, no impact on these facilities would occur as a result of the Proposed Project.

Other Public Facilities

As discussed under the Population and Housing section above, the Proposed Project would not generate permanent population growth in Los Angeles. It is estimated that with implementation of the Proposed Project on-site employment would increase by approximately 28 jobs. This level of employment growth would not induce substantial demand for libraries in the area. Furthermore, employees are less likely to use libraries during working hours and are more likely to use libraries near their homes during non-work hours. Therefore, the Proposed Project would not generate any additional demand for library facilities and, as such, no impact on library services would occur.

- **Recreation**

As discussed under the Population and Housing section above, the Proposed Project would not generate permanent population growth in Los Angeles. Furthermore, the project would not generate substantial new employment on the project site. Therefore, the Proposed Project would not generate any additional demand for parks or other recreational facilities and, no construction or expansion of park or recreational facilities would occur as a result of the Proposed Project. As such, no impact on these facilities would occur as a result of the Proposed Project.

- **Transportation/Traffic**

Air Traffic Patterns

The project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in the Los Angeles Basin. Therefore, no impact would occur.

Hazards Due to a Design Feature

The Proposed Project would not include any major change to current intersections, ingress/egresses, or street segments. The Proposed Project is designed to use the existing streets, driveways, and traffic signals. In addition, no new circulation would be created as a result of project implementation. Thus, there would no impact with regard to design feature hazards.

Emergency Access

The Proposed Project would not include any major change to current intersections, ingress/egresses, or street segments. The Proposed Project is designed to use the existing streets, driveways, and traffic

signals. In addition, no new circulation would be created as a result of project implementation. Thus, there would no impact with regard to emergency access.

Adopted Plans, Policies or Programs Regarding Alternative Transportation

The Proposed Project is not expected to conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, there would be no impact to adopted policies or existing alternative transportation facilities.

- **Utilities and Service Systems**

Wastewater

The project site operates under industrial wastewater permit #W-460821. Development of the Proposed Project involves a revised solid waste facility permit for the existing resource recovery and recycling operations, as well as the construction of an approximately 107,000-square-foot warehouse building to be located over the business' existing organics area, two roof structures, and a perimeter fence. Under the Proposed Project existing transfer station operations would continue and no new discharges to the sewer system would result from activities occurring under the Proposed Project. Wastewater generation may increase marginally with implementation of the Proposed Project as a result of a projected increase of approximately 28 on site jobs. However, existing treatment capacity would be sufficient to serve the project site under the Proposed Project. As such, a less than significant impact would occur with respect to industrial wastewater discharges, wastewater treatment requirements, and wastewater treatment capacity.

Water

Development of the Proposed Project involves a revised solid waste facility permit for the existing resource recovery and recycling operations, as well as the construction of an approximately 107,000-square-foot warehouse building to be located over the business' existing organics area, two roof structures, and a perimeter fence. Under the Proposed Project, existing resource recovery and recycling operations would continue and water consumption would not change substantially. On the Construction and Demolition (C&D) line, there is a water bath that a small fraction of the material stream is passed through. This water operates in a closed loop system, but some water is lost to evaporation and some is absorbed by the material passing through; therefore, 30 fresh gallons of water are added every minute the system is in operation. The operation of this water bath, and the amount of water required, is not expected to change substantially with implementation of the Proposed Project. As such, impacts on water treatment facilities would be less than significant. Additionally, existing water supplies are sufficient to serve the Proposed Project and no new or expanded entitlements would be needed, resulting in a less than significant impact.

Solid Waste

The project site is an existing resource recovery and recycling facility. Under the Proposed Project this facility would remain available to serve regional disposal needs by providing for the efficient transfer of solid waste as well as the recovery and processing of recyclable materials. Solid waste that is not recyclable would then be transferred to a permitted landfill for disposal. Therefore, the Proposed Project would not adversely affect regional landfill capacity and would actually provide a benefit of processing recyclable materials as opposed to sending them to a landfill for disposal. Further, since the time of the Settlement Agreement, there have been no additional actions regarding facility compliance. As such, impacts would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
B. AESTHETICS

ENVIRONMENTAL SETTING

Aesthetic impact assessment generally deals with the issue of contrast, or the degree to which elements of the environment differ visually. Aesthetic features occur in a diverse array of environments, ranging in character from urban centers to rural regions and wildlands. Adverse visual effects can include the loss of natural features or areas, the removal of urban features with aesthetic value, or the introduction of contrasting urban features into natural areas or urban settings.

The following analysis takes into account two attributes of aesthetic values with respect to environmental impacts: 1) aesthetics or visual character, and 2) viewshed. The former pertains to aspects of the visual character of existing development and of the Proposed Project, such as architecture, color, design, mass and height. The latter refers primarily to views of the project site from varying vantage points, as well as views from or adjacent to the site of such visual features such as open spaces, mountain ranges, etc.

The inherent subjectivity of issues and values of visual character creates a challenge in arriving at a conclusive determination of what constitutes a "significant impact" for the purposes of CEQA. Impacts regarding visual character typically include changes to the style or ambiance of a community, the insertion of a prominent feature that changes the original visual character of an area, or the elimination of a significant natural feature (or open space).

Regarding viewshed, "significant impacts" for the purposes of CEQA typically consist of loss or obstruction of a valued public view (e.g., scenic vista or views of the horizon). These impacts also include changes in the character of the viewshed that deter from a valued public view, such as the elimination or obstruction of natural features that were formerly part of a valued public viewshed.

Aesthetic or Visual Character

Visual Character of the Site

Community Recycling and Resource Recovery, Inc. ("CR&RR" or "Community Recycling") is a solid waste transfer station and recycling facility located at the southwest and southeast corners of De Garmo Avenue and Pendleton Street, in the Sun Valley Community of the City of Los Angeles. The facility is a 12.29 acre, municipal waste transfer station and recycling facility with few buildings on the site, and comprises two components, a front yard and slightly longer rear yard located on the southwest corner of De Garmo Avenue and Pendleton Street; and a truck scale, truck parking, and bin storage located on the southeast corner. It is a flat site with no unique landform, natural features, nor scenic resources including trees, rock outcroppings, or historic buildings.

The facility's existing operations are partially located on a closed landfill previously known as the "De Garmo Pit." This pit was created through the mining of aggregate materials for the local market. Operated as a landfill subsequent to the mining experience, this facility reportedly received ash, broken glass, construction debris, asphalt, concrete and other inert materials. The pit was operated from the early 1940s until the late 1940s or early 1950s. The facility was then opened as the De Garmo Street Dump in 1974, and the name was changed to Community Recycling & Resource Recovery, Inc., in 1992 to more closely describe the transfer and recycling operations.

The front yard of the site is paved and is developed with a few buildings and structures. The majority of the structures are located in the northern portion of the site along De Garmo Avenue and Pendleton Street. The front yard also includes container storage areas, truck repair area, refuse containers, an office building, parking, and the scale and checkpoint. The existing refuse transfer station and tipping floor are located along the southern property line west of De Garmo Avenue (refer to Figure II-2, Existing Site Plan, in Section II). The rear yard is paved and encompasses the area currently used for produce trim and cull receiving, the processed organics stockpile, and the wood waste receiving, processing and ground material stockpile located in the southwestern portion of the site. The rear yard also includes the incoming construction and demolition stockpile and in-feed conveyor system located at the southern corner of the project site, west of a driveway on Randall Street.

The existing perimeter fence consists of a variety of materials and heights. In some areas the wall is comprised of eight to 12 feet of concrete block (primarily along De Garmo Avenue and Pendleton Street), in other areas, mesh panels are set atop a 12foot-high concrete block wall (primarily along the southern border and adjacent to Randall Street) and in other areas the fence is comprised of chainlink. There are driveways on De Garmo Street, Pendleton Street, and Randall Street, with sidewalks and street trees located along Pendleton and De Garmo. Views of the site as it currently appears are presented in Figures II-5, II-7, II-9 and II-11 in Section II (Project Description).

Visual Character of Site Vicinity

The project site is located in the Sun Valley area of the City of Los Angeles. The project site is located in an urbanized area that is not characterized by any scenic highways or scenic resources. There are no dominant physical features on the project site or in the immediate vicinity of the project site. There are no surface water features in the immediate area or open spaces such as parks and mountains. Although some views of the surrounding Verdugo Mountains, located to the east of the project site are visible, views of the ridgelines of these mountains are available from many streets and locations west of the project site.

The visual setting of the area is characterized by its industrial nature. The area is zoned, designated, dedicated to and dominated by heavy industrial land uses. The land uses in the vicinity of the project site include both active and closed landfills, auto salvage yards, inactive sand and gravel pits, aggregate processing plants, and a City of Los Angeles Department of Water and Power generating plant. Existing buildings within the vicinity are industrial structures, primarily warehouse style buildings, utilitarian in nature with non-descript facades, and few if any unique architectural features. The nearest area zoned for

residential use and the nearest residences are located approximately 1,800 feet southeast of the portion of the project site where construction would occur, i.e., the portion west of De Garmo Avenue.

Views or Viewsheds

Viewsheds refer to the visual qualities of the geographical area that is defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of the area. There are no natural features in the project area, as noted above. Viewsheds of the Project Site are limited to existing development, a solid waste transfer station and recycling center, which includes the existing office building, structures, processing equipment, storage containers and open area transfer station, tipping area, and materials storage and processing areas. A concrete wall partially surrounds the open areas of the project site except where buildings front the streets on De Garmo Avenue and Pendleton Street. Additionally, there are no gates or walls across the driveways. Along Pendleton Street, there are views of the operations on the project site are available. A perimeter fence comprised of mesh material is attached to the cinder block wall along Randall Street, parts of De Garmo Street and along the southern property line. There is no decorative screening and landscaping is limited to a few street trees along De Garmo and Pendleton. As the topography of the site and surrounding uses is flat, views are primarily visible from immediately surrounding streets and adjacent locations.

In the vicinity of the project site, the existing viewsheds are defined primarily by the existing industrial and commercial uses. In the distance the viewshed includes views of the Verdugo Mountains. However, as identified above, views of these ridgelines are afforded from many streets within the area surrounding the project site.

Light/Glare

The area surrounding the project site has existing street lighting. Resource recovery and recycling operations currently exist on the project site. The facility is equipped with 12-1,000 watt lights in the rear yard strategically located to illuminate the project site, and directed in such a way to minimize the impact to adjacent properties. An additional 12-1,000 watt lights are located within the front yard directed towards operations and not located on nor directed towards the perimeter of the site. Parking lots and surrounding land uses utilize similar types of lighting for safety and security purposes. Lighting associated with the surrounding land uses in the project vicinity consists primarily of street lights, along Glenoaks Boulevard, Tuxford Street, Tujunga Avenue, San Fernando Road, and Sheldon Street, highlighting for architectural elements and security lighting in parking lots and adjacent buildings. Existing signage generally consists of lighted tenant identification signs on buildings and billboard signs along the roadways. The areas adjacent to the project site generally experience ambient lighting levels that are moderate to high, with the highest levels being along Sheldon Street and San Fernando Road with the commercial uses and more moderate ambient lighting levels occurring at locations where industrial activities are located (e.g., along Tuxford Street, Tujunga Avenue, and Glenoaks Boulevard).

Glare is largely a daytime phenomenon, occurring when sunlight is reflected off the surfaces of buildings, objects (e.g., vehicle windshields), or by vehicle headlights on adjacent roadways. Excessive glare not only restricts visibility but also increases the ambient heat reflectivity in a given area. The existing buildings on the project site are constructed of non-reflective materials and therefore produce very little glare. Any glare produced is likely to be caused by the windshields of the trash trucks and other equipment that operates at the site.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

For purposes of this EIR, the development of an incongruous structure relative to its location, loss of major scenic view, or loss of a major open space would be considered a significant impact. According to Appendix G of the State CEQA Guidelines, the Proposed Project could have a significant aesthetic impact if the project would result in the impacts identified below (a-d). More specifically, the determination of whether the Proposed Project results in a significant aesthetic impact shall be made considering the factors identified below each threshold based on the City of Los Angeles Draft LA CEQA Thresholds Guide:

a) Does the project have a substantial adverse effect on a scenic vista?

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment);
- The extent to which the project affected recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

b) Does the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?

- Whether the project affects views from a designated scenic highway, corridor, or parkway.

c) Does the project substantially degrade the existing visual character or quality of the site and its surroundings?

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which the project would contribute to the area's aesthetic value;
- Applicable guidelines and regulations;

d) Does the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and effect adjacent light-sensitive areas.

The impact analysis below addresses the visual character first (Threshold c) followed by scenic resources/views (Thresholds a and b) and light and glare (Threshold d).

Project Impacts

Aesthetics or Visual Character

The project site would be altered with implementation of the Proposed Project as it includes the construction of a 107,000-square-foot enclosure, two roof top canopies and a perimeter fence. The new building was proposed by the applicant in December 2004 in response to the Order of Abatement by the SCAQMD identified above in order to reduce odors and dust emanating from the site. The enclosure, roof structures and perimeter fence would be constructed of the same metal panel siding material (refer to Figure II-3, Proposed Site Plan).

Valued Visual Character

The project site is located within an established industrial neighborhood containing both active and closed landfills, auto salvage yards, inactive sand and gravel pits, aggregate processing plants, and warehouse structures. None of the buildings or structures on the project site or within the vicinity are historic, nor are they part of any historic district. As discussed above, the buildings within the surrounding area are

utilitarian in nature with non-descript facades, few architectural features and do not represent any unique or specific type of architectural style. Neither the project site nor the surrounding area embodies any valued visual character or image. Therefore, implementation of the Proposed Project would not alter any existing valued visual character and thus no significant impacts would result.

Natural Open Space

The project site is located within an urbanized area of the San Fernando Valley historically utilized for landfills, sand and gravel pits and aggregate processing plants. Although not developed with high density structures, the area is urbanized and densely developed with a variety of industrial land uses. The project site does not contain any natural open space areas. Project implementation would involve the construction of one building, two canopies and a perimeter fence to enclose existing resource recovery and solid waste transfer activities. No grading of natural open space areas would occur and no natural or open space area would be replaced by construction of the Proposed Project. Therefore, there would be no impact on natural open space areas.

Aesthetic Value and Image

Photographs of existing conditions and renderings of the proposed building, canopies and perimeter fence are contained in Section II, Project Description. The proposed building would be located at the western corner of the project site along Pendleton Street and the southwestern boundary of the property. The 107,000-square-foot building would enclose the area currently used for produce trim and cull receiving, the processed organics stockpile, and the wood waste receiving, processing and ground material stockpile. One of the roof-only structures would be located at the southern corner of the project site off of Randall Street and a second along the eastern property line. As previously indicated, the roof structure would be constructed of the same metal panel material as the proposed building and new fence. The first roof structure, located at the southern corner of the project site, west of a driveway on Randall Street would cover the incoming construction and demolition stockpile. The structure would measure approximately 100 feet wide by 100 feet long with a maximum height of 50 feet. The roof would attach to the new perimeter fence (described below) on two sides and extend out over the incoming stockpile as well as covering the in-feed conveyor to the system. The pile height under this canopy would not exceed 40 feet in height, and would be concealed by siding as to not create a visual nuisance to the community. The second canopy would be located along the eastern property line west of De Garmo Avenue in the existing refuse transfer station. The canopy would measure approximately 90 feet wide by 175 feet long with a maximum height of 28 feet and would cover the incoming waste tipping floor. The pile height under this canopy would not exceed 25 feet in height, and therefore would be blocked from view by the perimeter fence. The roof would be attached to the new perimeter fence on the south side of the tipping floor and would also have a new wall constructed along the north side of the tipping floor. As an additional measure, misting nozzles would be placed over the heavies load-out area to prevent the migration of dust from this area.

The existing perimeter fence consists of mesh panels atop a 12-foot-high concrete block. The new fence would include a 25-foot-high metal panel wall along the western and eastern boundaries of the project site replacing the existing wall. Along the southern boundary, where the project is set back from the street, a 13-foot metal panel wall would be placed atop the existing 12-foot concrete block wall. The new fence would proceed from the proposed new building west along the property line with the adjacent property on Randall Street. It would proceed east along the Randall Street frontage to the property line with the adjacent property and turn north along the property line and turn east again along the property line to De Garmo Avenue. The fence would continue north along De Garmo Avenue to the intersection with the existing 25-foot-high building, where it would terminate. With respect to the fencing along the western property boundary, the new enclosure would cover one half of the property. The remaining boundary line would be the new 25-foot high solid metal fence, until it meets the canopy over the C&D incoming feedstock. The fence height would then increase to meet the canopy over the C&D stockpile. View simulations of the proposed fence along the remaining property boundaries are provided in Figures II-8, II-10, and II-12. Two openings are proposed in the fence along De Garmo Avenue (the entrance and exit gates) and one opening in the fence along Randall Street (the entrance/exit gate).

Although the new building, canopies and fence would represent new permanent and solid structures, views of the project site would be limited. Thus, views of dirt, stockpiles of refuse and recyclable materials and equipment would be shielded from view, and odors emanating from the site would be abated, as well. Views of the site would be much more clean and orderly. The existing mixed-material perimeter fence would be replaced by a fence made of uniform materials that coordinate and match the new structures on the site. The proposed structures would represent an improvement to the visual character of the project site.

Applicable Guidelines and Regulations

There are no known applicable design guidelines or criteria for recycling centers under the Sunland-La Tuna Canyon Community Plan nor is there a Community Design Overlay for the project site or immediate area. Consequently, there is no corresponding design guidelines specifically oriented to the project neighborhood. Therefore, no impacts would occur to Applicable Guidelines and Regulations pertaining to design.

Aesthetic or Visual Character Impact Conclusion

The Proposed Project's potential aesthetic or visual character impacts have been evaluated using the City of Los Angeles CEQA Thresholds Guide to determine impact significance. Potential impacts on valued visual character, loss of natural open space, project aesthetics value and image, and applicable City guidelines and regulations regarding site planning and design were evaluated. Project implementation would result in less than significant impacts related to aesthetic or visual character.

Obstruction of View

Valued Views and Obstruction

The prominent natural visual features in the project area are the Verdugo Mountains, located to the east of the project site. Views of the ridgelines of these mountains are available from other streets and locations within the residential areas located east and west of the project site. As discussed above, the project site is an urbanized and industrial area and there are no natural features or scenic resources, including trees, rock outcroppings, or historic buildings located on or in the vicinity of the project site.

The project site would continue to be visible from the same locations as it is currently. Although the new structures would be taller than existing uses on site, the Proposed Project would not be visible from any additional vantage points. Height District 1 does not impose a maximum height nor require yards/setbacks for land uses within the M3 zone, though it does impose a maximum floor area ratio (FAR) of 1.5 times the buildable area of the lot. Existing street trees will remain and be maintained. There are no sensitive receptors within the immediate area of the project site. Typically any motorists traveling in the vicinity would be refuse collection trucks or individuals traveling with refuse or recyclable materials. The project site is not located within an area people travel to without a particular destination. Views of the project site would not obstruct, totally block, partially interrupt or create a minor diminishment of a valued public view or provide a visual element that would considerably deter from a valued public view as there are no valued public views in the immediate vicinity. Therefore there would be a less than significant impact on public views associated with the Proposed Project.

As identified above, the only valued public view in the area would be of the Verdugo Mountains located to the east of the project site. Intermittent views of the mountains can be seen along the major thoroughfares in the area. Due to the topography of the Los Angeles Basin, views of the mountains can be afforded in many areas and provide a backdrop common to the area. The project site does not afford any unobstructed views that would be altered by implementation of the Proposed Project. Therefore, the impact on the view of the mountains looking east would be less than significant.

Views from a Designated Scenic Highway

None of the streets surrounding the project site are designated scenic highways or roadways. The major roadways near the project site include Glenoaks Boulevard to the north, San Fernando Road to the south and Tuxford Street to the east. These roadways are not designated scenic highways under the Sunland-La Tuna Canyon Community Plan. Therefore, the Project impact on a designated scenic highway would be less than significant.

Views from a Public Roadway

As discussed above, views of the Verdugo Mountains to the east of the project site are afforded from many areas surrounding the project site. Project implementation would not block, interrupt nor diminish

public views of the mountains, therefore, the impact on the view of the mountains from a public roadway would be less than significant.

Impact Conclusion for Obstruction of Views

The Proposed Project's potential impacts on valued views have been evaluated using the City of Los Angeles CEQA Thresholds Guide to determine impact significance. Potential impacts on valued views, obstruction of views, views from a designated scenic highway and views from a public roadway were evaluated. Project implementation would result in less than significant impacts related to obstruction of views.

Light and Glare

No substantial increase in on-site lighting is anticipated with implementation of the Proposed Project. As described above, the existing lighting for the project site is strategically located to illuminate the project site, and is directed in such a way to minimize the impact to adjacent properties. Operations currently occur 24 hours a day, thus the site provides a constant source of lighting in the area. Under the Proposed Project, existing resource and recovery operations would continue on the project site and there would be no new lighting sources that would adversely affect day or nighttime views in the area.

No additional sources of glare would be introduced with the new structures as they would be constructed out of simple metal siding panels in a color that would not contrast with the existing setting. No impacts due to light and glare would be created by the Proposed Project.

CUMULATIVE IMPACTS

As identified in Section III.B, Related Projects, 16 related projects have been identified in the vicinity of the project site. The uses associated with these projects include industrial, recreational, residential, retail, and school uses. Implementation of the Proposed Project in conjunction with the related projects could result in cumulative changes to the visual environment in the areas surrounding the project site. However, none of these uses are located in the immediate vicinity of the project site. Additionally, development of the related projects would be consistent with the height and mass of existing urban development in this area. Cumulative impacts with regard to the aesthetic and urban design appearance would be consistent with the urban character of the area and would not be cumulatively considerable.

Implementation of the Proposed Project would not result in a significant impact with respect to view blockage nor would the related projects. Therefore, the Proposed Project would not be expected to combine with the impacts associated with the related projects and as such impacts would not be cumulatively considerable.

Implementation of the Proposed Project, in conjunction with the related projects, could increase ambient lighting and glare levels in the vicinity of the project site. These light sources, primarily for safety and security, would be focused on their respective sites and could contribute to small increases in the ambient

glow of the area. However, as the Proposed Project is not located immediately adjacent to any of the related uses and the lighting on the site is directed onto the site, the Proposed Project is not anticipated to contribute cumulatively to ambient lighting or glare in the area.

MITIGATION MEASURES

No significant impacts would occur and thus no mitigation measures would be required for the Proposed Project.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts associated with views and light and glare would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
C. AIR QUALITY

ENVIRONMENTAL SETTING

Air Quality Background

The City of Los Angeles is located within the South Coast Air Basin (Basin), named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. This area includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and meteorology.

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples are boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbeque lighter fluid and hair spray. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, racecars, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and State governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria that have been adopted for them. The national and State standards have been set at levels considered safe to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. The national and State criteria pollutants and the applicable standards are listed in Table IV.C-1, Ambient Air Quality Standards.

Potential Health Effects

Certain air pollutants have been recognized to cause notable health problems and measurable damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated

concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in the prevalent air quality.

Table IV.C-1
Ambient Air Quality Standards

Air Pollutant	Averaging Time	State Standard	Federal Standard
Ozone	1 Hour	0.09 ppm	--
	8 Hour	0.07 ppm	0.08 ppm
Carbon Monoxide	1 Hour	20.0 ppm	35.0 ppm
	8 Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide	1 Hour	0.18 ppm	--
Sulfur Dioxide	1 Hour	0.25 ppm	--
	24 Hour	0.04 ppm	0.14 ppm
PM_{10}	24 Hour	50 $\mu g/m^3$	150 $\mu g/m^3$
$PM_{2.5}$	24 Hour	--	35 $\mu g/m^3$

Source: California Air Resources Board, Ambient Air Quality Standards, website: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, November 2, 2007.

The criteria air pollutants for which national and state standards have been promulgated and which are most relevant to current air quality planning and regulation in the Basin include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and sulfur dioxide (SO_2), and lead. In addition, toxic air contaminants and greenhouse gases are of concern in the Basin. Each of these is briefly described below.

- *Ozone* is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NOx)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.

  An elevated level of ozone irritates the lungs and breathing passages, causing coughing, and pain in the chest and throat thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower the lung efficiency.

- *Carbon Monoxide* is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when

surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the Basin, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of moderate levels of carbon monoxide can cause nausea, dizziness, and headaches, and can be fatal at high concentrations.

- *Respirable Particulate Matter* (PM_{10}) and *Fine Particulate Matter* ($PM_{2.5}$) consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

  The human body naturally prevents the entry of larger particles into the body. However, PM_{10} and even smaller $PM_{2.5}$ are trapped in the nose, throat, and upper respiratory tract. These small particulates enter the body and could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulate could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

- *Nitrogen dioxide* is byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NOx. NO_2 absorbs blue light and result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}.

  Major sources of NOx include power plants, large industrial facilities, and motor vehicles. Nitrogen oxides irritate the nose and throat. It increases susceptibility to respiratory infections, especially in people with asthma. The principal concern of NOx is as a precursor to the formation of ozone.

- *Sulfur dioxide* is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

  Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. Sulfur dioxide potentially causes wheezing, shortness of breath,

and coughing. High levels of particulate appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

- *Lead* occurs in the atmosphere as particulate matter. The combustion of leaded gasoline used to be the primary source of airborne lead in the Basin, although the use of leaded gasoline is no longer permitted for on-road motor vehicles. Today the primary sources of airborne lead pollution include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.

  Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

- *Toxic Air Contaminants* refer to a diverse group of "non-criteria" air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional. There are hundreds of toxic air contaminants and exposure to these pollutants can cause or contribute to cancer, birth defects, genetic damage, and other adverse health effects.

- *Greenhouse Gas* (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. Simply put, the greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Greenhouse gases such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) keep the average surface temperature of the Earth close to a hospitable 60 degrees Fahrenheit. Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5 degrees Fahrenheit. However, there appears to be a close relationship between the concentration of greenhouse gases in the atmosphere and global temperatures. It is believed that the amount of greenhouse gas emissions in the atmosphere has increased at a rapid rate due to the consumption of fossil fuels and that these gases are contributing to an increase in global temperatures.

  In addition to CO_2, methane, and nitrous oxide, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and water vapor. Of all the GHGs, CO_2 is the most abundant climate change pollutant with fossil fuel combustion CO_2 comprising 81.0% of the total GHG emissions in California in 2002 and non-fossil fuel CO_2 comprising 2.3%.[1] The other GHGs are less abundant, but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of

[1] *California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.*

CO_2, denoted as CO_2e. The CO_2e of methane represented 6.4% of the 2002 California GHG emissions, nitrous oxide 6.8%, and the other high global warming potential gases represented 3.5% of these emissions.[2] In addition, there are a number of man-made pollutants, such as carbon monoxide (CO), nitrogen oxides (NOx), nonmethane volatile organic compounds (NMVOCs), and sulfur dioxide (SO_2), that have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions.

Regulatory Setting

Air quality within the Basin is addressed through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The relevant laws, regulations, and agencies responsible for regulating and improving the air quality within the Basin are discussed below.

Federal

The federal Clean Air Act (CAA) establishes national ambient air quality standards. Under the CAA, the U.S. Environmental Protection Agency (U.S. EPA) is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities under the CAA, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

State

The California Clean Air Act (CCAA) requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets

[2] *Ibid.*

fuel specifications to further reduce vehicular emissions. As mentioned previously, Table IV.C-1 includes the CAAQS currently in effect for each of the criteria pollutants as well as other pollutants recognized by the State. As shown in Table IV.C-1, the CAAQS include more stringent standards than the national ambient air quality standards for many of the criteria pollutants.

In August, 2006, the California Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. This bill requires the ARB to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with that program. As part of this effort, the ARB will adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990, to be achieved by 2020. The ARB will adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The statute would further require the ARB to monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism that it adopts. The following timeline for implementation of AB 32 was published by the ARB (September 25, 2006):

By July 1, 2007	The ARB forms Environmental Justice and Economic and Technology Advancement advisory committees.
By July 1, 2007	ARB adopts list of discrete early action measures that can be adopted and implemented before January 1, 2010.
By January 1, 2008	ARB adopts regulations for mandatory greenhouse gas emissions reporting. ARB defines 1990 baseline for California (including emissions from imported power) and adopts that as the 2020 statewide cap.
By January 1, 2009	ARB adopts plan indicating how emission reductions will be achieved from significant sources of greenhouse gases via regulations, market mechanisms and other actions.
During 2009	ARB staff drafts rule language to implement its plan and holds a series of public workshops on each measure (including market mechanisms).
By January 1, 2010	Early action measures take effect.
During 2010	ARB conducts series of rulemakings, after workshops and public hearings, to adopt greenhouse gas regulations including rules governing market mechanisms.
By January 1, 2011	ARB completes major rulemakings for reducing greenhouse gases including market mechanisms. ARB may revise the rules and adopt new ones after 1/1/2011 in furtherance of the 2020 cap.
By January 1, 2012	Greenhouse gas rules and market mechanisms adopted by ARB take effect and are legally enforceable.

December 31, 2020 Deadline for achieving 2020 greenhouse gas emissions cap.

In October 2006, the Governor issued an Executive Order in which he designated the California Environmental Protection Agency Secretary with the primary responsibility for implementing AB 32 (rather than providing the ARB with unfettered discretion as the law required). In late December, the Governor announced the members of a blue-ribbon Market Advisory Committee board to devise approaches to develop a market for carbon trading. More developments are likely as the Governor and the Legislature determine who has primary responsibility for implementation and the relationship between regulations and market-based mechanisms. Because the intent of AB 32 is to limit 2020 emissions to the equivalent of 1990 levels, and the present year (2009) is near the midpoint of this timeframe, it is expected that the regulations would affect many existing sources of greenhouse and not just new general development projects.

Governor Schwarzenegger signed SB 97 (Chapter 185, Statutes 2007) Senator Dutton's CEQA and greenhouse gas emission bill, into law on August 24. The legislation provides partial guidance on how greenhouse gases ("GHGs") should be addressed in certain CEQA documents.

SB 97 requires the Governor's Office of Planning and Research ("OPR") to prepare CEQA guidelines for the mitigation of GHG emissions, including, but not limited to, effects associated with transportation or energy consumption. OPR must prepare these guidelines and transmit them to the Resources Agency by July 1, 2009. The Resources Agency must then certify and adopt the guidelines by January 1, 2010. OPR and the Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by ARB pursuant to the Global Warming Solutions Act, scheduled for 2012.

The second part of SB 97 codifies safe harbor for highways and flood control projects. It provides that the failure of a CEQA document for a project funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or the Disaster Preparedness and Flood Prevention Bond Act of 2006 to adequately analyze the effects of GHG emission otherwise required to be reduced pursuant to the regulations adopted under the Global Warming Solutions Act (which are not slated for adoption until January 1, 2012), does not create a cause of action for a violation of CEQA. This portion of SB 97 has a sunset date of January 1, 2010.

The bill does not address the obligation to analyze GHGs in projects not protected by the safe harbor provision. One possible interpretation is that there is no duty until the guidelines are adopted, because CEQA Guidelines section 15007 subdivision (b) provides that guideline amendments apply prospectively only. Alternatively, it means a legal free-for-all until the guidelines are adopted as to the scope of required analysis.

In response to the Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies

that the State could pursue to reduce climate change greenhouse gas emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

In June 2008, the Governor's Office of Planning and Research (OPR) released a technical advisory entitled, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review* (the "OPR Climate Change Report"). The advisory provides lead agencies an approach to comply with CEQA climate change analysis for projects that generate GHG emissions. The steps for the lead agencies include the following:

- Determine if the project generates GHG emissions;
- Estimate GHG emissions from project;
- Determine significance threshold; and
- Apply mitigation measures and evaluate impacts

Regional

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and provides regulatory enforcement through such measures as educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on June 1, 2007. This AQMP, referred to as the 2007 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2007 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. As discussed on page 2-6 of the 2007 AQMP, levels of ambient pollutants monitored in the Basin have decreased substantially since 1985.

The future air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with

population growth and transportation projections identified by SCAG in its most current version of the Regional Comprehensive Plan and Guide (RCPG), which was adopted in March 1996. The 2007 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

According to the Final Program EIR for the 2007 AQMP, the 2007 AQMP as a whole is expected to promote a net decrease in greenhouse gases.[3] The recommended control measures and the recommended state and federal control measures that promote fuel efficiency and pollution prevention will also reduce GHG emissions. In general, the strategies that conserve energy and promote clean technologies usually also reduce GHG emissions.

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within the Basin. Instead, the SCAQMD has prepared the *CEQA Air Quality Handbook* to assist Lead Agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin.

Local

Local jurisdictions, such as the City of Los Angeles, have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of Los Angeles is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals.

In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City utilizes the *CEQA Air Quality Handbook* as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The City of Los Angeles has begun to address the issue of global climate change by publishing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan). This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City of Los Angeles is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. To achieve this, the City will:

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[3] *South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2007 Air Quality Management Plan, June 2007, p. 4.1-58.*

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

Existing Regional Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The Basin has low mixing heights and light winds, which are conductive to the accumulation of air pollutants. The average daily emissions inventory for the entire Basin and the Los Angeles County portion of the Basin is summarized in Table IV.C-2. As shown, exhaust emissions from mobile sources generate the majority of VOC, CO, NOx, and SOx in the Basin and the Los Angeles County portion of the Basin. Area-wide sources generate the most airborne particulates (i.e., PM_{10} and $PM_{2.5}$).

Table IV.C-2
2006 Estimated Average Daily Regional Emissions

Emissions Source	Emissions in Tons Per Day					
	VOC	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
South Coast Air Basin						
Stationary (Point) Sources	101.9	55.4	58.3	19.3	20.9	13.7
Area-Wide Sources	148.3	110.3	25.6	0.8	210.3	51.2
Mobile Sources	425.8	3580.0	866.5	28.1	48.4	39.0
Natural (non-anthropogenic) Sources	86.5	164.2	5.0	1.5	16.6	14.1
Total Emissions	762.5	3909.9	955.4	49.7	296.2	118
Los Angeles County – South Coast Air Basin						
Stationary (Point) Sources	59.0	35.8	40.0	17.9	12.6	9.2
Area-Wide Sources	85.3	43.8	15.3	0.4	103.2	26.0
Mobile Sources	252.5	2133.5	529.4	24.6	29.5	24.0
Natural (non-anthropogenic) Sources	34.3	65.0	1.9	0.6	6.6	5.6
Total Emissions	431.1	2278.1	586.6	43.5	151.9	64.8

Source: California Air Resources Board, 2007

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the ARB to assess and classify the air quality of each regional air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment" for that pollutant. If the pollutant concentration meets or exceeds the standard (depending on the specific standard for the individual pollutants), the area is classified as a

"nonattainment" area.[4] If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The U.S. EPA and the ARB use different standards for determining whether the Basin is in attainment. Under national standards, a large portion of the Basin is currently classified as an extreme nonattainment area for 1-hour ozone concentrations, a serious nonattainment area for PM_{10}, and a nonattainment area for $PM_{2.5}$. Los Angeles County is also classified as a Severe 17 nonattainment area for 8-hour ozone concentrations. This means that ambient 8-hour ozone concentrations throughout the County are not expected to be met for more than 17 years. The Basin is in attainment or designated as unclassified for all other pollutants under national standards.

Under State standards, the Basin is designated as a nonattainment area for ozone, CO (Los Angeles County only), PM_{10}, and $PM_{2.5}$, and an attainment area for all other pollutants.

Existing Local Air Quality

The SCAQMD monitors ambient air pollutant concentrations through a series of monitoring stations located throughout the Basin. In doing so, the SCAQMD has divided the region into 27 source receptor areas (SRAs) in which 31 monitoring stations operate. The Proposed Project site is located within SRA 7, which covers the East San Fernando Valley area. Table IV.C-3 identifies the national and state ambient air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been measured in SRA 7 through the period of 2004 to 2006.

Existing land-uses surrounding the project site are characterized by heavy manufacturing and industrial land uses. Land uses of note in the area include Pick-A-Part auto dismantling and salvage across Pendleton Street to the northwest, Bradley landfill to the west, Vulcan Materials aggregate materials processing facility to the west, small-scale heavy industrial uses along both sides of De Garmo Avenue to the southeast, and a construction debris material recycling facility to the south. Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources. Motor vehicles are the primary source of pollutants in the local vicinity.

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[4] *National Ambient Air Quality Standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average above the standard is less than one. For $PM_{2.5}$, the 24-hour standard at attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.*

California Ambient Air Quality Standards for ozone, CO, SO_2 (1- and 24-hour), NO_2, PM_{10}, $PM_{2.5}$, and visibility reducing particles are values that are not to be exceeded. Standards for all other pollutants are not to be equaled or exceeded.

Table IV.C-3
Summary of Ambient Air Quality in the Project Vicinity

Emissions Source	Year		
	2004	2005	2006
Ozone			
Maximum 1-hour concentration measured	0.137	0.142	0.170
Days exceeding national 0.12 ppm 1-hour standard	2	2	6
Days exceeding State 0.09 ppm 1-hour standard	27	13	25
Maximum 8-hour concentration	0.109	0.108	0.128
Days exceeding national 0.08 ppm 8-hour standard	7	2	12
Days exceeding State 0.07 ppm 8-hour standard	37	12	23
Respirable Particulate Matter (PM_{10})			
Maximum 24-hour concentration measured	74.0	92.0	71.0
Days exceeding national 150 $\mu g/m^3$ 24-hour standard	0	0	0
Days exceeding State 50 $\mu g/m^3$ 24-hour standard	7	5	10
Fine Particulate Matter ($PM_{2.5}$)			
Maximum 24-hour concentration measured	60.1	63.2	50.7
Days exceeding national 65 $\mu g/m^3$ 24-hour standard	0	0	0
Carbon Monoxide (CO)			
Maximum 1-hour concentration measured	5.0	4.0	4.0
Days exceeding national 35.0 ppm .1-hour standard	0	0	0
Days exceeding State 20.0 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration measured	3.7	3.4	3.5
Days exceeding national & State 9.0 ppm 8-hour standard	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour concentration measured	0.12	0.09	0.10
Days exceeding State 0.25 ppm 1-hour standard	0	0	0
AAM	0.0332	0.0294	0.274
Does measured AAM exceed national 0.0534 ppm AAM standard?	No	No	No

Notes: *ppm = parts per million by volume*
$\mu g/m^3$ = micrograms per cubic meter
AAM = annual arithmetic mean
Source: South Coast Air Quality Management District, August 2007.

Existing Project Site Emissions

The Proposed Project site is currently occupied by the Community Recycling & Resource Recovery facility. Air pollutant emissions are generated by stationary and area-wide sources as well as motor vehicle traffic traveling to and from the project site. The facility currently receives approximately 4,500 tons of material per day. Emissions generated by the facility include natural gas use from heated buildings, operation of diesel-powered equipment, evaporative loss from the on-site (20,000 gallon) diesel tank and vehicle trips to and from the project site.

On the main project site, west of De Garmo Avenue (8.03-acre site), the structures currently include an office building, an equipment storage building, and a truck maintenance building. Although the storage building is not expected to be heated, the maintenance building and office building may be heated. Therefore natural gas usage was estimated for these two buildings. Natural gas usage based on office square footage and emission factors for criteria pollutants were obtained from URBEMIS 2007. On the project site, east of De Garmo Avenue, there is a truck maintenance shed and a small building used primarily for storage. It was assumed that the maintenance shed is not heated and the small building is used primarily as storage and is not heated as well. Therefore, natural gas usage was calculated only for the maintenance and office building on the main project site, west of De Garmo Avenue.

Diesel-powered equipment is currently used on-site continuously 24 hours a day. The quantity of diesel-powered equipment for the two 12-hour shifts (day and night) vary. The following equipment is used during the 12-hour day shift:

- 8 Excavators;
- 6 Tractors; and
- 3 Forklifts

The 12-hour night shift for current operations uses the following equipment:

- 6 Excavators;
- 3 Tractors; and
- 1 Forklift

SCAB emission factors provided by the ARB August 2004 for the equipment was used to calculate emissions from the equipment.

Evaporative losses from an aboveground 20,000 gallon diesel tank were estimated using the EPA TANKS computer program. Approximately 100,000 gallons of diesel are currently used per month. All evaporative losses were assumed to be in the form of reactive organic gases (ROGs).

The facility currently receives approximately 1,700 tons of material per day to the front yard facility and 2,800 tons of material per day to the back yard facility totaling 4,500 tons of material per day. The material is transported to the facility by passenger vehicles (less than 8,500 lbs) and delivery trucks (greater than 8,500 lbs). The traffic study prepared for the proposed project estimated 73 percent of vehicles traveling to the front yard are delivery trucks and approximately 59 percent of vehicles traveling to the back yard are delivery trucks. The project generates approximately 325 passenger car trips per day assuming each passenger car can haul approximately 3,000 lbs. Assuming the municipal waste has a density of 700 pounds per cubic yard and delivery truck haul capacity of 20 cubic yards, it was estimated

that approximately 225 trucks currently travel to the front yard facilities each day while an estimated 348 trucks currently travel to the back yard facilities[5]. The back yard operations are accessed by both Randall Street and Pendleton Street. Currently, Randall Street is partially unpaved with broken concrete and exposed dirt. The trucks traveling over the dirt cause dust particles (e.g. PM_{10} and $PM_{2.5}$). Therefore, for a conservative analysis, it is assumed that all trucks carrying materials for backyard operations would use Randall Street for access.[6] Motor vehicle emissions associated with the existing facility have been calculated using EMFAC2007. The results of these calculations are identified in Table IV.C-4.

Table IV.C-4
Estimated Daily Operational Emissions – Existing Project Site Land Uses

Emissions Source	Emissions in Pounds per Day					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Commercial Vehicles[a]	21.25	170.45	153.64	0.20	6.14	5.28
Private Vehicles[b]	4.10	4.15	39.98	0.04	0.35	0.22
Natural Gas Usage	4.79	66.00	55.44	0.00	0.12	0.12
On-Site Equipment	45.46	367.83	150.49	0.38	16.81	15.46
Fugitive Road Dust	-	-	-	-	19.07	1.91
Diesel Fuel Storage Tank	0.07	-	-	-	-	-
Total Existing Emissions	**75.67**	**608.43**	**399.55**	**0.62**	**42.49**	**22.99**

[a] *Commercial vehicles generally consist of heavy/large vehicles (i.e. trucks)*
[b] *Private vehicles generally consist of passenger vehicles*
Source: Christopher A. Joseph & Associates, 2009. Calculation sheets are provided in Appendix D.

Existing State-wide Greenhouse Gas Emissions

In December 2006, the California Energy Commission published the *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*. This report indicates that California is the second largest emitter of greenhouse gasses in the United States next to Texas, mostly due to its large population. California generates about half as much CO_2 as Texas. When considering fossil fuel emissions relative to

[5] *See Appendix D for truck trip calculations.*

[6] *Currently Randall Street is watered for dust suppression at a minimum of 4 times a day, unless it is raining. This dust suppression technique has been included in the dust emission calculations analysis.*

population, California is second lowest in the nation in per capita CO_2 emissions, with only the District of Columbia lower. Between 1990 and 2000, California's population grew by 4.1 million people (13.8 percent) and during the 1990 to 2003 period, California's gross state product grew by 83 percent (in dollars, not adjusted for inflation). However, California's greenhouse gas emissions grew by only 12 percent between 1990 and 2003. The report concludes that California's ability to slow the rate of growth of greenhouse gas emissions is largely due to the success of its energy efficiency, renewable energy programs, and commitment to clean air and clean energy. In fact, the State's programs and commitments lowered its greenhouse gas emissions rate of growth by more than half of what it would have been otherwise.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a project may be deemed to have a significant adverse air quality impact if it would:

(a) Conflict with or obstruct implementation of the applicable air quality plan;

(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

(d) Expose sensitive receptors to substantial pollutant concentrations; or

(e) Create objectionable odors affecting a substantial number of people.

The thresholds discussed below are currently recommended by the SCAQMD in the *CEQA Air Quality Handbook* to translate the State CEQA Guidelines thresholds into numerical values or performance standards. As discussed previously in this EIR section, the City utilizes the *CEQA Air Quality Handbook* as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Consistency with the Applicable AQMP

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Exceeding the AQMP population projections could jeopardize attainment of the air quality conditions projected in the AQMP and is considered to be a significant impact.

Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations

The following thresholds of significance were published by the SCAQMD in October 2006.[7]

Construction Period Emissions – Mass Daily Emissions

The SCAQMD currently recommends that projects with construction-related mass daily emissions that exceed any of the following emissions thresholds should be considered significant:

- 75 pounds per day of VOC
- 100 pounds per day of NOx
- 550 pounds per day of CO
- 150 pounds per day of SOx
- 150 pounds per day of PM_{10}
- 55 pounds per day of $PM_{2.5}$

The SCAQMD also recommends that any construction-related emissions from individual development projects that exceed these thresholds be considered cumulatively considerable. These thresholds apply to individual development projects only; they do not apply to the combined emissions generated by a set of cumulative development projects.

Construction Period Emissions – Localized Pollutant Concentrations

The SCAQMD currently recommends that projects with site-specific construction-related emissions that generate the following localized pollutant concentrations at existing human receptors should be considered significant:

- 10.4 micrograms per cubic meter ($\mu g/m^3$) of PM_{10} averaged over a 24-hour period
- 10.4 micrograms per cubic meter of $PM_{2.5}$ averaged over a 24-hour period

Since the Basin is currently in attainment of the national and State ambient air quality standards for NOx and CO, the SCAQMD currently recommends that projects with construction-related emissions that cause the following ambient air quality standards to be exceeded or contributes substantially to an exceeded standard at existing human receptors should be considered significant:

- 0.18 parts per million NOx averaged over a 1-hour period (State standard)
- 20.0 parts per million of CO averaged over a 1-hour period (State standard)
- 9.0 parts per million of CO averaged over an 8-hour period (national and State standard)

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[7] *South Coast Air Quality Management District, Air Quality Significance Thresholds, website: http://aqmd.gov/ceqa/hdbk.html, October 29, 2007.*

Operational Emissions – Mass Daily Emissions

The SCAQMD currently recommends that projects with operational mass daily emissions that exceed any of the following emissions thresholds should be considered significant:

- 55 pounds per day of VOC
- 55 pounds per day of NOx
- 550 pounds per day of CO
- 150 pounds per day of SOx
- 150 pounds per day of PM_{10}
- 55 pounds per day of $PM_{2.5}$

The SCAQMD also recommends that any operational emissions from individual projects that exceed these thresholds be considered cumulatively considerable. These thresholds apply to individual development projects only; they do not apply to the combined emissions generated by a set of cumulative development projects.

Cumulatively Considerable Net Increase of Criteria Pollutants

The SCAQMD's *CEQA Air Quality Handbook* identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project is cumulatively considerable). However, the SCAQMD no longer recommends the use of these methodologies. Instead, the SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific daily emissions thresholds identified above also be considered cumulatively considerable.[8] The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Localized Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of NOx, CO, PM_{10}, or $PM_{2.5}$ at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or State ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development.

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[8] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

Toxic Air Contaminants

SCAQMD Rule 1401 establishes allowable risk thresholds for new, modified or relocated stationary sources (i.e., pieces of equipment) whose operation emits toxic air contaminants. The rule requires a permit applicant to complete a health risk assessment for emissions of a specified list of toxic air contaminants. Emissions with resulting cancer risks of up to 10 in one million are allowed when issuing SCAQMD permits as long as the equipment includes the Best Available Control Technology (T-BACT) for reducing those emissions. New projects with a health risk greater than 10 in one million would be denied an SCAQMD permit. SCAQMD also has a rule (Rule 1402) that addresses toxic emissions from existing sources. Rule 1402 requires existing facilities with cancer risk numbers greater than 25 in one million to install BACT and reduce emissions. For purposes of the analysis presented in this EIR, the more conservative standard set forth in SCAQMD Rule 1401 (additional cancer risk of 10 in one million) was used to identify significant health risk impacts.

A risk assessment in the South Coast Air Basin is also required to include determining the level of risk from a source for potential effects of acute illnesses (short-term), and chronic illnesses (long-term). Non-carcinogenic effects are expressed using the Acute Hazard Index (HI) for short term exposure and the Chronic HI (for long term exposures). The State of California provides a Reference Exposure Level (REL) which is required to be used as an indicator of potential adverse non-cancer health effects. An REL is a concentration level ($\mu g/m^3$) or dose (mg/kg-day) at which no adverse health effects are anticipated. The HI is the ratio of the chemical concentrations from the Proposed Project, determined from modeling, to the REL. The Chronic HI is based upon an annual average emissions per year whereas the Acute HI is based upon a maximum one-hour emission level. When emissions of several toxic air contaminants are quantified from a specific activity, and they affect the same organ system in the body (e.g., respiratory system, nervous system, reproductive system, etc.), there could be a cumulative effect on the target organ. In these cases, the cumulative hazard index is evaluated. For both acute and chronic exposures, a total HI of 1 or greater (that is, the exposure from the project exceeds the concentration or dose at which no adverse health effects would be anticipated) at any target organ would represent a significant health risk.

Calculated health risks associated with the Proposed Project that exceed the cancer and non-cancer risk thresholds described above would be deemed to expose sensitive receptors to substantial pollutant concentrations.

Objectionable Odors

SCAQMD Rule 402 – Nuisance states, among other things, that a person shall not discharge from any source such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public. There are no established objective thresholds or approved models for determining the significance of odor impacts. The rule is enforced both through inspections by SCAQMD enforcement staff as well as citizen complaints. Citizens can complain of nuisance odors and visible emissions to SCAQMD staff and inspectors will be sent to investigate.

SCAQMD Rule 410 – Odors from Transfer Stations and Material Recovery Facilities requires, among other things, that the applicant must submit an Odor Management Plan to SCAQMD. Furthermore, new facilities with permitted throughput greater than 1,000 tons per day, or a modified facility shall be required to:

- Conduct tipping, sorting, and transfer operations within the confines of an enclosure.
- Demonstrate that the facility is located greater than 1,000 feet from any property zoned for residential or mixed land use, or designated as a site for a school or a school under construction, measured from the side of the odor generating source located nearest to the area zoned for residential or mixed land use or school to the closest property line of that receptor.

For purposes of this analysis, a significant impact would occur if the Proposed Project does not comply with SCAQMD Rule 410. Exceedance of this threshold would be deemed to constitute creation of objectionable odors affecting a substantial number of people.

Greenhouse Gas Emissions

At the time that this EIR was being prepared, no agency with jurisdiction over the project site had yet established project-level significance thresholds for GHGs emissions. As such, GHG emissions can be quantified, but should not be used to determine significance under CEQA. Furthermore, the regulations required to meet the goal under AB 32 of reducing emissions to 1990 levels by 2010 are still under development, expected to be implemented no later than January 1, 2010. The list of discrete early action measures that can be adopted and implemented before January 1, 2010, was adopted by the ARB in June, 2007. The three early action measures focus on major State-wide contributing sources and industries, not on individual development projects or practices. These three measures are: 1) a low-carbon fuel standard; 2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and 3) increased methane capture from landfills. At this time, there is no single criterion by which the implementation of a project can be judged to support or hinder attainment of the State's goals.

In the absence of any other adopted thresholds, this assessment assumes that the project would be considered to generate a substantial increase in GHG emissions if it is not consistent with any strategies from the 2006 CAT Report that the Lead Agency deems to be applicable and feasible for the proposed land uses. This would be considered a significant impact with regards to global climate change.

Project Impacts

Consistency with the 2007 AQMP

The 2007 AQMP, discussed previously, was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact of pollution control on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections

utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Projects that are consistent with the population forecasts identified in the Growth Management Chapter of the RCPG are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. The Proposed Project does not involve any residential development, thus it will not induce substantial population growth. Based on this information, the Proposed Project would not jeopardize attainment of air quality standards in the 2007 AQMP for the Basin.

Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations

Construction Period Emissions – Mass Daily Emissions

The Proposed Project would involve the construction of a 107,000-square-foot enclosure over the existing organics area. Two roof canopies are also proposed, one at the southern corner of the project site off Randall Street and a second along the southeastern property line. In addition, the existing perimeter fence would be replaced with a new 25-foot-high metal panel wall along the southern and northern boundaries of the project site. During construction of the proposed enclosure, two basic types of activities would be expected to occur and generate emissions. First, the site would be prepared to accommodate the proposed building and second, the proposed structure would be constructed.

The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table IV.C-5 identifies daily emissions that are estimated to occur on peak construction days along with the thresholds of significance recommended by the SCAQMD and used by the City of Los Angeles. These calculations assume that appropriate mitigation measures will be implemented per SCAQMD Rule 403 – Fugitive dust.

As shown in Table IV.C-5, construction-related daily emissions would not exceed any of the SCAQMD's significance thresholds. Therefore, impacts from mass daily construction emissions would be less than significant.

Construction Period Emissions – Localized Emissions of CO, NOx, PM_{10}, and $PM_{2.5}$

The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each SRA and various distances from the source of emissions. In the case of this Proposed Project, the project site is approximately 12.29 acres. However, construction activities will be

confined to an approximately 2.5 acre site. The nearest sensitive receptors are residential units located 1,800 feet (approximately 550 meters) from the portion of the project site where construction will occur[9]. Therefore, the LSTs for a two and a half acre site with receptors located within 500 meters have been calculated to address the potential localized NOx, CO, PM_{10} and $PM_{2.5}$ impacts to the area immediately surrounding the project site. The average daily construction emissions that would be generated at the project site during the construction phases are shown in Table IV.C-6 along with the applicable LSTs for SRA 7.

Table IV.C-5
Estimated Mass Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Site Preparation Phase						
Fugitive Dust	--	--	--	--	1.71	0.36
Off-Road Diesel Equipment	4.11	34.64	17.17	0.00	1.75	1.61
On-Road Diesel Equipment	0.03	0.36	0.14	0.00	0.02	0.02
Worker Trips	0.04	0.07	1.21	0.00	0.01	0.00
Total Site Grading Emissions	4.18	35.07	18.53	0.00	3.49	1.99
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equip.	4.38	21.02	12.98	0.00	1.45	1.34
Building Construction Worker Trips	0.36	0.67	10.90	0.01	0.08	0.04
Building Construction Vendor Trips	1.02	12.29	8.55	0.02	0.54	0.51
Architectural Coatings Off-Gas	50.94	--	--	--	--	--
Architectural Coatings Worker Trips	0.02	0.04	0.72	0.00	0.01	0.00
Asphalt Off-Gas	0.07	--	--	--	--	--
Asphalt Off-Road Diesel Equipment	3.33	19.81	10.53	0.00	1.71	1.57
Asphalt On-Road Diesel Equipment	0.03	0.36	0.14	0.00	0.02	0.01
Asphalt Worker Trips	0.08	0.15	2.43	0.00	0.02	0.01
Total Building Phase Emissions	60.23	54.34	46.25	0.03	3.89	3.49
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Subtotals may not appear to add correctly due to rounding in the URBEMIS2007 model.
Source: Christopher A. Joseph & Associates, 2007. Calculation sheets are provided in Appendix D.

[9] *Although the property line is approximately 1,500 feet from the nearest sensitive receptor, the analysis is based on construction activities which will occur additional 300 feet northwest of the property line and thus 1,800 feet was the distance used for the analysis.*

Table IV.C-6
Localized Construction-Related Air Quality Impacts – Proposed Project

Emissions Source	Emissions in Pounds per Day			
	NOx	CO	PM_{10}	$PM_{2.5}$
Site Preparation Phase				
Total Site-Specific Emissions	39.8	16.1	3.4	2.2
SCAQMD Construction LSTs for SRA 7	186.5	7747.2	147.8	75.2
Significant Impact?	No	No	No	No
Building Construction Phase				
Total Site-Specific Emissions	40.6	21.1	3.5	3.2
SCAQMD Construction LSTs for SRA 7	186.5	7747.2	147.8	75.2
Significant Impact?	No	No	No	No

Source: Christopher A. Joseph & Associates, 2007. Calculation sheets are provided in Appendix D.

As shown, construction-related daily emissions would not exceed applicable LSTs for CO, NOx, PM_{10}, and $PM_{2.5}$ during either phase of construction. Therefore, localized construction impacts would be less than significant.

Operational Emissions – Mass Daily Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of diesel powered equipment, and the evaporative losses from a diesel storage tank. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

The project involves a revised permit which will consolidate resource recovery and recycling operations under one comprehensive permit. This permit will allow the facility to receive up to 6,700 tons of material per day. The increased tonnage will increase the use of diesel-powered equipment, evaporative loss of the diesel tank and vehicle traffic.

The proposed project will use the following equipment continuously for 24 hours a day:[10]

- 8 Excavators;

[10] *The project would require a mix of equipment, which would only be slightly more than the existing operations in order to process all incoming waste material. This equipment may be swapped out with spare equipment in the event of a break down and subsequent repair. Therefore, an average was calculated which assumed that the spare equipment would operate 10% during a 24 hour shift while the main equipment would operate 90% during a 24 hour shift.*

- 6 Tractors; and
- 3 Forklifts

Approximately 100,000 gallons of diesel are currently used per month. With the increased tonnage of the project (and consequently an additional shift of employees at night), monthly diesel usage is anticipated to increase to 120,000 gallons. It was estimated that approximately 331 trucks would travel to the front yard facilities each day under the revised permit while an estimated 522 trucks would travel to the back yard facilities. To access the back yard areas, trucks use both Randall Street and Pendleton Street depending upon the type of material they are carrying (e.g., trucks carrying C/D material use Randall Street while trucks carrying green waste, and other back yard operations, use Pendleton Street). Since Randall Street is currently unpaved in areas with broken concrete, dirt is exposed which causes dust particle pollution (e.g., PM_{10} and $PM_{2.5}$), thus, this analysis assumed a worst case scenario with all backyard trucks would access the backyard via Randall Street. Additionally, the project would generate approximately 485 passenger car trips per day. The analysis of daily operational emissions has been prepared utilizing the EMFAC2007 computer model.

The results of these calculations are presented in Table IV.C-7. As shown, the net increase in emissions generated by the Proposed Project would not exceed the thresholds recommended by the SCAQMD. Therefore, impacts would be less than significant.

Table IV.C-7
Estimated Daily Operational Emissions – Proposed Project

Emissions Source	Emissions in Pounds per Day					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Motor Vehicle Emissions – Proposed Project						
Commercial Vehicles	31.64	253.74	228.72	0.30	9.14	7.85
Private Vehicles	6.11	6.19	59.66	0.07	0.53	0.33
Natural Gas Usage	*4.79*	*66.00*	*55.44*	*0.00*	*0.12*	*0.12*
On-Site Equipment	*56.04*	*315.34*	*184.70*	*0.47*	*11.75*	*10.81*
Fugitive Road Dust	-	-	-	-	*28.61*	*2.86*
Diesel Fuel Storage Tank	*0.07*	-	-	-	-	-
Proposed Project Subtotal	*98.65*	*641.27*	*528.52*	*0.84*	*50.15*	*21.97*
Existing Emissions	*75.67*	*608.43*	*399.55*	*0.62*	*42.49*	*22.99*
Total Net Increase (Proposed – Existing)	**22.98**	**32.84**	**128.97**	**0.22**	**7.66**	**- 1.02**
SCAQMD Thresholds	*55.00*	*55.00*	*550.00*	*150.00*	*150.00*	*55.00*
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Christopher A. Joseph & Associates, 2007. Calculation sheets are provided in Appendix D.

Unloading and loading operations can also result in fugitive emissions from rise of dust and particles. To ensure that such emissions do not impose a significant impact, the Proposed Project will implement the following control measures:

- All incoming and unloading operations will be watered to suppress the rise of dust particles;
- All CR&RR trucks will be washed on-site prior to exiting to reduce the potential for transport of dust and foreign objects onto surrounding streets and neighborhoods;
- Facilities will be swept at least once per hour and streets at least twice per day;
- A light coat of water will be sprayed over the facility grounds every two to four hours, and on an as-needed basis;
- A misting system will be installed along the perimeter of the fence to assist in suppressing airborne transport of dust.
- Misting nozzles will be placed over unloading and load-out areas to prevent migration of dust.

Implementation of the measures listed above will mitigate impacts from fugitive dust to a less than significant impact.

Ozone Evaluation

The potential ozone emissions from the proposed wet air scrubber were evaluated using the ISCST3 computer model. The ozone emission rate was based stack tests and design flow rates. Stack tests measured an ozone concentration of 0.11 ppm ozone at the stack exhaust. Using a flow rate of 100,000 cubic feet per minute (cfm,) an emission rate of 0.0094 grams per second (g/s) of ozone was calculated and used to estimate the 1-hour and 8-hour ozone air concentration. These concentrations are compared to the background ozone concentrations measured in SRA 7 in 2007 as well as the state and Federal air quality standards. The results of these calculations are presented in Table IV.C-8.

Table IV.C-8
Ozone Concentrations Emitted from Ozonator

Source	Ozone Concentration (ppm)	
	1-Hour	**8-Hour**
Proposed Project	0.00335	0.00257
SRA 7	0.116	0.09
State Standard	0.09	0.07
Federal Standard	---	0.08
Significant Impact?	***No***	***No***

As shown, ozone concentrations from the proposed project at the property boundary are less than 3 percent of background concentrations and do not exceed state and Federal standards. It should be noted that concentrations were modeled to the property boundary. Concentrations at the nearest sensitive receptors located 1,800 feet southeast from the portion of the project site where construction would occur are significantly lower. Therefore, the proposed project would not generate ozone emissions which would exceed the state and Federal 1-hour and 8-hour standards as shown in Table IV.C-8, and this impact would be less than significant.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Operational Emissions – Toxic Air Contaminants

Diesel particulate emissions, a known toxic air contaminant, would occur from trucks transporting waste to and from the project site. To address diesel particulate emissions, statewide programs and regulations are presently being developed and implemented by the ARB and U.S. EPA to reduce the risks of exposure to diesel exhaust. These programs include emission control requirements along with subsidies for upgrading older diesel engines to low-emissions models.

The SCAQMD recommends that projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile health risk assessment. A risk assessment in the South Coast Air Basin includes determining the level of risk from a source for potential effects of 1) cancer, 2) acute illnesses (short-term), and 3) chronic illnesses (long-term). The most concentrated source of long term emissions would be from trucks entering the site, idling at the unloading areas, and then exiting the site.

Hazard Identification

The hazard identification involves identifying if a hazard exists, and if so, what are the pollutants of concern and their associated potential adverse health effects. In this health risk assessment (HRA), the primary hazard is emissions from vehicular sources (specifically heavy-duty, diesel delivery trucks) associated with the Proposed Project. The State of California has identified diesel exhaust as a toxic air contaminant. The potential adverse health effects from exposure to diesel exhaust include inhalation cancer and chronic non-cancer effects.

It is important to note that the potential cancer risk from inhalation exposure to diesel exhaust usually outweighs the multi-pathway cancer risk from the speciated compounds. Likewise, the non-cancer health impacts from inhalation exposure to diesel exhaust usually outweigh the non-cancer multi-pathway health impacts from the speciated compounds of diesel exhaust[11]. Therefore, only the inhalation cancer and chronic non-cancer effects of diesel exhaust were evaluated in this HRA.

[11] *Office of Environmental Health Hazard Assessment (OEHHA), 2003. The Air Toxics Hot spots Program Guidance for Preparation of Health Risk Assessments. Chapters 5, 7, and 8. August 2003.*

Currently, there is no acute toxicity factor for diesel exhaust. Therefore, potential acute (short-term) non-cancer health effects were not evaluated in the HRA.

Exposure Assessment

The exposure assessment estimates the extent of exposure to diesel exhaust for which potential cancer and chronic non-cancer effects were evaluated. This involved emission quantification, dispersion modeling, and estimation of long-term exposure levels.

The diesel exhaust emissions quantification required a diesel exhaust emission rate from heavy, heavy duty trucks (HHDTs) associated with the project. The annual average diesel exhaust emissions have been used to evaluate the potential chronic (long-term) cancer and non-cancer health impacts at receptors surrounding the project. The maximum hourly diesel emissions rates were not calculated because, currently, there is no acute toxicity factor for diesel exhaust. Therefore, potential acute (short-term) non-cancer health impacts have not been evaluated in this HRA.

The surrogate for diesel exhaust is diesel PM or PM_{10} (particulate matter, ten microns or less in size). A diesel exhaust (as PM_{10}) emission rates of 0.913 grams per mile (g/mi) for traveling and 1.159 grams per hour (g/hr) for idling were obtained from using the EMFAC2007 model.

As discussed previously, the number of daily trips to the project site was estimated based on the waste received per day, the hauling capacity of entering vehicles and the fleet mix of those entering vehicles. The Proposed Project would generate an increase of approximately 280 delivery truck trips per day and 160 passenger vehicle trips day. All delivery trucks were assumed to be heavy duty diesel trucks as a conservative estimate. The truck idling calculations were based on a total idling time of 15 minutes per truck, consistent with SCAQMD's recommendations. This idling represents a worst-case scenario and the project trucks will be required to comply with California Air Resources Board (ARB) Airborne Toxic Control Measure (ATCM) 5-minute idling rule. Idling emissions are distributed evenly throughout the established line source. The even distribution of idling sources is based on the assumption that trucks will idle for during unload and also while queuing. The idling emission factor and physical modeling parameters were obtained from the aforementioned SCAQMD modeling guidance document.[12] It is assumed that trucks will maintain a speed limit of less than 15 miles per hour within the project property boundaries.

The dispersion modeling was performed using the Lakes Environmental ISC – AERMOD Version 5.8.0 version of the U.S. EPA's Industrial Source Complex—Short Term, Release 3 (ISCST3) model (Version 02035) to estimate the ground-level diesel concentrations based on the emission rates discussed above. The modeled 0.0568-mile onsite truck route lengths was approximated using 9 volume sources along its length. The modeling estimated ground-level diesel concentrations at the nearest residential property

[12] *South Coast Air Quality Management District, 2000. MULTIPLE AIR TOXICS EXPOSURE STUDY (MATES II). Executive Summary. March 2000.*

located approximately 1,800 feet southeast of the portion of the proposed project site where construction would occur.

The modeling utilized pre-processed meteorological data for upper air station 99999 and surface meteorological station 51115 (both for Newhall, CA) obtained from the South Coast Air Quality Management District's (SCAQMD) website[13]. The model was run using SCAQMD LST methodology. No building profile algorithms were used and the digital elevation model (DEM) for the Los Angeles region were imported and run in AERMAP then the elevations where imported in to the model. Additional input parameters are summarized in the modeling output file provided in Appendix D.

Using the modeling approach and methodology discussed above, the maximum annual average ground-level diesel concentration at the residential property was estimated to be 0.00325 micrograms per cubic meter ($\mu g/m^3$). The modeling results are presented in Appendix D.

Dose-Response

The dose-response assessment is the process of characterizing the relationship between exposure to diesel exhaust and incidence of an adverse health effect in exposed populations.

The estimation of potential inhalation cancer risk posed by exposure to diesel exhaust requires a cancer potency factor. Cancer potency factors are expressed as the upper bound probability of developing cancer assuming continuous lifetime exposure to diesel exhaust at a dose of one milligram per kilogram of body weight, and are expressed in units of inverse dose as a potency slope (i.e., $[mg/kg/day]^{-1}$). A cancer potency factor when multiplied by the dose of a carcinogen gives the associated lifetime cancer risk. The cancer potency factor for diesel exhaust is 1.1 x 100 $[mg/kg/day]^{-1}$.[14] The estimation of potential inhalation chronic non-cancer effects posed by exposure to diesel exhaust requires a chronic reference exposure level (REL). A chronic REL is a concentration level (that is expressed in units of micrograms per cubic meter ($\mu g/m^3$) for inhalation exposures), at or below which no adverse health effects are anticipated following long-term exposure. The chronic REL for diesel exhaust is 5 $\mu g/m^3$. The chronic hazard index target organ for diesel exhaust is the respiratory system.[15]

Currently, there is no acute toxicity factor for diesel exhaust. Therefore, potential acute (short-term) non-cancer health effects were not evaluated in the HRA.

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[13] *South Coast Air Quality Management District, AQMD Meteorological Data Dispersion Model Application, website: http://www.aqmd.gov/smog/metdata/MeteorologicalData.html, November 8, 2007.*

[14] *Office of Environmental Health Hazard Assessment (OEHHA), 2003. The Air Toxics Hot spots Program Guidance for Preparation of Health Risk Assessments. Chapters 5, 7, and 8. August 2003.*

[15] *Ibid.*

Risk Characterization

Risk characterization combines the maximum annual average ground-level diesel concentration from the exposure assessment and the cancer potency factor and chronic REL from the dose-response analysis to estimate the potential inhalation cancer risk and chronic hazard index (HI) from the exposure to diesel exhaust emissions.

The following calculation was performed to estimate exposure through inhalation as a function of respiration rate and the concentration of diesel exhaust in air (OEHHA, 2003, Equation 5.4.1 A) (the recommended default values are also provided):

$Dose\text{-}inh = [Cair * \{DBR\} * A * EF * ED * 10^{-6}] / AT$

$= [0.00325 * 302 * 1 * 350 * 70 * 10^{-6}] / 25{,}550$

$= 9.41E\text{-}07$ mg/kg/d

where:

Dose-inh = Dose through inhalation (mg/kg/day)

10^{-6} = Factor to convert micrograms to milligrams and liters to cubic meters simultaneously.

Cair = Concentration of diesel exhaust in air ($\mu g/m^3$)

= 0.00325 (maximum)

{DBR} = Daily breathing rate (L/kg body weight - day)

= 302 (80th percentile value as recommended in OEHHA (2003))

A = Inhalation absorption factor

= 1

EF = Exposure frequency (days/year)[16]

= 350 (residential)

ED = Exposure duration (years)

= 70 (residential)

[16] *Ibid*

AT = Averaging time period over which exposure is averaged, in days (e.g., 25,550 days for 70 yr for cancer risk)

= 25,550 (residential)

The following calculation was performed to estimate the excess cancer risk for a 70- year resident due to diesel exhaust from the Proposed Project, based upon the calculated dosage:

Inhalation Cancer Risk

= *(Dose-inh, mg/kg/day) x (Cancer Potency Value, [mg/kg/day]-1)*

= 9.41E-07 x 1.1

= 1.04E-06

= 1.04 in one million

The chronic HI is a calculated ratio. Exposures above the REL are indicated by an HI greater than one (1) and may indicate that the source has a potential to cause adverse non-cancer health effects.

Chronic Non-Cancer HI

= *(annual average diesel exhaust concentration,* μg/m3*) / REL*

= (0.00325 μg/m3) / (5 μg/m3)

= 0.00065

Cancer Risk – Cumulative

The cumulative analysis showed that the receptor location of the maximum exposed individual resident (MEIR) is 1.04 in one million. The potential inhalation cancer risks are lower than the "range of relative excess cancer risk for residents along freeways or busy roadways of approximately 300-1,700 in one million" cited in a California Air Resources Board (ARB) study.[17] The same study "estimated regional cancer risk from air toxics in the Los Angeles region (South Coast Air Basin) is approximately 1,000 in a million."[18] Since the calculated risk for the project is 1.04 in a million and the ARB study calculated a risk of 1,000 in a million for the South Coast Air Basin, the calculated risk from the project including

[17] *California Air Resources Board, 2005. Proposed Air Quality and Land Use Handbook: A Community Perspective. March 2005.*

[18] *Ibid.*

cumulative impacts would be negligible. Again, the MEIR and receptor cancer risks are conservatively high as they have been estimated using a 70-year exposure.

Chronic Non-Cancer HI – Cumulative

The cumulative chronic non-cancer HI is well below 1.0.

Objectionable Odors

Over the past five years, the operations at CR&RR have received 15 Notices of Violation (NOV) by SCAQMD. The majority of these NOVs have been issued for odor nuisance complaints. The increased tonnage of waste handled at this facility could potentially lead to additional public nuisance complaints and potentially more NOVs if proper mitigation measures are not made.

In response to concerns over continued odor complaints, the applicant is required to submit an Odor Management Plan to SCAQMD per Rule 410. The odor management plan is required to outline odor control strategies for transfer and handling of green waste and recyclable materials. SCAQMD has outlined a number of control strategies for mitigating odor emissions from transfer stations and material recovery facilities with throughputs of MSW greater than 1,000 tons per day. Table IV.C-9 outlines the ways in which the Proposed Project will address these suggested control measures.

It should be noted that when the proposed Wet Air Scrubber system goes down for a short period of time, the facility operator will monitor all air vents and will manually mist any detected odor, using the same misting system currently being utilized under the IOA. Additionally, the Proposed Project will continue to employ a number of both self-imposed and regulatory performance standards in its daily operations to help mitigate odor impacts. For instance, supermarket trim and cull material is processed within twenty-four hours of receipt, and the processed material transported to an off-site composting facility. Only fresh-cut green waste is accepted, and any green waste that is noticed to have a strong odor upon entry to the site is rejected. Daily logs of green waste receiving and shipping are maintained as proof of operator's efforts to control waste. Every two to four hours, and on an as needed basis, the facility grounds are sprayed with a light coat of water to help manage odor. A misting system is installed and operated along the perimeter fence to assist in suppressing airborne transport of odor.

Based on the measures outlined above, the Proposed Project would be consistent with SCAQMD Rule 410. Therefore, impacts from objectionable odors would be less than significant.

Greenhouse Gas Emissions

Generally, an individual project cannot generate enough greenhouse gas emissions to influence global climate change because it is the increased accumulation of greenhouse gases which may result in global climate change. However, an individual project may contribute an incremental amount of GHG emissions.

Table IV.C-9
Proposed Project Odor Control Strategies

Odor Generating Source	SCAQMD Control Strategy	Proposed Project Strategy
Tipping Floor	Partial enclosure, consisting of a permanent roof structure covering the tipping floor and two or more walls that act as a wind barrier, in combination with a handheld or overhead misting system	A new roof structure will be constructed over the incoming mixed construction materials tipping floor (located in the front yard). The roof will be attached to the new fence on two sides and will extend out over the incoming stockpile. This roof structure will also cover the in-feed conveyor system. Misting nozzles will be placed over the load-out area and where needed. A new roof structure will be constructed over the incoming waste tipping floor (located in the back yard). The new roof will be attached to the new fence to the south side of the tipping floor and will also have a new wall constructed along the north side of the tipping floor. Misting nozzles will be placed over the load-out and dumping areas.
	A buffer zone where the facility is located more than 1,000 feet from any property zoned for residential or mixed land use and any property designated as a site for a school or school under construction.	As mentioned previously, the nearest residential home is located 1,800 feet from the active construction areas. The area surrounding the project site is characterized by heavy manufacturing and industrial land uses.
Materials Recovery Facility	Full enclosure, consisting of a permanent roof structure covering tipping floor and four walls. Openings for ventilation and access shall not exceed 10% of the total surface area of the enclosure's exterior walls, floor and the horizontal projection of the roof for a full enclosure, or the minimum percentage required by a local or state regulation.	A large building will be constructed over the produce trim and cull receiving area, the processed organics stockpile, and the wood waste receiving, processing and ground material stockpile. The building will utilize a negative draft system that will draw air from the receiving and processed stockpile area inside the building. The air will be treated through an odor cleansing system (scrubber) to remove odorous compounds before the air is discharged into the atmosphere.

Source: South Coast Air Quality Management District, Rule 410 – Odors from Transfer Stations and Materials Recovery Facilities, website: http://www.aqmd.gov/rules/reg/reg04/r410.pdf, October 11, 2007.

Consistent with the OPR Climate Change Report, an inventory of the proposed Project's GHG emissions in carbon dioxide equivalencies (CO_2e) was calculated using methodologies described in the California Climate Action Registry (CCAR) General Reporting Protocol (version 3.1) published in January 2009. While this Protocol was not developed expressly for CEQA purposes, it does provide methods that are appropriate to use to quantify the GHG emissions of projects. The net GHG emissions generated by the proposed Project are shown in Table IV.C-10.

Table IV.C-10
Predicted Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions in Metric Tons per Year
Proposed Project GHG Emissions	
Natural Gas Consumption	14.33
Electricity Generation	52.41
Motor Vehicles	5,023.39
Subtotal	5,090.13
Existing GHG Emissions	
Natural Gas Consumption	14.33
Electricity Generation	52.41
Motor Vehicles	3,367.35
Subtotal	*3,434.09*
Net Project GHG Emissions	*1,656.04*
Source: Christopher A. Joseph & Associates, 2009. Calculation data and results are provided in Appendix D.	

Emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is not possible to predict the specific impact, if any, to global climate change from one project's relatively small incremental increase in emissions. Therefore, impacts associated with GHG emissions should not be evaluated on a project-level basis, but instead on a cumulative basis. Without a significance threshold, the cumulative impact could be considered significant. Consistency with the 2006 CAT Report and the Los Angeles Green Building ordinance demonstrates mitigation of cumulative impacts below significance.

Compliance with 2006 CAT Report Strategies

The consistency of the Proposed Project with the strategies from the 2006 CAT Report is evaluated in Table IV.C-11. As shown, the project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California. Therefore, the impact of the Proposed Project would be less than significant.

Table IV.C-11
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards. AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	**Consistent.** The vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling. In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	**Consistent.** Current State law restricts diesel truck idling to five minutes or less. Diesel trucks making deliveries to the project site are subject to this State-wide law.
Transportation Refrigeration Units, Off-Road Electrification, Port Electrification (ship to shore). Require all new transportation refrigeration units (TRU) to be equipped with electric standby. Require cold storage facilities to install electric infrastructure to support electric standby TRUs. Off-road Electrification and Port Electrification.	**Consistent.** Mitigation measure AQ-1 requires that the project rely on electricity infrastructure rather than generators powered by internal combustion engines to the maximum extent feasible.
Alternative Fuels: Biodiesel Blends. ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	**Consistent.** The diesel vehicles that travel to and from the project site on public roadways could utilize this fuel once it is commercially available.
Alternative Fuels: Ethanol. Increased use of E-85 fuel.	**Generally Consistent.** Workers from the project site could purchase flex-fuel vehicles and utilize this fuel once it is commercially available in the region and local vicinity. Also, the site could purchase flex-fuel vehicles and utilize this fuel.
Heavy-Duty Vehicle Emission Reduction Measures. Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	**Consistent.** The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Achieve 50% Statewide Recycling Goal. Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	**Consistent.** The Proposed Project is a resource recovery operation. Approximately 65% of the material received at the site is processed and recovered for re-use. The revised permit being evaluated in this EIR is designed to respond to new recycling industry regulations.
Zero Waste – High Recycling. Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	**Consistent.** As mentioned above, the Proposed Project is a resource recovery operation in which 65% of the material received at the site is processed and recovered for re-use. The purpose of the revised permit is to consolidate all resource recovery operations under one comprehensive permit in order to respond to new recycling industry regulations.

Table IV.C-11 (Continued)
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Department of Water Resources	
Water Use Efficiency. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	**Consistent.** The Proposed Project would not substantially increase the amount of water consumed at the project site.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress. Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	**Consistent.** The project would be required to be constructed in compliance with the Green Building Ordinance which would exceed the standards of Title 24 in effect at the time of development by 14%.
Appliance Energy Efficiency Standards in Place and in Progress. Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	**Consistent.** Under State law, appliances that are purchased for the project – both pre- and post-development – would be consistent with energy efficiency standards that are in effect at the time of manufacture.
Fuel-Efficient Replacement Tires & Inflation Programs. State legislation established a statewide program to encourage the production and use of more efficient tires.	**Generally Consistent.** Company vehicles and workers of the project site could purchase tires for their vehicles that comply with State programs for increased fuel efficiency.
Alternative Fuels: Non-Petroleum Fuels. Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	**Generally Consistent.** Workers of the project site could purchase alternative fuel vehicles and utilize these fuels once they are commercially available in the region and local vicinity.
Business, Transportation and Housing	
Smart Land Use and Intelligent Transportation Systems (ITS). Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment. Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting	**Consistent.** The Los Angeles County Metropolitan Transportation Authority (MTA) currently provides public transit services in the vicinity of the project site. The following transit lines serve the project vicinity: the 94, 152, 153, 169, 292, and 394.

Table IV.C-11 (Continued)
Project Consistency with 2006 CAT Report Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	
State and Consumer Services Agency	
Green Buildings Initiative. Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	**Consistent.** As discussed previously, the project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards.
Public Utilities Commission (PUC)	
California Solar Initiative. The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	**Generally Consistent.** While the Proposed Project does not include the installation of solar roofs, the owners of the Proposed Project may choose to install them later if they become economically viable from an installation and maintenance point of view.
Sources: Climate Action Team, 2006 and Christopher A. Joseph & Associates, 2007.	

CUMULATIVE IMPACTS

Cumulative development could possibly result in a significant impact by conflicting with, or obstructing implementation of, the 2007 AQMP. The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Growth considered to be consistent with the 2007 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the Growth Management Chapter of the RCPG, implementation of the 2007 AQMP will not be obstructed by such growth. Since the project would not jeopardize attainment of air quality standards in the 2007 AQMP for the Basin and the Los Angeles County portion of the Basin, they would

not have a cumulatively considerable contribution to this impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan.

Because the Basin is currently in nonattainment for ozone, CO, and PM_{10}, cumulative development could exceed an air quality standard or contribute a substantial increase to an existing or projected air quality exceedance. With regard to cumulative air quality impacts, the SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess these emissions. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. As discussed previously, mass construction and operational emission would not exceed the recommended SCAQMD thresholds. Therefore, these emissions would not be cumulatively considerable. Also, localized construction emissions from the Proposed Project would not exceed the recommended thresholds and would neither be cumulatively considerable nor significant.

As discussed previously, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The State has mandated a goal of reducing State-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to grow substantially. However, the Proposed Project development would be consistent with the 2006 CAT Report strategies. The increase in recycling operations would be consistent with CAT strategies, and would help the region reach the goals set forth in AB 939, the Integrated Waste Management Act of 1989. Implementation of the CAT Report strategies would reduce the otherwise cumulatively considerable impact of global climate change to a less than significant level.

MITIGATION MEASURES

Construction-Related Project Impacts

The following measures shall be implemented to reduce the potential emissions associated with construction activities to the maximum extent feasible:

C-1 The project developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the project site throughout the project construction phases. Examples of the types of measures currently required and recommended include the following:

- Keep all construction equipment in proper tune in accordance with manufacturer's specifications.

- Use late model heavy-duty diesel-powered equipment at the project site to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction activities of more than two weeks).

- Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the project site to the extent that it is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment). (This measure does not apply to diesel-powered trucks traveling to and from the site.)

- Utilize alternative fuel construction equipment (e.g., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment).

- Limit truck and equipment idling time to five minutes or less.

- Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.

C-2 The project developer shall implement fugitive dust control measures in accordance with SCAQMD Rule 403. The project developer shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Use watering to control dust generation during demolition of structures or break-up of pavement, and on an as-needed basis.

- Water active grading/excavation sites and unpaved surfaces at least three times daily, or on an as-needed basis.

- Cover stockpiles with tarps or apply non-toxic chemical soil binders.

- Limit vehicle speed on unpaved roads to 15 miles per hour.

- Sweep daily (with water sweepers) all paved construction parking areas and staging areas, and on an as-needed basis.

- Provide daily clean-up of mud and dirt carried onto paved streets from the site, and on an as-needed basis.

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.

- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more, or when dust becomes a visible problem.

- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number (for both the SCAQMD and LEA) to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

Operational-Related Project Impacts

C-3 The Project operator shall implement fugitive dust control measures during project operations including the following control measures:

- All incoming and unloading operations will be watered to suppress the rise of dust particles;

- All CR&RR trucks will be washed on-site prior to exiting to reduce the potential for transport of dust and foreign objects onto surrounding streets and neighborhoods, and on an as-needed basis;

- Facilities will be swept at least once per hour and streets at least twice per day;

- A light coat of water will be sprayed over the facility grounds every two to four hours, and on an as-needed basis;

- A misting system will be installed along the perimeter of the fence to assist in suppressing airborne transport of dust.

- Misting nozzles will be placed over unloading and load-out areas to prevent migration of dust.

Odor Impacts

C-4 The Project operator shall implement odor control measures in accordance with SCAQMD Rule 410:

- A new roof structure will be constructed over the incoming mixed construction materials tipping floor. The roof will be attached to the new fence on two sides and will extend out over the incoming stockpile. This roof structure will also cover the in-feed conveyor system. Misting nozzles will be placed over the unloading and load-out area and where needed.

- A new roof structure will be constructed over the incoming waste tipping floor. The new roof will be attached to the new fence to the south side of the tipping floor and will also have

a new wall constructed along the north side of the tipping floor. Misting nozzles will be placed over the load-out area and unloading area.

- A large building will be constructed over the produce trim and cull receiving area, the processed organics stockpile, and the wood waste receiving, processing and ground material stockpile. The building will utilize a negative draft system that will draw air from the receiving and processed stockpile area inside the building. The air will be treated through an odor cleansing system (scrubber) to remove odorous compounds before the air is discharged into the atmosphere.

C-5 The Project operator shall implement a number of both self-imposed and regulatory performance standards in its daily operations to help mitigate odor impacts. Examples of the types of measures include the following:

- Supermarket trim and cull material is processed within twenty-four hours of receipt, and the processed material transported to a composting facility in an adjacent county.

- Only fresh-cut green waste is accepted, and any green waste that is noticed to have a strong odor upon entry to the site is rejected.

- Daily logs of green waste receiving and shipping are maintained as proof of operator's efforts to control waste.

- Every two to four hours, and on an as-needed basis, the facility grounds are sprayed with a light coat of water to help manage odor.

- A misting system is installed and operated along the perimeter fence to assist in suppressing airborne transport of odor.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the recommended mitigation measures would reduce the Proposed Project's construction-related impacts to less-than-significant levels. Mitigation Measure C-2 is required per SCAQMD Rule 403, and was therefore used in the analysis of both regional and localized construction emissions generated by the Proposed Project. The use of this measure would reduce emission from construction activities to a less than significant level. In addition, Mitigation Measure C-3 through C-5 would be required per SCAQMD Rule 410. The use of these measures would ensure operational impacts would remain less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
D. GEOLOGY AND SOILS

The following section is a summary of the geotechnical report conducted for the proposed project. The Limited Soils Engineering Investigation, Proposed Steel Building, 11320 Pendelton Street, Sun Valley, California (the "Geotechnical Report") was prepared by Geo Concepts, Inc., dated October 19, 2004. A copy of this report can be found as Appendix E to this Draft EIR.

ENVIRONMENTAL SETTING

The project site is located at the southwest and southeast corners of De Garmo Avenue and Pendleton Street, in the Sun Valley Community of the City of Los Angeles. The project site totals approximately 12.29 acres of land and is currently developed with an existing transfer station and non-permitted recycling activities. The proposed project would construct a 107,000-square-foot warehouse building to be located over the business' existing organics area, two roof structures, and a perimeter fence. Also, the project involves a revised solid waste facility permit, along with an expansion in permitted incoming tonnage, for the existing and non-permitted resource recovery and recycling operations.

Regional and Local Geology

Community Recycling and Resource Recovery Inc. is located in the northeast portion of the San Fernando Valley Basin adjacent to the Verdugo Mountains. The San Fernando Valley is an elliptical alluvium-filled basin approximately 23 miles long and 12 miles wide within the Transverse Ranges geomorphic province. Alluvium has been deposited from streams and rivers that have carried erosional debris from the surrounding upland areas. Specifically, the site lies within the Hansen Subarea of the San Fernando Valley Basin near the northwest tip of the Verdugo Mountains. The geologic units underlying the Hansen subarea are, from the youngest to the oldest: (1) Holocene Alluvium, (2) Pleistocene Alluvium, (3) Miocene sedimentary formations, and (4) Pre-Cretaceous crystalline and metamorphic rocks.

The Holocene deposits of alluvial and sediments, derived from the San Gabriel and Verdugo Mountains, were transported and deposited primarily by the washes draining Tujunga and La Tuna Canyons. These deposits consist primarily of uncemented light grey subangular boulders, gravel and sand; are approximately 50 to 75 feet thick, essentially unweathered, and do not have a significant soil horizon. The Pleistocene deposits consist of brownish to reddish-grey silty sand, cobbles, and boulders and are more than 500 feet thick, based on the logs of water wells 4916 and 4916A, located approximately 1,000 feet south of the Bradley West Extension.

The Miocene sedimentary rocks include the middle Miocene Topanga Formation and the upper Miocene Modelo Formation. Both formations consist of marine shales, siltstones, sandstones, and occasional conglomerates. The Topanga Formation also contains volcanic flows and breccia. The pre-Cretaceous crystalline and metamorphic rocks are primarily granitic rocks with dikes.

Seismic Conditions

The entire Southern California area is considered a seismically active region. Based on criteria established by the California Geological Survey (CGS), faults may be categorized as active, potentially active, or inactive. Active faults are those that show evidence of surface displacement within the last 11,000 years (Holocene age). Potentially active faults are those that show evidence of the last displacement within the last 1.6 million years (Quaternary age). Faults showing no evidence of displacement within the last 1.6 million years may be considered inactive for most purposes, except for some critical structures.

In 1972, the Alquist-Priolo Special Studies Zone Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. The Act defines "active" and "potentially active" faults utilizing the same age criteria as that used by the CGS. However, the established policy is to zone active faults and only those potentially active faults that have a relatively high potential for ground rupture. Therefore, not all faults identified as "potentially active" by the CGS are zoned under the Alquist-Priolo Act. The closest active fault is the Verdugo fault which is located approximately 2 miles from the project.

Subsurface Conditions

Field exploration of the site has been conducted several times since 1972. The most recent field exploration was conducted in March 2004 for this Geotechnical Report (included as Appendix E to this Draft EIR). Subsurface exploration was performed by a drill rig trenching into the underlying earth materials. The Plot Map (located in Appendix I of the Geotechnical Report, which is included as Appendix E to this Draft EIR) depicts locations of the subsurface explorations.

Previous grading has resulted in compacted fill placement on the subject site. Fill materials were presumably placed during backfilling of a gravel pit under the observation of Foundation Engineering circa 1972.[1] Fill was encountered in all of the borings ranging to more than 46 feet in thickness. Foundation Engineering Co. indicated a fill thickness from 30 to 50 feet. Fill consists of sandy clay, dark gray to dark brown, moist, stiff to hard, pieces of glass, pebbles and debris. Based upon field observations, laboratory testing and analysis, the compacted fill found in explorations should possess sufficient strength to support the proposed structure.

Landfill operations have also resulted in fill placement on the site. The fill did not contain significant amounts of vegetation or garbage. Debris within the fill consisted of metal, glass, brick and minor amounts of wood. The thickness of the landfill material encountered in explorations is depicted on the Plot Map. Due to the variability of the fill material, estimates of potential settlements are difficult. Previous investigations at the subject site indicate a potential settlement of 6 to 8 inches.

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[1] *De Garmo Pit, which was a municipal landfill used in the 1940's, and was closed in the early 1950s.*

Alluvial deposits underlie the fill. Alluvium primarily consists of sand, sand with abundant gravels, and cobbles. Based upon field observations, laboratory testing and analysis, the alluvium found in explorations should possess sufficient strength to support the proposed structure.

Groundwater

No active surface groundwater seeps or springs were observed on the subject site. The current subsurface exploration or previous exploration did not encounter groundwater to a depth of 46 feet. Seasonal fluctuations of groundwater levels may occur by varying amounts of rainfall, irrigation and recharge.

Liquefaction

Liquefaction involves the sudden loss of strength in saturated, cohesionless soils that are subjected to ground vibration and which results in temporary transformation of the soil into a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structures located on top of it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. The effects of liquefaction include the loss of the soil's ability to support footings and foundations which may cause buildings and foundations to buckle.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a project could have a potentially significant geology and soils impact if it were to cause one or more of the following conditions:

(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

  (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault;

  (ii) Strong seismic ground shaking;

  (iii) Seismic-related ground failure, including liquefaction;

  (iv) Landslides;

(b) Result in substantial soil erosion or the loss of topsoil;

(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;

(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Based on the City of Los Angeles Draft L.A. CEQA Thresholds Guide, the proposed project would also result in a significant geotechnical impact if it exceeds the following threshold:

(f) A project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.

As discussed in Section IV.A., Impacts Found Less Than Significant of this Draft EIR and in the Initial Study (included as Appendix A to this Draft EIR), the proposed project would have no impact with respect to Threshold (e) listed above. As such, this section contains an analysis of Thresholds (a) through (d).

Project Impacts

Seismic Hazards

Ground Surface Rupture

The project site is located in the seismically active region of southern California. However, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. No known active faults are mapped as crossing the project site or projecting towards the project site. On this basis, ground rupture due to faulting is not considered a significant hazard at the project site.

Ground Shaking

The principal seismic hazard to the proposed project is strong ground shaking from earthquakes produced by local faults. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements. The proposed construction would be consistent with all applicable provisions of the City of Los Angeles Building Code, as well as the seismic design criteria contained within the Uniform Building Code. Although the project site is located by many other faults on a regional level, the potential seismic hazard to the project site would not be higher than in most areas of the City of Los Angeles or elsewhere in the region. As the entire Southern California area is considered a seismically active region, every building in the region is susceptible to groundshaking and earthquakes. The City of Los Angeles Building Code includes regulations and requirements designed to reduce risks to life and property to the maximum extent feasible. Therefore, the risks from seismic ground shaking are considered to be less than significant.

Liquefaction

Liquefaction involves the sudden loss in strength of a saturated, cohesionless soil (predominantly sand) caused by the build-up of pore water pressure during cyclic loading, such as produced by an earthquake. This increase in pore water pressure can temporarily transform the soil into a fluid mass, resulting in vertical settlement and can also cause lateral ground deformations. Typically, liquefaction occurs in areas where there are loose sands and the depth to groundwater is less than 50 feet from the surface. Seismic shaking can also cause soil compaction and ground settlement without liquefaction occurring, including settlement of dry sands above the water table. The subject site is not located within a liquefaction zone on the State of California Seismic Hazard Map and borings did not encounter groundwater at a depth of 46 feet. Therefore, the risks from liquefaction are considered to have a less than significant impact.

Landslides

The topography of the project site is relatively flat and the site is not located near any foothills or mountains, meaning that the possibility of landslides occurring on the project site is minimal. Therefore, the potential impact associated with landslides would be less than significant.

Erosion and Topsoil

Although project development has the potential to result in the erosion of soil during site preparation and construction activities, erosion would be reduced by implementation of appropriate erosion controls during grading. Minor amounts of erosion and siltation could occur during project grading, which would be collected in a controlled manner. Additionally, the potential for soil erosion during the operation of the proposed project is low due to the generally level topography of the area and the fully developed aspects of the project site at the completion of build-out. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels, and all grading should also conform to the requirements of the City of Los Angeles Grading Division. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills. With implementation of the applicable grading and building permit requirements and the application of Best Management Practices, a less than significant impact would occur with respect to erosion or loss of topsoil.

Expansive Soils

Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. No such soils were found on the project site. With construction of the proposed project in accordance with the Los Angeles Building Code Chapter IX, a less than significant impact associated with expansive soils would occur.

Soil Stability

The proposed project will not require excavation, only boring for the installation of piers and piles to support the new building. As discussed above, studies reported a fill thickness of 30 to 50 feet. The fill consists of sandy clay, dark gray to dark brown, moist, stiff to hard, pieces of glass, pebbles and debris. Based upon field observations, laboratory testing and analysis, the compacted fill found in explorations should possess sufficient strength to support the proposed structure.

Due to the variability of the fill material, estimates of potential settlements are difficult. Previous investigations at the subject site indicate a potential settlement of 6 to 8 inches.

The alluvial deposits underlying the fill consist primarily of sand, sand with abundant gravels, and cobbles. Based upon field observations, laboratory testing and analysis, the alluvium found in explorations should possess sufficient strength to support the proposed structure.

The proposed building should be supported on foundations embedded into the alluvium or on foundations embedded into the existing compacted fill. All work should be conducted in accordance with the recommendations in the Geotechnical Report (see Appendix E to this Draft EIR). With the implementation of the recommendations in the Geotechnical Report, impacts associated with soil stability would be less than significant.

CUMULATIVE IMPACTS

Geotechnical impacts related to future development in the City would involve hazards related to site-specific soil conditions, erosion, and ground shaking during earthquakes. These impacts would be site-specific and would not be common to nor shared with the impacts on other sites. Furthermore, development of each of the related projects and the proposed project would be subject to uniform site development and construction standards that are designed to protect public safety. Therefore, cumulative geotechnical impacts would be less than significant.

MITIGATION MEASURES

The following mitigation measures shall be required to further reduce the already less than significant impacts of the proposed project:

D-1 Specific Requirements

- The proposed steel building shall be supported on foundations embedded into the alluvium or on foundations embedded into the existing compacted fill.

- The existing fill shall be removed and replaced as compacted fill to a depth equal to the depth of the proposed grade beam.

- The site shall be maintained by the operator as outlined in the Drainage and Maintenance section below.

Drainage and Maintenance

D-2 Maintenance of structures must be preformed to avoid serious damage and/or instability to improvements. Most problems are associated with or triggered by water. Therefore, a comprehensive drainage system shall be designed and incorporated into the final plans. In addition, pad areas shall be maintained and planted in a way that will allow this drainage system to function as intended. The following are specific drainage, maintenance, and landscaping requirements.

Pad Drainage

- Positive pad drainage shall be incorporated into the final plans. All drainage from the roof and pad shall be directed so that water does not pond adjacent to the foundations or flow toward them. All drainage from the site shall be collected and directed via non-erosive devices to a location approved by the building official. Planters placed adjacent to the structures shall be designed to drain away from the structure. Area drains, subdrains, weep holes, roof gutters and downspouts should be inspected periodically to ensure that they are not clogged with debris or damaged. If blockage or damage is evident, have it corrected.

Landscaping

- All slopes shall be maintained with a dense growth of plants, ground-covering vegetation, shrubs and trees that possess dense, deep root structures and require a minimum of irrigation. Plants surrounding the development shall be of a variety that requires a minimum of watering. A landscape architect shall be consulted regarding planting adjacent to improvements. It will be the responsibility of the property owner to maintain the planting. Alterations of planting schemes shall be reviewed by the landscape architect.

Irrigation

- An adequate irrigation system is required to sustain landscaping. Over-watering resulting in runoff and/or ground saturation must be avoided. Irrigation systems must be adjusted to account for natural rainfall conditions. Any leaks or defective sprinklers must be repaired immediately. To mitigate erosion and saturation, automatic sprinkling systems must be adjusted for rainy seasons. A landscape architect shall be consulted to determine the best times for landscape watering and the maximum amount of water usage.

Grading and Earthwork

D-3 Proposed grading will consist of removal and re-compaction of the upper fill and foundation excavations. All grading shall be carried forth as outlined below:

Flatland Grading

- Prior to commencement of work, a pre-grading meeting shall be held. Participants at this meeting will consist of the contractor, the owner or his representative, and the soils engineer. The purpose of the meeting is to avoid misunderstanding of the recommendations set forth in this report that might cause delays in the project.

- Prior to placement of fill, all vegetation, rubbish, and other deleterious material shall be disposed of off site. The proposed structures shall be staked out in the field by a surveyor. This staking shall, as a minimum, include areas for over-excavation, toes of slopes, tops of cuts, setbacks, and easements. All staking shall be offset from the proposed grading area at least five feet. The proposed construction shall be excavated down to a depth of the proposed grade beam.

- The natural ground, that is determined to be satisfactory for the support of the filled ground, shall then be scarified to a depth of at least six inches and moistened as required. The scarified ground shall be compacted to at least 90 percent of the maximum laboratory density.

- The fill soils shall consist of materials approved by the project Soils Engineer or his representative. These materials may be obtained from the excavation areas and any other approved sources, and by blending soils from one or more sources. The material used shall be free from organic vegetable matter and other deleterious substances, and shall not contain rocks greater than eight inches in diameter nor of a quantity sufficient to make compaction difficult.

- The approved fill material shall be placed in approximately level layers six inches thick, and moistened as required. Each layer shall be thoroughly mixed to attain uniformity of moisture in each layer.

  When the moisture content of the fill is three percent or more below the optimum moisture content, as specified by the Soils Engineer, water shall be added and thoroughly mixed in until the moisture content is within three percent of the optimum moisture content.

  When the moisture content of the fill is three percent or more above the optimum moisture content as specified by the Soils Engineer, the fill material shall be aerated by scarifying or shall be blended with additional materials and thoroughly mixed until the moisture content is within three percent or less of the optimum moisture content.

Each layer of fill material shall be compacted to a minimum of 90 percent of the maximum dry density as determined by ASTM D 1557, using approved compaction equipment. Where cohesion-less soil having less than 15 percent finer than 0.005 millimeters is used for fill, the fill material shall be compacted to a minimum of 95 percent of the maximum dry density.

- Review of the fill placement shall be provided by the Soils Engineer or his representative during the progress of grading. In general, density tests will be made at intervals not exceeding two feet of fill height or every 500 cubic yards of fill placed.

- During the inclement part of the year, or during periods when rain is threatening, all fill that has been spread and awaits compaction shall be compacted before stopping work for the day or before stopping because of inclement weather. These fills, once compacted, shall have the surfaces sloped to drain to one area where water may be removed.

  Work may start again, after the rainy period, once the site has been reviewed by the Soils Engineer and he has given his authorization to resume. Loose materials not compacted prior to the rain shall be removed and aerated so that the moisture content of these fills will be within three percent of the optimum moisture content.

  Surface materials previously compacted before the rain, shall be scarified, brought to the proper moisture content, and re-compacted prior to placing additional fill, if deemed necessary by the Soils Engineer.

Foundations

D-4 The proposed structure shall be supported on foundations embedded into the alluvium or existing compacted fill.

Existing Compacted Fill

The minimum continuous footing size is 12 inches wide and 24 inches deep into the compacted fill, measured from the lowest adjacent grade of compacted fill. Continuous footings may be proportioned, using a bearing value of 1500 pounds per square foot. Column footings placed into the compacted fill may be proportioned, using a bearing value of 1500 pounds per square foot, and shall be a minimum of two feet in width and 24 inches deep, below the lowest adjacent grade of compacted fill.

The bearing values given above are net bearing values; the weight of concrete below grade may be neglected. These bearing values may be increased by one-third for temporary loads, such as wind or semi seismic forces.

Lateral loads may be resisted by friction at the base of the conventional foundations and by passive resistance within the existing compacted fill. A coefficient of friction of 0.4 may be used

between the foundations and the compacted fill. The passive resistance may be assumed to act as a fluid with a density of 400 pounds per cubic foot. A maximum passive earth pressure of 5000 pounds per square foot may be assumed. For isolated poles, the allowable passive earth pressure may be doubled.

Alluvium

The minimum pile diameter is 24 inches. Piles shall extend into the alluvium a minimum of 5 feet. The piles may be proportioned using end bearing value of 4000 pounds per square foot.

All footing excavation depths will be measured from the lowest adjacent grade of recommended bearing material. Footing depths will not be measured from any proposed elevations or grades. Any foundation excavations that are not the recommended depth into the recommended bearing materials will not be acceptable to this office.

Lateral loads may be resisted by friction at the base of the conventional foundations and by passive resistance within the recommended compacted fill. A coefficient of friction of 0.4 may be used between the foundations and the compacted fill. The passive resistance may be assumed to act as a fluid with a density of 300 pounds per cubic foot. A maximum passive earth pressure of 4500 pounds per square foot may be assumed. For isolated poles, the allowable passive earth pressure may be doubled.

Settlement

D-5 Settlement of continuous footings is anticipated to be on the order of ¼ inches. Isolated footings shall have a settlement of ¾ inches. Differential settlement between the two foundation unit types is not expected to exceed ½ inches.

Excavations

D-6 Excavations ranging in vertical height up to four feet are anticipated for the grading. Conventional excavation equipment may be used to make these excavations. Excavations shall expose fill. These soils shall be trimmed back at 1:1 slope gradient. This shall be verified by the project Soils Engineer during construction so that modifications can be made if variations in the soil occur.

All excavations shall be stabilized within 30 days of initial excavation. If this time is exceeded, the project Soils Engineer must be notified, and modifications, such as shoring or slope trimming may be required. Water shall not be allowed to pond on top of the excavation, nor to flow toward it. All excavations shall be protected from inclement weather. Excavations shall be kept moist, not saturated, to reduce the potential for raveling and sloughing during construction. No vehicular surcharge shall be allowed within three feet of the top of cut.

Plan Review and Plan Notes

D-7 The final grading, building, and/or structural plans shall be reviewed and approved by the consultants to ensure that all mitigation measures are incorporated into the design or shown as notes on the plan.

The final plans shall reflect the following:

1. The Soils Engineering Investigation by GeoConcepts, Inc. is a part of the plans.
2. Plans must be reviewed and signed by the Soils Engineer.
3. All grading must be reviewed by the project Soils Engineer.
4. All foundations shall be reviewed by the project Soils Engineer.

Construction Review

D-8 Reviews will be required to verify all work. It is required that all footing excavations, seepage pits, and grading be reviewed by this office. This office should be notified at least two working days in advance of any field reviews so that staff personnel may be made available.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

A less than significant impact would occur with respect to Geology and Soils. Implementation of Mitigation Measures D-1 through D-8 would further reduce the already less than significant impacts.

IV. ENVIRONMENTAL IMPACT ANALYSIS
E. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

Community Recycling and Resource Recovery, Inc. ("CR&RR" or "Community Recycling") is a solid waste transfer station and recycling facility located at the southwest and southeast corners of De Garmo Avenue and Pendleton Street, in the Sun Valley Community of the City of Los Angeles. The CR&RR site comprises of 19 parcels and is bisected by De Garmo Avenue. The project site is located northwest of the intersection of Glenoaks Boulevard and Tuxford Street. The parent parcel is designated Assessor Parcel Number 2408-034-042. The total acreage encompassed by this operation is approximately 12.29 acres.

The existing operations (transfer station and non-permitted recycling activities pursuant to the Interim Operating Agreement) are conducted continuously, 24 hours per day, seven days a week. Waste delivered to the facility is primarily generated within a 20-mile radius of the facility.

CR&RR is currently permitted to receive 1,700 tons per day (TPD) of Municipal Solid Waste to be processed on site (pursuant to the SWFP) and also receives non-permitted operations of up to 2,900 TPD of the following types and amount of recyclable material pursuant to the Interim Operating Agreement (IOA):

- Construction Materials: 1,200 TPD
- Source-Separated Green Waste: 1,200 TPD
- Source-Separated Supermarket Trim and Cull: 350 TPD
- Source-Separated Wood Waste: 150 TPD

The Proposed Project involves a revised solid waste facility permit for the existing resource recovery and recycling operations, as well as construction of an approximately 107,000-square-foot warehouse building to be located over the business' existing organics area, two roof structures, and a perimeter fence, with 40 existing parking spaces.

Prohibited Wastes

The approved Solid Waste Facilities Permit (SWFP) prohibits the following waste streams from being accepted at CR&RR: hazardous wastes which include tires, batteries, oil, paint, compressed gas containers, E-wastes, untreated medical wastes, dead animals, radioactive, and special wastes. Liquid wastes, sewage sludge, slurries, and septic tank pumpings are not accepted at the facility, either.

Hazardous Waste Identification and Handling Procedures

Load Check Program

At a minimum, the facility conducts two random load checks per day at the transfer station. The load check is the process by which an incoming load is selected (without prior notice) for spreading on the tipping floor, or some suitable area, so that its contents may be thoroughly visually inspected for hazardous waste, e-wastes, questionable waste, and unacceptable items. The scale house will display a prominent sign stating what wastes are not acceptable, and that all vehicles are subject to random search.

In addition to visual load checking, all loaded vehicles crossing the main scale as well as the scale in the Pendleton yard are scanned for radioactive materials through the use of radiation detectors located at each scale. The radiation detectors are calibrated once every six months, and were last calibrated in November 2008. A sample for calibrating is kept on site. When it is detected that an incoming load is carrying radioactive material, the supervisor on site is notified. The supervisor then notifies the County Health Department as well as the Local Enforcement Agency (LEA). The load is tipped on the floor in a separate area and is segregated in an attempt to identify the generator of the material. If the generator of the radioactive material can be identified, the County Health Department and LEA are provided with the information. The radioactive material is held separately until the radioactive levels drop to an acceptable level.

Load Screening Program

In addition to the transfer station's minimum of two random load checks at the site's front yard operations, a minimum of six random load checks/screening in the back yard operations are required. Every load that is tipped in the self-haul or Construction and Demolition (C&D) pile is spot checked by a spotter to ensure that the material meets the requirements of the CR&RR facility, such as no hazardous waste, no e-waste, no excessive odors or dust, etc. Simultaneously, the spotters are also checking to ensure that the material meets the requirements of the area in which the materials are being dumped. In addition, self-haul loads that are entirely wood or green waste are redirected to their respective processing areas. These spotters also remove contamination from the wood, green waste, and self-haul piles and segregate any electronic waste or hazardous waste that has been left behind. If the spotter is able to identify hazardous or electronic waste while the customer is still on site (which is typical), the material is returned to the customer. If the customer who brought the unwanted or unpermitted waste cannot be identified, the hazardous waste is moved to the hazardous material storage area that is located in the southeast corner of the transfer station. Daily, a set number of loads are selected and separated on a random basis to ensure that they contain no hazardous waste.

All results of load checking/screening are documented, kept in a log book, and the records are stored onsite. Copies of the front yard's load checking records and the backyard's load screening records are kept onsite for one year, and made available for review by inspectors. After one year, documentation of all load checks is recycled. If an incident of great significance has occurred, CR&RR will maintain the

records for an additional year at the office located at 11216 Pendleton Street. To date, no incident has been of enough importance to merit storage of the records for an additional year.

Hazardous and Unacceptable Materials

Any hazardous or unacceptable waste that is found in a customers' load is handled in one of three ways: 1) return waste to customers vehicle, if safe, and let them take it away; 2) if customer has already departed but the waste generator can be immediately determined, the generator is contacted and advised to make arrangements to pick up the material immediately; or 3) if the waste generator cannot be determined, then arrangements are made with a hazardous waste hauler for proper transportation and disposal within 60 days. Hazardous wastes are properly labeled and stored in drums in the Hazardous Materials Storage areas. The hazardous material storage area is located in the southeast corner of the transfer station.

Storage of hazardous wastes on site will not exceed 60 days. All wastes shipped off site must comply with State Manifesting Requirements. Community Recycling attempts to recover these costs from waste generator/transporter for the hazardous materials handling, removal and disposal. The facility operator is responsible for disposal of any prohibited materials in accordance with all local, state and federal regulations. Hazardous wastes manifests record hazardous wastes, which are kept onsite and are available for review by inspectors during normal business hours.

Entries are made in the Special Occurrences Log detailing the handling and removal of hazardous, liquid, special wastes, tires, e-wastes, or compressed gas containers. Incidents involving the receipt of unacceptable materials is reported monthly to the Los Angeles, Environmental Affairs Department, Local Enforcement Agency (LEA), and reported immediately to CR&RR management and the following agencies: Los Angeles County Fire Hazardous Materials Division; Los Angeles County District Attorney Environmental Crimes Division; and California Highway Patrol.

Regulatory Requirements/Permit Conditions

The Community Recycling and Resource Recovery, Inc. facility currently operates under a Solid Waste Facility Permit (SWFP) 19-AR-0303 issued by the City of Los Angeles Environmental Affairs Department Local Enforcement Agency (LEA). The SWFP allows CR&RR to operate as a transfer station to receive 1,700 TPD of Municipal Solid Waste (MSW) to be processed on-site to recover recyclable materials. CR&RR also operates under an Interim Operating Agreement (IOA) formed between Community Recycling and the LEA, which allows Community Recycling to (continue to) receive up to 2,900 tons per day of non-permitted recyclable material which includes: construction materials, source-separated wood waste, source-separated green waste, and source-separated supermarket trim and cull.

The primary environmental regulations governing the facility include Title 14, Division 7 of the California Code of Regulations, which contains the State Minimum Standards for solid waste handling and disposal administered by the LEA.

As a result of the greenwaste (non-permitted) recycling operations, CR&RR received numerous odor complaints and Notices of Violation for (SCAQMD) District Rule 402 and Health and Safety Code §41700 (public nuisance). On June 5, 2003 the SCAQMD Hearing Board entered a Stipulated Order for Abatement and Findings and Decisions (SCAQMD Case No. 5390-1) and imposed a number of conditions on the operation of the facility (detailed information can be found in Appendix C). In response, CR&RR has made several operational and procedural changes and improvements (see Section II, Project Description for further details).

Diesel Tank

An existing 20,000-gallon steel diesel tank with a liner is located on the project site on the western end of the front yard. The above-ground tank is not mobile and is used to fuel project vehicles. The tank measures 40 feet in length, eight feet in width, and 12 feet in height. The tank uses an electric metering pumping system in order to fill project vehicles.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a significant impact related to hazards and hazardous materials would occur if the Proposed Project would:

(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;

(e) Result in a safety hazard for people residing or working in the project area if that area also is located within an airport land use plan or within two miles of a public airport;

(f) Impact implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;

(g) Involve a risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation); or

(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands.

As discussed in Section IV.A., Impacts Found to be Less Than Significant of this Draft EIR and in the Initial Study (included as Appendix A to this Draft EIR), the Proposed Project would have no impact with respect to Thresholds (c) through (h) above. As such, this section contains an analysis of thresholds (a) and (b).

Project Impacts

Routine transport, use, or disposal of hazardous materials and potential release of hazardous materials into the environment

Construction

Implementation of the proposed project that would involve some physical alterations would include removal of the existing perimeter fence and construction of the proposed 107,000-square-foot enclosure building (over the existing back yard activities), two roof canopy structures and the replacement of the existing perimeter fence. Other than removal of the existing perimeter fence, no demolition would be required as part of this phase. Construction activities would not involve the transport, use, or disposal of hazardous materials. Therefore, the potential for the proposed construction of the new facilities to result in hazardous impacts or result in accidental upset or release of hazardous materials would be less than significant.

Operation

The Proposed Project would not alter or in any way affect the types of waste currently accepted for disposal at CR&RR. All non-hazardous wastes, as outlined previously in this section, would continue to be permitted, and all other wastes, including hazardous wastes, would be prohibited for disposal at CR&RR. It is assumed that the revised SWFP would prohibit hazardous waste as does the current SWFP. The current SWFP prohibits the following waste streams from being accepted at CR&RR: hazardous wastes, which include tires, batteries, oil, paint, compressed gas containers, E-wastes, untreated medical wastes, dead animals, radioactive, and special wastes. Liquid wastes, sewage sludge, slurries, and septic tank pumpings are accepted at the facility, either. The types of waste currently prohibited for acceptance would not change under the proposed project. The Hazardous Waste Load Check Program would continue to be implemented under the Proposed Project as a means of detecting and isolating potentially

hazardous wastes. Such programs would continue to ensure that potentially hazardous materials do not enter landfills (i.e. Chiquita Canyon or Sunshine Landfill), thus ensuring that no hazard is posed to the public or the environment due to transport, use, or disposal of hazardous materials, reasonably foreseeable upset and accident conditions, or risk of accidental explosion or release of hazardous substances as a result of handling solid waste as part of the Proposed Project. If hazardous materials do escape the Load Check Program, CR&RR will store the hazardous materials in the Hazardous Materials Storage area until a professional Hazardous Waste Hauler can properly transport and dispose of the hazardous materials. This process shall not take more than 90 days. All wastes shipped off site will comply with State Manifesting Requirements. Therefore, the potential for the Proposed Project to result in hazardous impacts would be less than significant.

Diesel Tank

As discussed above, an existing 20,000-gallon steel diesel tank with liner is located on the project site on the western end of the front yard. However, no changes would be made to the tank or its operation as a result of the proposed project, and no impact would occur.

Permitting

As part of the proposed project, CR&RR is seeking to revise the existing SWFP to include all non-permitted activities currently allowed pursuant to the IOA. Further, CR&RR is seeking to increase tonnage received for the permitted Municipal Solid Waste and the non-permitted recycling materials from a total of 4,600 TPD to 6,700 TPD, as shown below in Table IV.E-1. The increase in existing waste materials could increase the potential for hazardous materials to be sent to the site, however, the project applicant would continue utilizing existing procedures to eliminate hazardous materials. In addition, all hazardous materials would be handled and stored in compliance with all applicable local, state, and federal regulations. Therefore, impacts would be less than significant.

Table IV.E-1
Revised SWFP Materials and Tonnage Permitted

Type of Waste	Current Amount Allowed Per Existing SWFP and IOA	Expanded Tonnage under Revised SWFP
SWFP		
Municipal Solid Waste	1,700 TPD	2,500 TPD
IOA		
Construction Materials	1,200 TPD	2,000 TPD
Source-Separated Green Waste	1,200 TPD	1,500 TPD
Source-Separated Supermarket Trim and Cull	350 TPD	500 TPD
Source-Separated Wood Waste	150 TPD	200 TPD
TOTAL	**4,600 TPD**	**6,700 TPD**
TPD = tons per day		

CUMULATIVE IMPACTS

As stated above, the project site is permitted to only receive and dispose of non-hazardous wastes. In addition, CR&RR conducts programs through which the accidental disposal of potentially hazardous and other prohibited wastes are detected and removed from the waste stream. Development of the Proposed Project would continue to operate under existing conditions and permits for hazardous and non-hazardous wastes. Should any of the related project sites require remediation or contain potentially hazardous materials, it is anticipated that they would be developed in accordance with all applicable environmental laws and regulations. Mitigation or remedial action measures, if necessary, would be implemented on a case-by-case basis, as necessary under the provisions of applicable laws and regulations. Development of the Proposed Project, in conjunction with any of the identified related projects, would therefore not result in cumulatively considerable effects with respect to hazards and hazardous materials.

MITIGATION MEASURES

The Proposed Project would result in a less than significant impact with respect to hazards and hazardous materials without mitigation. Implementation of the following mitigation measures would further reduce the less than significant impacts.

General Construction

Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. Therefore the following mitigation measures shall be required:

E-1 All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill.

E-2 Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

E-3 Pavement shall not be hosed down in the event of a material spill. Dry cleanup methods shall be used whenever possible.

E-4 All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop cloths shall be used to catch drips and spills.

Operation

E-5 The applicant shall follow guidelines pertaining to prohibited wastes, load checking program, load screening program, and hazardous and unacceptable materials handling procedures, as set

forth in the Interim Operating Agreement as detailed in the information provided by EcoTelesis, dated August 29, 2007, located in Appendix J of this DEIR.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the Mitigation Measures E-1 through E-5, the project's less than significant impacts would be further reduced.

IV. ENVIRONMENTAL IMPACT ANALYSIS
F. LAND USE AND PLANNING

ENVIRONMENTAL SETTING

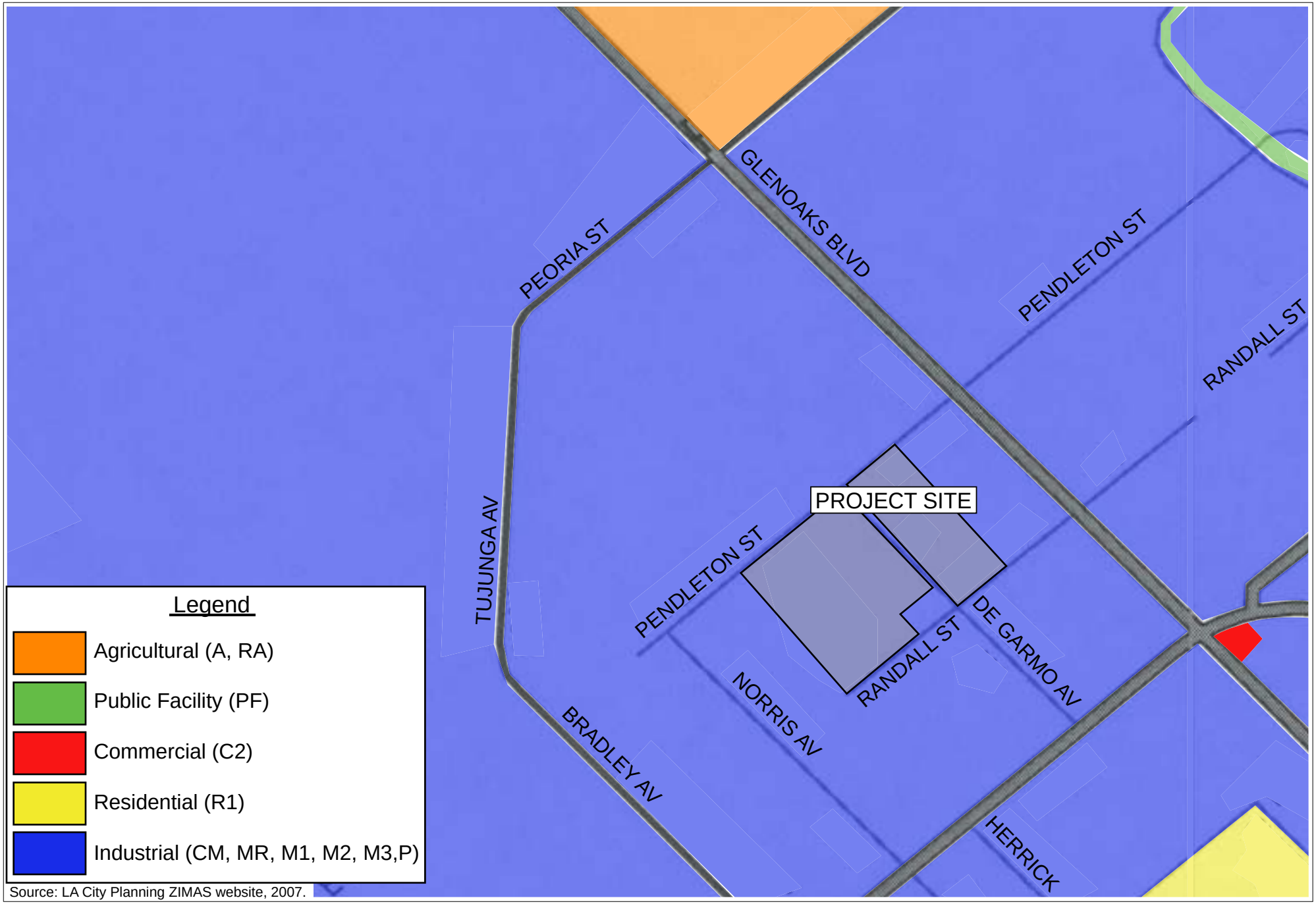
Community Recycling and Resource Recovery, Inc. ("CR&RR" or "Community Recycling") is a is a solid waste transfer station and recycling facility located at the southwest and southeast corners of De Garmo Avenue and Pendleton Street, in the Sun Valley community of the City of Los Angeles. The site is generally rectangular, bounded by Pendleton Street to the north, De Garmo Avenue to the east, Randall Street to the south, and a large-scale construction debris material (CDI) recycling facility to the west. The CR&RR facility is approximately 12.29 acres, and consists of a front yard and slightly longer rear yard located on the southwest corner of De Garmo Avenue and Pendleton Street; and a truck scale, truck parking, and bin storage located on the southeast corner (see Figure II-2, in Section II, Project Description). Regional access to the project site is provided by the Foothill Freeway (I-210), the Golden State Freeway (I-5), and the Hollywood Freeway (SR-170).

The project site is located within the Sun Valley-La Tuna Canyon Community Plan Area. The general plan land use designation in the community plan for the project site is "Heavy Industrial" and it is zoned M3-1-G (refer to Figure IV.F-1, Community Plan Land Use Designations). Additionally the project site is within and Environmental Justice Improvement Area (ZI-2355) and a Los Angeles State Enterprise Zone (ZI-2374).

The CR&RR facility currently operates under a Solid Waste Facility Permit (SWFP) 19-AR-0303 issued by the City of Los Angeles Department of Environmental Affairs Solid Waste Local Enforcement Agency (LEA). The facility also operates under an Interim Operating Agreement (IOA) formed between Community Recycling and the LEA, which allows Community Recycling to continue limited operations of the non-permitted activities of the facility. Additionally, as a result of the greenwaste recycling operations, CR&RR received numerous odor complaints and Notices of Violation for (SCAQMD) District Rule 402 and Health and Safety Code §41700 (public nuisance). On September 14, 2007, the SCAQMD Hearing Board entered a Stipulated Order for Abatement and Findings and Decisions (SCAQMD Case No. 5390-1) and imposed a number of conditions on the operation of the facility (detailed information can be found in Appendix C). In response, CR&RR has made several operational and procedural changes and improvements.

Surrounding Land Uses

The land uses immediately surrounding the CR&RR 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. Specific land uses in the area, in addition to the project site, include Pick Your Part (closed landfill currently operating as an auto dismantling and salvage yard) across Pendleton Street to the



Source: LA City Planning ZIMAS website, 2007.

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NORTH

0 250 500 750 1000
Scale (Feet)

Figure IV.F-1
Community Plan Land Use Designations

northwest, Bradley Landfill to the west (west of Pick Your Part), Vulcan Processing Facility (rock crushing/gravel processing) approximately 0.5 miles to the southwest, Yellow Freight and Vulcan Inert Fill Pit to the north on the north side of Glenoaks, small-scale heavy industrial uses along both sides of De Garmo Avenue to the southeast, and a large-scale construction debris material (CDI) recycling facility to the south (refer to

Figure III-2, Surrounding Land Uses in Section III). The nearest residential area is located approximately 1,800 feet to the southeast from the portion of the project site where construction would occur, i.e., the portion west of De Garmo Avenue.

Land Use Policies and Regulations

The General Plan of the City of Los Angeles provides general guidelines on land use issues and planning policy for the entire City. All development activity on-site is subject to the land use regulations of the Sun Valley-La Tuna Canyon Community Plan and the City of Los Angeles Planning and Zoning Code (City Zoning Code). Additionally, the City of Los Angeles General Plan Framework, adopted in December 1996, provides guidance on land use issues related to potential on-site development.

The Proposed Project site is located within the Sun Valley Community of the City of Los Angeles and is subject to the development regulations and policies set forth in the City of Los Angeles General Plan and the City Zoning Code. The project site is also located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally designated metropolitan planning organization that has prepared the Regional Comprehensive Plan and Guide (RCPG) to address issues of regional growth. The Proposed Project site is also located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Each of these plans and relevant policies is discussed below in relation to the Proposed Project.

City of Los Angeles General Plan

The California Government Code requires each city and county to have a planning agency to develop a General Plan and regulations pertaining to it. Each General Plan lays out the planning goals for the locale, identifies specific districts with special features, such as historic districts or market districts, and outlines what uses are consistent with the General Plan goals.

The City of Los Angeles General Plan underwent its most recent comprehensive update in 1996. It sets forth goals and policies for the future development of the City and designates the location of desired future land uses within the City. The General Plan Land Use designation for the project site is Industrial. The area surrounding the landfill is primarily designated as Industrial. The closest area not given an Industrial General Plan Land Use designation is the Open Space land located at the northeast corner of Glenoaks Boulevard and Peoria Street, approximately 1,600 feet north of the project site. The closest residential areas are approximately 1,800 feet from the portion of the project site where construction would occur (see Figure IV.F-1). The General Plan consists of 11 elements that apply citywide and the

Land Use Element, made up of 35 local areas known as Community Plans, plus plans for the Los Angeles International Airport and the Port of Los Angeles. Of these elements, the following include goals and policies that are pertinent to the development of the Proposed Project: Framework Element, Housing, Noise, Air Quality, Transportation, Conservation, and Safety. Policies associated with the Land Use Element are discussed below under the "Community Plan" heading.

Framework Element

The General Plan Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The Framework Element responds to State and federal mandates to plan for the future. The Framework Element supersedes Concept Los Angeles and the citywide elements of the City of Los Angeles General Plan, and sets forth a citywide comprehensive long-range growth strategy. It defines citywide policies that will be implemented through subsequent amendments to the City's Community Plans, zoning ordinances, and other pertinent programs.

While the Framework Element incorporates a diagram that depicts the generalized distribution of centers, districts, and mixed-use boulevards throughout the City, it does not convey or affect entitlements for any property. Specific land use designations are set forth in the Community Plans. The Framework Element provides guidelines for future updates of the City's Community Plans. It does not supersede the more detailed community and specific plans. The following policies from the Framework Element are applicable to the Proposed Project.

Land Use Policies

Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.

Policy 3.1.9: Assure that fair treatment of people of all races, cultures, incomes, and education levels with respect to the development, implementation and enforcement of environmental laws, regulations, and policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.

Policy 3.4.2: Encourage new industrial development in areas traditionally planned for such purposes generally in accordance with the Framework Long-Range Land Use Diagram and as specifically shown on the community plans.

Policy 3.14.1: Accommodate the development of industrial uses in areas designated as "Industrial Light", "Industrial-Heavy" and "Industrial Transit" in accordance with Table IV.F-1 and Table IV.F-2 (see below). The range and intensities of uses permitted in any area shall be determined by the community plans.

Table IV.F-1
Land Use Standards and Typical Development Characteristics

Category	Typical Characteristics/Uses	Discouraged Uses
Industrial		
Industrial – Light	• Industrial uses with potential for a low level of adverse impacts on surrounding land uses • Increased range of commercial uses that *support* industrial uses (through zoning amendments) • Possible consideration for other uses where parcels will not support viable industrial uses (determined by community plan)	N/A
Industrial – Heavy	• Industrial uses • Possible consideration for other uses where parcels will not support viable industrial uses (determined by community plan)	N/A
Industrial – Transit	• Industrial uses with higher levels of employment that would benefit from proximity to public transit • Increased range of commercial uses that *support* industrial uses (through zoning amendments	N/A
Note: The information presented in this table is part of Table 3-1 presented on page 3-14 of the City of Los Angeles Framework. The entire table presents the same categories of information for the general land use types (e.g., residential, mixed-use, open space, etc.).		

Table IV.F-2
Land Use Designations and Corresponding Zones

Land Use Designation	Corresponding Zone
Industrial – Light	CM, MR 1, MR 2, M1, M2
Industrial – Heavy	M3
Industrial – Transit	CM, M1, M2, C2
Note: This is Table 3-9 in the Community Plan.	

Infrastructure and Public Facilities Element

The following portions of the Infrastructure and Public Facilities Element are applicable to the Proposed Project.

Solid Waste Facilities

The City of Los Angeles generates and disposes of a significant amount of solid waste both within and outside its borders. This waste is collected by both City staff, which service residential customers in all

single and some multi-family housing, and private waste management companies, which service the remaining residential and all commercial and industrial firms. In 1990, approximately 12,000 tons of waste per day was produced in the City. In 1989, the California legislature passed California's Integrated Waste Management Act (AB939).

As a result of AB939, which required all cities to divert 25 percent of their waste by 1995 and 50 percent by the year 2000, the City implemented many programs to divert waste from disposal facilities. These include source reduction programs such as home composting, recycling programs such as Curbside Recycling Program, and composting programs that produce the City's TopGro soil amendment. The Infrastructure and Public Facilities Element identifies that for these programs to succeed, "the City should site businesses at appropriate locations within its borders that handle, process, and/or manufacture recyclable commodities to allow a full circle recycling system to develop. Recycling Market Development Zones and other Development zone areas should be utilized to bring these beneficial businesses into Los Angeles. Development and support of recyclable materials markets is one of the City's challenges in the years ahead."

Specific Solid Waste Goals include:

Goal 9D: An integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal.

Goal 9E: Adequate Recycling Facility Development - expanded siting of facilities that enhance the City's reduction, recycling and composting efforts using methods and strategies that are economically, socially, and politically acceptable.

Goal 9G: An environmentally sound solid waste management system that protects public health, safety, and natural resources and minimizes adverse environmental impacts.

Goal 9H: A cost-effective solid waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs.

Community Plan

The Proposed Project site is located within the boundaries of the Sun Valley – La Tuna Canyon Community Plan. The Sun Valley – La Tuna Canyon Community Plan Area lies in the northeast quadrant of the City of Los Angeles, approximately 18 miles from downtown. Sun Valley – La Tuna Canyon covers approximately 10,618 acres (17 square miles) and includes the following larger land use areas: 26% single-family residential, 22% open space, and 18% industrial space. The community incorporates the highest concentration of mineral processing facilities in the City of Los Angeles, with rock and gravel mining operations as well as cement and concrete processing.

According to the Community Plan, approximately 18% of the Sun Valley – La Tuna Canyon's acreage is designated for industrial uses. Industry in the area benefits from easy access to the Golden State Freeway (I-5), the Hollywood Freeway (SR-170), railroad lines that traverse the community and the close proximity to the Bob Hope Airport.

The following goals, objectives and policies from the Sun Valley – La Tuna Canyon Community Plan (Land Use Element) are applicable to the Proposed Project.

GOAL 3: Sufficient land for a variety of industrial uses with maximum employment opportunities for the community's work force for the environment and which have minimal adverse impact on adjacent uses.

Objective 3-1: To provide for the retention of existing industrial uses and promote future industrial development which contributes to job opportunities and minimizes environmental and visual impacts.

Objective 3-2: To encourage the conservation and strengthening of viable industrial development throughout the plan area.

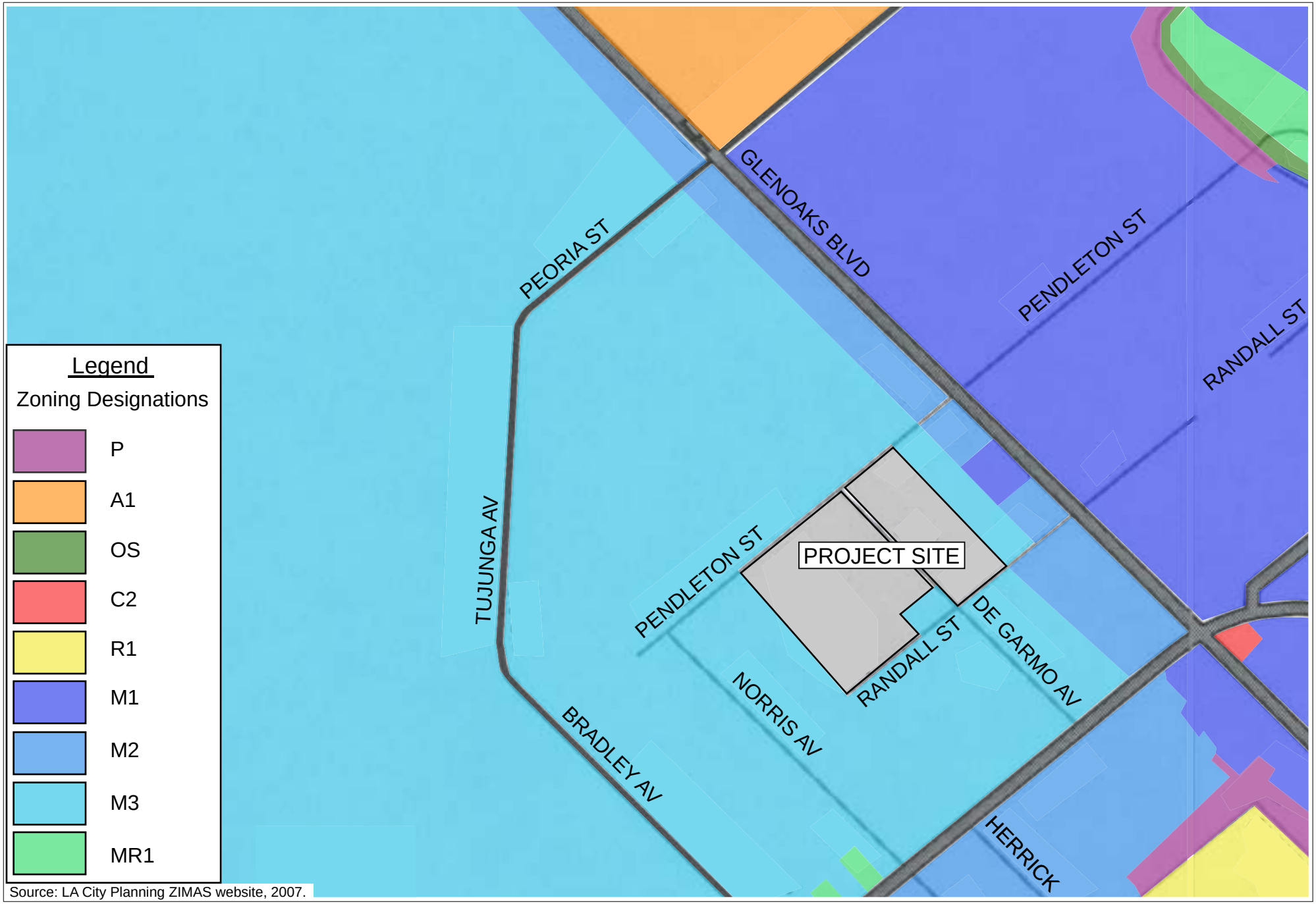
Policy 3-2.1: Industrially planned parcels located in predominantly industrial areas should be protected from development by other uses which do not support the industrial economic base of the City and the community.

In addition to the policies listed above, the Community Plan has established design standards for a variety of land uses including Industrial and Industrial/Residential Interface areas.

Zoning Code

The development of the Proposed Project is also governed by the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). Along with the General Plan designations, the zoning codes establish permitted uses and development standards for all new development occurring within the City. The project site is zoned as M3-1-G (see Figure IV.F-2, Zoning Designations).

Under the M3 zoning designation the following uses are allowed: uses allowed under the M2 zoning designation (identified below) with some exceptions, acetylene gas manufacture/store, alcohol manufacture, blast furnace/coke oven, chemical manufacture, brick/tile/terra cotta manufacture, fish smoking/curing/canning, ore reduction, quarry stone mill, railroad repair shops, salt works, wool pulling, etc. In addition, Section 12.20A.37 allows "uses which may be obnoxious or offensive by reason of emission of odor, dust, smoke, gas, noise, vibration, and the like; provided, however, that none of the following uses shall be located nearer than five hundred (500) feet to a more restricted zone." These uses include (i) garbage, offal, or dead animal dumping and (j) gas manufacture.



Source: LA City Planning ZIMAS website, 2007.

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NORTH

0 250 500 750 1000
Scale (Feet)

Figure IV.F-2
Zoning Designations

The types of uses permitted under the M2 zoning designation include airport or aircraft landing fields, automobile dismantling, junk yards, open storage of materials and equipment, morgue, stables, rifle ranges, parking, etc. These uses are allowed outright or allowed under certain conditions. However, Section 12.19A.15 allows "curing, composting and mulching facilities, including all accessory buildings, as well as chipping and grinding facilities when conducted within a wholly enclosed building. The zoning code specifically prohibits "use[s] which are or may become obnoxious or offensive by reason of emission of odor, dust, smoke, noise, gas, fumes, cinders, vibration, refuse matter or water-carried waste, as determined by the Administrator" (Section 12.19A.12).

The additional designations of "1" and "G" refer to the height district and supplemental use district, respectively. Within the M3 zone in Height District 1 there is no maximum height limit nor any required yards, though the M3 zone does impose a maximum floor area ratio (FAR) of 1.5 times the buildable area of the lot. The supplemental use district G denotes surface mining.

Regional Comprehensive Plan and Guide

The City of Los Angeles is located within the planning area of the Southern California Association of Governments (SCAG). The Regional Comprehensive Plan and Guide (RCPG) was adopted in 1994 by the member agencies of SCAG to set forth goals for the Southern California region and identify strategies for agencies at all levels of government to use in guiding their decision-making with respect to the significant issues and changes, including growth management, that can be anticipated by the year 2015 and beyond. It includes input from each of the 13 subregions that make up the Southern California region (comprising Los Angeles, Orange, San Bernardino, Riverside, Imperial, and Ventura Counties). The project site is located within the Los Angeles subregion, which encompasses the Cities of Los Angeles and San Fernando and portions of the unincorporated areas of Los Angeles County.

Adopted RCPG policies related to land use are contained primarily in Chapter 3 of the RCPG, entitled Growth Management. The primary goal of Growth Management Chapter policies is to address issues related to growth and land consumption by encouraging local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, save natural resources and enhance the quality of life in the region. Specific Growth Management policies are divided into four main categories: (1) growth forecasts; (2) improving the regional standard of living; (3) maintaining the regional quality of life; and (4) providing social, political, and cultural equity. Additional applicable RCPG policies related to land use are included in Chapter 5, Air Quality; Chapter 11, Water Quality, and in the Solid Waste Management Goals and Objectives.

Air Quality Management Plan

The Proposed Project site is located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, SCAQMD is responsible for formulating and implementing air pollution control strategies. The Air Quality Management Plan (AQMP), most recently adopted in 2007 by SCAQMD and SCAG to assist

in fulfilling these responsibilities, is intended to establish a comprehensive air pollution control program leading to the attainment of State and Federal air quality standards in the SCAB, thereby addressing the requirements set forth in the State and Federal Clean Air Acts. Section IV.C, Air Quality, provides a specific discussion of AQMP policies and the project's conformance with such policies.

Los Angeles County Countywide Siting Element

The California Integrated Waste Management Act of 1989 (AB 939), as amended, requires each county to prepare a countywide siting element which identifies how the county and the cities within the county will address the need for 15 years of disposal (landfill and/or transformation) capacity to safely handle solid waste generated in the county which remains after recycling, composting, and other waste diversion activities. AB 939 has recognized that landfills and transformation facilities are necessary components of any integrated solid waste management system, and an essential component of the waste management hierarchy. AB 939 establishes a hierarchy of waste management practices in the following order and priority: 1) source reduction; 2) recycling and composting; and 3) environmental safety transformation/land disposal.

As mandated by AB 939, the County of Los Angeles Countywide Siting Element (CSE) establishes goals, policies, and guidelines for proper planning and siting of solid waste transformation and land disposal facilities on a countywide basis. It offers strategies and establishes siting criteria to be used as an aid to evaluate sites proposed for development of needed solid waste transformation and land disposal facilities. In accordance with State law, the purpose of the CSE for the County of Los Angeles is to address the management of that portion of solid waste that remains after the 88 cities in Los Angeles County and the County unincorporated communities have completed their recycling, composting, and other waste diversion activities for each year of the 15-year planning period (1995-2010). The objectives of the CSE are the goals and policies delineated in Chapter 2 of the CSE. The goals are as follows:

1. To protect the health, welfare, and safety of all citizens by addressing the disposal need of the 88 cities and the county unincorporated communities in Los Angeles County during the 15-year planning period through development of environmentally safe and technically feasible disposal facilities for solid waste which cannot be reduced, recycled, or composted.

2. To foster the development of transformation and other innovative solid waste disposal technologies as alternatives to land disposal.

3. To protect the economic well-being of Los Angeles County by ensuring that the cities and the county unincorporated communities are served by an efficient and economical public/private solid waste disposal system.

4. To provide siting criteria that considers and provides for the environmentally safe and technically feasible development of solid waste disposal facilities.

5. To reduce the volume (tonnage) of solid waste requiring land disposal or transformation by continuing to implement and expand source reduction, recycling, composting, and public education programs.

6. To conserve Class III landfill capacity through diversion of inert waste, disposal of inert waste at unclassified landfills, increase waste disposal compaction rate, and the use of green waste and other appropriate materials for landfill daily cover.

7. To promote and encourage waste diversion activities at disposal facilities.

8. To promote adequate markets for recycled materials and compost products.

The following policies of the Los Angeles County Countywide Siting Element are applicable to the Proposed Project.

Policy 2.4.2-1. The cities in Los Angeles County, the County, the CSE, and the Task Force will support and coordinate the development of transformation, and other innovative waste disposal technologies which would reduce dependence on landfills while providing for the solid waste disposal need of Los Angeles County residents at a reasonable cost.

Policy 2.4.3-3. The cities in Los Angeles County and the County will encourage both public and private sector participation in finding solutions to meet Countywide solid waste disposal challenges.

Policy 2.4.3-4. The cities in Los Angeles County and the County will work towards maintaining the existing public/private solid waste disposal system in order to provide reasonable disposal costs through competitive market forces.

Policy 2.4.5-1. The cities in Los Angeles County and the County will continue to implement and maintain commercial and residential recycling, composting, public outreach, and other equivalent programs in their jurisdictions.

Policy 2.4.7-1. The cities in Los Angeles County, the County, the Task Force, and Local Enforcement Agencies, as part of their permit/Finding of Conformance process, will encourage all disposal facility operators within their jurisdictions to institute waste salvage/diversion operations in compliance with all applicable rules and regulations. The waste salvage/diversion operations shall recover those waste materials which can be feasibly and economically reused, recycled or composted.

Policy 2.4.7-2. The cities in Los Angeles County, the County, the Task Force, and Local Enforcement Agencies as part of their permit/Finding of Conformance process will require all disposal facility operators to acquire and provide to the County all data necessary for cities in Los Angeles County and the County to comply with the mandates of the California Integrated Waste Management Act of 1989 (Assembly Bill 939), as amended.

Congestion Management Program

The Congestion Management Program (CMP) is a State-mandated program enacted by the State legislature to address the increasing concern that urban congestion is affecting the economic vitality of the State and diminishing the quality of life in many communities. As a new approach to addressing congestion concerns, the CMP was created to: (1) link land use, transportation, and air quality decisions; (2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and (3) propose transportation projects which are eligible to compete for State gas tax funds.

The CMP, as adopted in 1992 and revised in 2004, includes a system of highways and roadways with minimum level of service (LOS) standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven year capital improvement program, and a countywide computer model to evaluate traffic congestion and recommend relief strategies and actions. The CMP incorporates procedures for meeting deficiency plan requirements, or strategies that mitigate or improve congestion and air quality. Proposed Projects which have the potential to affect the designated CMP network (mostly main-line freeway segments) are required to identify and mitigate their adverse effects on the network. Section IV.H, Transportation/Circulation, provides an analysis of the Proposed Project's potential impact on the CMP network.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, a project may have a significant land use impact if the Proposed Project would:

a) Physically divide an established community;

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or

c) Conflict with an applicable habitat conservation plan or natural community conservation plan.

Furthermore, as set forth in the Draft L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

Land Use Consistency

(a) Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;

(b) Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies in other applicable plans;

Land Use Compatibility

(c) The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;

(d) The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruption, and

(e) The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

Project Impacts

The Proposed Project involves the construction of a 107,000-square-foot enclosure, two roof-only canopies and a perimeter fence. The new building was proposed by the applicant in December 2004 in response to the Order of Abatement by the SCAQMD identified above in order to reduce odors and dust emanating from the site.

Required Entitlements

The City of Los Angeles is the lead agency for the project. In order to construct the project, the applicant is requesting approval of the following discretionary and ministerial actions from the City:

- **Pursuant to L.A.M.C. Section 12.27,** a zone variance to permit 40 parking spaces in lieu of 75 parking spaces.
- **Pursuant to L.A.M.C. Section 16.05,** site plan review for a development which results in an increase of more than 50,000 square feet of non-residential floor area.
- **Pursuant to Title 27, Section 21640 of the California Code of Regulations,** a five year permit review.
- **Pursuant to L.A.M.C. Section 12.21 A.18(f),** a Conditional Use Permit for the operation of the facility.

Construction

Construction of the Proposed Project could cause conflicts with adjacent uses during the construction period due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects are discussed in Section IV.C, Air Quality, IV.G, Noise and IV.H, Traffic/Circulation of this Draft EIR. Uses that are considered sensitive receptors include residential uses, hospitals, convalescent care facilities or schools. However, there are no sensitive receptors located within the immediate vicinity of the project site. Therefore, no impacts associated with construction are anticipated.

Physically divide an established community

A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The area surrounding the project site is primarily developed with industrial land uses. Many of the surrounding uses include sand and gravel reclamation or active and inactive landfills. The existing operation on site is compatible with industrial uses and the Proposed Project would not change the existing land use. As described above, the CR&RR is surrounded primarily by industrial uses zoned as M3-1-G and designated for industrial use by the Community Plan. The nearest area zoned for residential uses and the nearest residences are located approximately 1,800 feet to the southeast from the portion of the project site where construction will occur (see Figure IV.F-1).

Although, CR&RR is requesting an increase in TPD, the additional quantities of material would not require a physical expansion of operations as increased TPD would be processed in the existing locations. The increase in permitted tonnage over time will require up to one additional shift to be added to the existing operations.

The Proposed Project consists of policy and physical improvements. The policy component is the incorporation into one comprehensive Solid Waste Facility Permit (SWFP), all existing activities on the project site to allow more efficient operations. The physical improvements involve enclosing on-site activities, constructing canopies over other activities and replacing the existing perimeter fence. The new structures are proposed in response to complaints of dust and odors emitted from the site.

The proposed structures on the site would improve odor and dust conditions but operations would remain the same. The requested zone variance to reduce the number of parking spaces would not impact off-street parking, because there would be no change in the number of employees at the site at one time.

The Proposed Project would not change existing land uses and as no changes would occur in the procedures governing the operation of CR&RR, the facility would continue to be compatible with the immediately surrounding land uses. Thus, the Proposed Project would not divide nor disrupt the surrounding (established) community and no impacts are anticipated as a result of Proposed Project.

Conflict with any applicable land use plan

The Proposed Project would be generally consistent with the goals and policies of the following adopted plans: City of Los Angeles General Plan, the Sun Valley-La Tuna Canyon Community Plan, the Zoning Code, SCAG's Regional Comprehensive Plan and Guide, and the Los Angeles County Siting Element. Moreover, the design and operational changes as well as physical changes of the Proposed Project are intended to mitigate and prevent environmental impacts and improve existing conditions. The proposed 107,000-square-foot enclosure is in response to the SCAQMD's Stipulated Order for Abatement and Findings and Decisions (SCAQMD Case No. 5390-1) to reduce noise and dust complaints. The proposed canopies and perimeter fence will also mitigate dust emissions from the site.

CR&RR is requesting an increase in permitted TPD based on several factors, including population growth in the City, County, and region and the limited capacity of local landfills projected within the next decade. Any population growth will impact the need for additional waste management and recycling services. The continued shortfall in capacity will necessitate both longer hauls to out of county landfills and increased dependence on transfer stations. The City of Los Angeles, Bureau of Sanitation, has continued to express concerns about local landfill capacity and the need for expanded transfer station and recycling capacity, most recently in its Solid Resources Infrastructure Strategy Facilities Plan. The Bureau of Sanitation has a 70% citywide diversion goal and 70% diversion plan documents for the year 2020. Such a goal depends on increased processing facility capacity. The City Council and Bureau of Sanitation have identified increased recycling capacity for apartment complexes as a policy and program priority. CR&RR has the ability to both divert tonnage through MRF processing equipment and provide more cost effective transfer of residual tonnage to various landfills for disposal.

Consistency of these activities with the applicable plans and policies is discussed below.

City of Los Angeles General Plan

The Proposed Project would not conflict with any of the applicable policies of the City of Los Angeles General Plan and would work to implement a number of those policies.

Framework Element

Phase I of the Proposed Project would not conflict with any applicable policies of the City of Los Angeles Framework Element and would implement a number of those policies as discussed below.

Land Use

- The Proposed Project would allow CR&RR to serve projected needs of the City, County and region. Limited capacity in existing local landfills and projected population growth within the next decade will impact the need for additional waste management and recycling services. The continued shortfall in capacity will necessitate both longer hauls to out of county landfills and increased dependence on transfer stations. The City of Los Angeles, Bureau of Sanitation, has

continued to express concerns about local landfill capacity and the need for expanded transfer station and recycling capacity, most recently in its Solid Resources Infrastructure Strategy Facilities Plan. The Bureau of Sanitation has a 70% citywide diversion goal and 70% diversion plan documents for the year 2020. Such a goal depends on increased processing facility capacity. The City Council and Bureau of Sanitation have identified increased recycling capacity for apartment complexes as a policy and program priority. CR&RR has the ability to both divert tonnage through MRF processing equipment and provide more cost effective transfer of residual tonnage to various landfills for disposal. (Policy 3.1.2)

- Section V.D of this EIR discusses the potential for disproportionate adverse impacts to groups of individuals based on their race and/or income level. The Notice of Preparation (NOP) of the Draft EIR to the public was provided in accordance with Section 15082 and 15375 of the State CEQA Guidelines. (Policy 3.1.9)

- The Proposed Project is not a new industrial development; it is the continuation and improvement of an existing use. The facility is located within the M3 zone but is also permitted by right within the M2 zone. The Proposed Project is consistent with the policies identified in the Community Plan (see below). (Policies 3.4.2 and 3.14.1)

Infrastructure and Public Facilities Element

- The Proposed Project would improve operations and expand the amount of resources that could be recovered and materials that could be recycled at the project site. This will promote the City's efforts to recycle resources, increase material recovery and minimizes the amount of waste requiring disposal. Additionally, the proposed physical improvements on the site will abate odor and dust nuisance and impacts on surrounding uses. (Goals 9 D, 9E, 9G, 9 H)

Land Use Element (Community Plan for the Sun Valley – La Tuna Canyon Community)

The Proposed Project would not conflict with any applicable policies of the City of Los Angeles Land Use Element and would implement a number of those policies as discussed below.

- Community Recycling is an existing industrial use which minimizes environmental impacts in several ways. Recycling reduces the amount of waste and refuses that is disposed in existing landfills. As capacity in local landfills is diminishing, haulers must drive longer distances to dispose of refuse. The revised design and operations will reduce the amount of idling time trucks must wait to deposit their loads. Additionally, the proposed structural improvements will reduce odor and dust emitted from the site. (Goal 3, Objective 3-1)

- The Proposed Project represents the conservation and strengthening of a viable and increasingly important industrial use in the City. The City has a 70% diversion goal in which CR&RR plays a significant role. Recycling centers and resource recovery facilities will become more vital to the

City in the future. Additionally, the facility is located on a former landfill and therefore recycling and refuse transfer is an appropriate continued use of the site. (Objective 3-2, Policy 3-2.1)

City of Los Angeles Zoning Ordinance

The existing uses and the Proposed Project are consistent with the uses permitted within the M3-1-G zone. The requested zone variance would not be inconsistent with the regulations of the zoning ordinance as the new building will not result in any substantive changes to the long-established business operations. There are no visitor-serving uses. To accommodate the increased tonnage under the revised SWFP, CR&RR has proposed an additional group of 28 employees to work the existing night shift. Currently, 39 employees work the front yard and back yard areas. With the additional employees, the night shift would total 67 workers, which is less than the day shift total of 74.

According to the Los Angeles Municipal Code (LAMC), the proposed 107,000-square-foot building enclosure would require an additional 35 parking spaces. However, the proposed structure would not house new uses, or operations resulting in additional parking spaces beyond the current 40 spaces, located on the southeast corner of De Garmo Avenue and Pendleton Street and in the Pick Your Part lot across Pendleton Street. These existing spaces accommodate CR&RR current employees for both day and night shifts. The additional night shift employees would be accommodated by the current 40 parking spaces.

The purpose and intent of the zoning regulations, which require parking that is reasonable and in accord with the traffic and circulation characteristics of the applicable land use, are not at odds with CR&RR's variance request. There is no need for the additional 35 spaces, which would be required as a result of the new enclosure. There is no change of use as the structure would enclose most of the existing backyard activities (see Section II, Project Description). Therefore, CR&RR has requested a zone variance pursuant to LAMC Section 12.27, to permit 40 parking spaces in lieu of a total of 75 spaces that would otherwise be required.

Also, pursuant to LAMC Section 12.21 A.18(f), a Conditional Use Permit (CUP) is required for project operation. This section of the LAMC lists 16 conditions which must be met in order to avoid a CUP. However, this project does not meet three of the 16 conditions. Specifically, the facility is within 1,000 feet of both M1- and C-zoned properties; the materials collected and processed at the site go beyond paper, glass, and cardboard, etc.; and the request for a parking variance indicates a lack of adequate parking. Therefore, a CUP is required for project operation.

Regional Comprehensive Plan and Guide

The Regional Comprehensive Plan and Guide (RCPG) includes several policies which could be potentially applicable to the Proposed Project. The Proposed Project's consistency with the identified policies is discussed in Table IV.F-3.

Table IV.F-3
Comparison of the Project Characteristics to RCPG Policies

Policies and Guides	Characteristics of the Proposed Project
Consistency with Regional Comprehensive Plan and Guide Policies 3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	The Proposed Project is anticipated to add an additional shift of approximately 28 permanent jobs to the local economy, in addition to those already provided by the CR&RR. Impacts to transportation systems have been addressed in Sections IV.H and as identified in the Initial Study, no impacts are anticipated to utilities. Therefore, the Proposed Project would be consistent with this RCPG policy.
Consistency with Growth Management Chapter Policies Related to the RCPG Goal to Improve the Regional Quality of Life 3.18 Encourage planned development in locations least likely to cause environmental impact.	The project site is located in an urbanized area and currently contains the existing Community Recycling and Resource Recovery Facility. The Proposed Project would enclose existing uses which would reduce odor and dust emissions from the project site. Additionally, all existing uses would be included in a comprehensive project permit. The proposed increased tonnage would permit increased resource recovery and recycling, thereby reducing waste disposed in local landfills. The existing facility and proposed improvements are ideally situated in an area surrounded by active and inactive landfills, salvage yards, sand and gravel processing, and other industrial uses Therefore, the Proposed Project would be consistent with this RCPG policy.
3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	There are no known wetlands, woodlands, or land containing unique and endangered plants and animals. The existing uses are located on a former landfill. Therefore, the project site is not located on an area which could be used for production lands. The project site is also not located on an area specifically used for groundwater recharge. The Proposed Project would be consistent with this RCPG policy.
3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	The project site is located in an urbanized and extremely disturbed area. The site was formerly used as a landfill and then was converted into the existing recycling and resource recovery facility. There are no recorded cultural resources or archaeological sites located on the project site and none would be expected to be discovered. No impacts to cultural or archaeological resources are anticipated as a result of implementation of the Proposed Project. Therefore, the Proposed Project would be consistent with this RCPG policy.
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	The Proposed Project would not have any significant noise impacts and the nearest sensitive receptors are located 1,800 feet to the southeast from the portion of the project site where construction would occur. The proposed structure would be required to conform to all seismic safety requirements to minimize exposure to seismic hazards and would not conflict with any emergency response plans. No mitigation measures are required for biological resources as no biological resources

Table IV.F-3 (Continued)
Comparison of the Project Characteristics to RCPG Policies

Policies and Guides	Characteristics of the Proposed Project
	exist on the project site. The Proposed Project would be consistent with this RCPG policy.
Consistency with Growth Management Chapter Policies Related to the RCPG Goal to Provide Social, Political, and Cultural Equity 3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	The Proposed Project would increase and improve existing recycling activities at the project site for the Los Angeles region which will reduce the amount of refuse transferred to local landfills which have limited capacity. AB 939 require 50% of all waste in the State be recycled. Many local agencies responded by placing limits on landfill operations and requirements for source and secondary recycling. The City has a 70% diversion goal and facilities such as CR&RR make such a goal possible. Therefore, the Proposed Project would be consistent with this RCPG policy.
Air Quality Chapter Core Actions 5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	This EIR addresses consistency with applicable regional and local plans and policies related to air quality, land use, and transportation. The Proposed Project would be consistent with all applicable policies and would be consistent with this Air Quality Chapter action. Economic relationships are not relevant when comparing a specific project to adopted plans.
Water Quality Chapter Recommendations and Policy Options 11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	If the area around the perimeter of the site is landscaped, the landscaping would be irrigated to the extent feasible with reclaimed (grey) water. Any grey water system would be in compliance with existing laws governing such systems. Therefore, the Proposed Project would be consistent with this Water Quality Chapter recommendation.
Goals and Objectives for Solid Waste Management 1. Promote the following waste management practices in order of priority: • Waste Prevention • Recycling and Composting • Safe Disposal or Transformation	Waste Prevention – CR&RR is a recycling and resource recovery facility. Approximately 65% of all material received at the site is processed and recovered for re-use and economic value in either agriculture, construction, plastics, papers, metals, etc. The remaining 35% is transferred to sanitary landfills. Recycling/Composting – The Proposed Project includes a request for increased tonnage to increase recycling at the site to meet the demands of future population growth and reduce dependence on landfills. Safe Disposal – CR&RR does not receive any liquid or hazardous waste. There is a hazardous waste load check program that is used to detect and exclude hazardous waste and other unacceptable waste from the facility as described in Section IV.E

Table IV.F-3 (Continued)
Comparison of the Project Characteristics to RCPG Policies

Policies and Guides	Characteristics of the Proposed Project
	Hazardous Materials, of this EIR. Therefore, the Proposed Project would be consistent with this Solid Waste Management objective.
2. Minimize unnecessary duplication of effort in solid waste programs carried out by local governments.	This policy is only indirectly related to the Proposed Project, as solid waste programs are the responsibility of City and County agencies. The Proposed Project implements the policies and programs that these agencies establish.
3. Divert at least 25 percent of all waste from landfills by the year 1995, and divert at least 50 percent by the year 2000.	This policy is only indirectly related to the Proposed Project, as solid waste source reduction programs are the responsibility of City and County agencies. However the Proposed Project helps to implement the source reduction programs that these agencies establish. Therefore, the Proposed Project would be consistent with this Solid Waste Management objective.
4. Ensure that there is adequate, environmental safe disposal capacity for the remaining wastes.	This policy is not applicable to the Proposed Project, as solid waste capacity is the responsibility of the City and County and landfill operators. However, the more waste that is recycled at the project site, the less landfill space that will be needed.

Los Angeles County Countywide Siting Element

The Proposed Project would not conflict with any applicable policies of the Los Angeles County Countywide Siting Element and would implement a number of those policies as discussed below.

- The Proposed Project includes a request to increase the amount of materials received at the site per day. This increase in recycling activity would reduce the amount of materials entering the local landfills which would reduce dependence on landfills while providing for the solid waste disposal need of Los Angeles County residents. (Policy 2.4.2-1)

- CR&RR is a recycling and resource recovery facility. Approximately 65% of all material received at the site is processed and recovered for re-use and economic value in either agriculture, construction, plastics, papers, metals, etc. The remaining 35% is transferred to sanitary landfills. An increase in daily tonnage received at the site will translate into reduced refuse at local landfills. In addition, CR&RR would continue to receive disposal materials from existing public and private solid waste disposal providers that would provide reasonable disposal costs through competitive market forces. (Policies 2.4.3-3 and 2.4.3-4)

- The Proposed Project is designed to improve and enhance existing recycling operations at the facility. Additionally, an increase in the amount of materials received at the site will increase recycling activities. (Policy 2.4.5-1)

- CR&RR currently salvages/diverts waste materials which can be feasibly and economically reused, recycled or composted. The Proposed Project is designed to enhance such operations. These operations are conducted in compliance with all applicable rules and regulations and would continue to be operated accordingly. (Policy 2.4.7-1)

- CR&RR provides all required data, as specified in the California Integrated Waste Management Act of 1989 (Assembly Bill 939, as amended), to the County of Los Angeles and will continue to meet the mandates of AB 939. (Policy 2.4.7-2).

As indicated by the discussion above, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and therefore, no impacts would be anticipated.

Conflict with habitat conservation plan

Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a project-related significant adverse effect could occur if the project site were located within an area governed by a habitat conservation plan or natural community conservation plan. However, as described in the Environmental Setting section above, no such plans presently exist which govern any portion of the project site. Further, the project site is located in an area which has developed with commercial and industrial uses, and is also

within an industrialized area of the City of Los Angeles. Therefore the project would not have the potential to cause such effects, and no impact would occur.

CUMULATIVE IMPACTS

Cumulative land use impacts could occur if other related projects in the vicinity of the project site would result in land use incompatibility impacts in conjunction with the impacts of the Proposed Project. The Proposed Project would be compatible with the existing land uses and would implement important local and regional goals and policies for the City of Los Angeles, which would assist the City in achieving short- and long-term planning goals and objectives. Because the Proposed Project is compatible with the surrounding land uses and is consistent with existing planning goals and objectives, it would not contribute towards any cumulative impact in the area. Therefore, land use impacts would thus not be cumulatively considerable.

MITIGATION MEASURES

There would be no impacts associated with land use and therefore no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant land use compatibility or consistency impacts would result from the long-term operation of the Proposed Project.

IV. ENVIRONMENTAL IMPACT ANALYSIS
G. NOISE

This section evaluates the potential for noise and groundborne vibration impacts resulting from implementation of the Proposed Project. This includes the potential for the Proposed Project to result in impacts associated with a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the project site; exposure of people in the vicinity of the project site to excessive noise levels, groundborne vibration, or groundborne noise levels; and whether this exposure is in excess of standards established in the local general plan or noise ordinance. Finally, mitigation measures intended to reduce impacts to noise and vibration are proposed, where appropriate, to avoid or reduce significant impacts of the Proposed Project.

Data used to prepare this analysis were obtained from the City of Los Angeles General Plan Noise Element, the City Municipal Code, (LAMC), and by measuring and modeling existing and future noise levels at the project site and the surrounding land uses. Traffic information contained in the traffic study prepared for the Proposed Project was used to prepare the noise modeling for vehicular sources.

ENVIRONMENTAL SETTING

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table IV.G-1, Representative Environmental Noise Levels, illustrates representative noise levels in the environment.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

Table IV.G-1
Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-over at 100 feet		
	—100—	
Gas Lawnmower at 3 feet		
	—90—	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

Source: California Department of Transportation, 1998.

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{dn}, the Day-Night Average Level, is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.

- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 PM to 10:00 PM and a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

- L_{min}, the minimum instantaneous noise level experienced during a given period of time.

- L_{max}, the maximum instantaneous noise level experienced during a given period of time.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more.

Fundamentals of Environmental Groundborne Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within

buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table IV.G-2, Human Response to Different Levels of Groundborne Vibration.

Table IV.G-2
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
Source: Harris Miller Miller & Hanson Inc., Transit Noise and Vibration Impact Assessment, May 2006.	

Regulatory Framework

Federal

The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, this analysis uses the Federal Transit Administration's vibration impact thresholds during construction and operation for sensitive buildings. The Federal Transit Administration methodology and thresholds for measuring groundborne vibration was primarily developed for measuring the vibration impacts of railways on noise-sensitive buildings, residences, and institutional land uses. These thresholds are 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences and daycare facility) and 83 VdB at institutional buildings (e.g., schools and churches). These thresholds apply to conditions where there are an infrequent number of noise-causing events per day and impact uses where quiet activities can be disturbed by vibration—such as during sleeping hours in residences, schools, churches, and daycare facilities.[1]

[1] *"Infrequent events" is defined by the Federal Railroad Administration as being fewer than 30 vibration events per day.*

State

Title 24 of the California Code of Regulations codifies Sound Transmission Control requirements, which establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room of new multi-family dwellings. Dwellings are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application.

Local

City of Los Angeles Noise Regulation

The City of Los Angeles is the local agency responsible for adopting and implementing policies as they relate to noise levels and its affect on land uses within its jurisdiction. Both acceptable and unacceptable noise levels associated with construction activities, roadway noise levels and ambient noise levels must all be defined and quantified. The City of Los Angeles has numerous ordinances and enforcement practices that apply to intrusive noise as well as ones that guide new construction. The City's comprehensive noise ordinance (Chapter XI of the LAMC) sets forth sound measurement and criteria, maximum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance to the peace, and legal remedies for violations.

In particular, Section 41.40 of the LAMC prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. All such activities are also prohibited on Sundays and all federal holidays.

Section 112.05 of the LAMC prohibits the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet between the hours of 7:00 AM and 10:00 PM:

- 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

- 75 dB(A) for powered equipment of 20 horsepower or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; or

- 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

However, the noise limitations above would not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment.

City of Los Angeles General Plan Noise Element

The California Government Code Section 65302(g) requires that a noise element be included in the General Plan of each county and city in the State. The Noise Element of the City of Los Angeles General Plan is intended to identify sources of noise and provide objectives and policies that ensure that noise from various sources does not create an unacceptable noise environment. Overall, the City's Noise Element describes the noise environment (including noise sources) in the City, addresses noise mitigation regulations, strategies, and programs as well as delineating federal, State, and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. It is a tool that City planners use to achieve and maintain compatible land uses with environmental noise levels.

The City's noise standards are correlated with land use zoning classifications in order to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone. Table IV.G-3, Community Noise Exposure (CNEL), lists the noise/land use compatibility guidelines for land uses within the City of Los Angeles.[2]

In accordance with the Noise Element of the City of Los Angeles General Plan, a noise exposure below 60 dB CNEL exposure is considered to be the most desirable target for the exterior of most noise-sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc, or below 55 dBA CNEL for single-family residences, duplexes, or mobile homes. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures of 60 dBA CNEL or higher but below 70 dB CNEL for noise-sensitive uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels of 70 dB CNEL or above are normally unacceptable for sensitive receptors except in unusual circumstances.

Existing Ambient Daytime Noise Levels

Land uses immediately adjacent to the project site are commercial and industrial. 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. Land uses of note in the area, in addition to the project site, include Pick Your Part (closed landfill currently operating as an auto dismantling and salvage yard) across Pendleton Street to the northwest, Bradley Landfill to the west (west of Pick Your Part), Vulcan Processing Facility (rock crushing/gravel

[2] *The City's noise/land use compatibility guidelines for land uses are derived from the guidelines prepared by the California Department of Health Services (DHS), Office of Noise Control.*

processing) to the southwest, Yellow Freight and Vulcan Inert Fill Pit to the north on the north side of Glenoaks, small-scale heavy industrial uses along both sides of De Garmo Avenue to the southeast, and a large-scale construction debris material (CDI) recycling facility to the south. The Athens solid waste facility is located northeast of the project site on Pendleton Street. The nearest residence is located to the southeast approximately 1,800 feet from the portion of the project site where construction would occur. The primary sources of noise at, and around the project site, currently consist of vehicular traffic, both passenger and commercial, on the surrounding roadways as well as industrial related processes and activities associated with the surrounding industrial uses.

Table IV.G-3
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Noise Control, California Department of Health Services (DHS).

To establish baseline noise conditions within the vicinity of the project site, existing noise levels were monitored at three off-site locations in order to identify representative noise levels on October 31, 2007 between the hours of 10:54 AM and 11:39 AM and on December 27 at 9:35 PM. The noise survey was conducted using the Larson-Davis 820 precision noise meter, which meets and exceeds the minimum industry standard performance requirements for "Type 1" standard instruments as defined in the

American National Standard Institute (ANSI) S1.4. Furthermore, this noise meter meets and exceeds the requirement specified in Section 111.01(l) of the LAMC that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above the local grade.

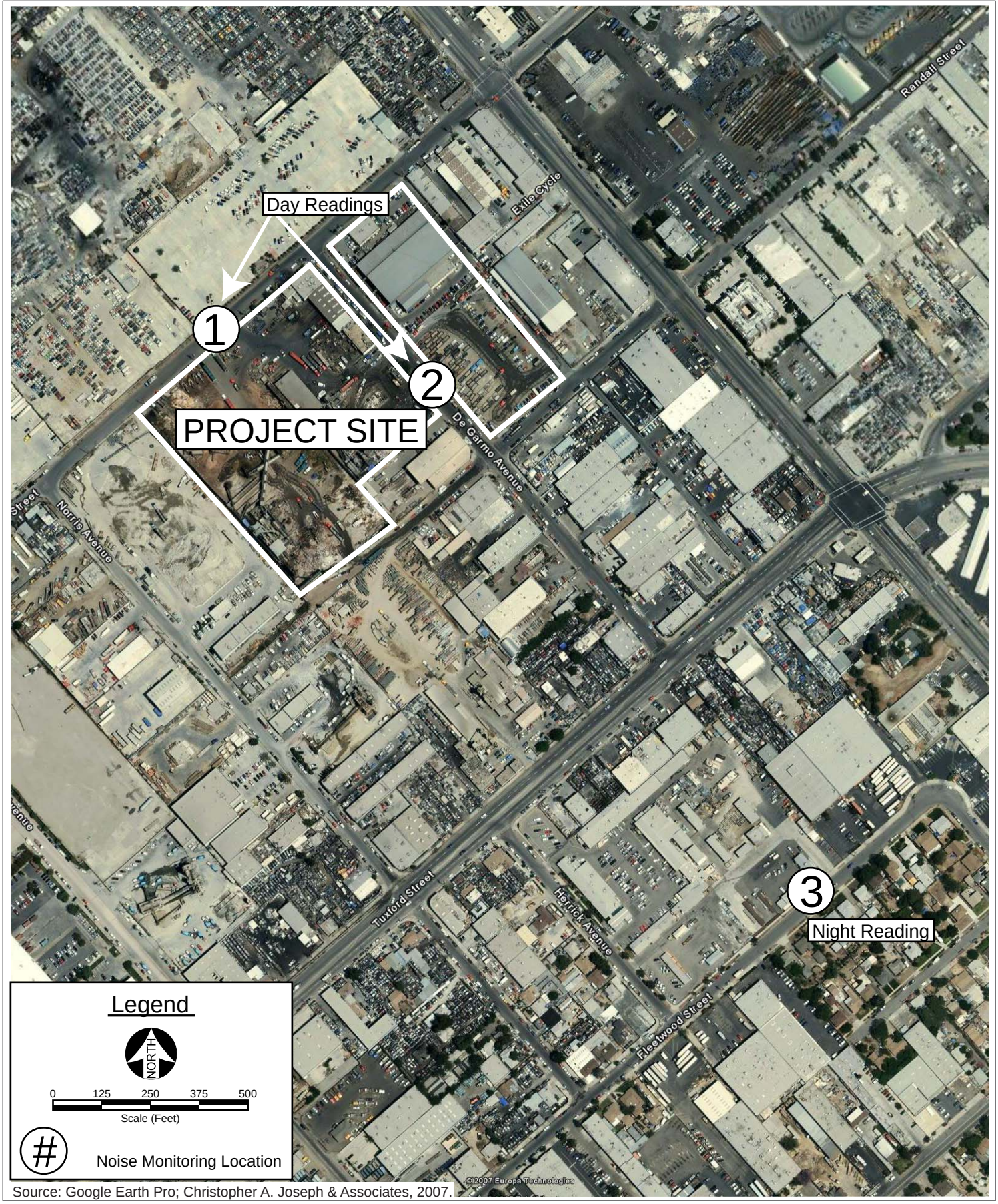
At the noise measurement locations, listed in Table IV.G-4, Existing Daytime & Nighttime Noise Levels, the sound level meter was programmed to record the average sound level (L_{eq}) over a cumulative period of 15 minutes, in accordance with Section 111.01(a) of the LAMC. The average noise levels and sources of noise monitored at each location are shown in Table IV.G-4, with the locations identified in Figure IV.G-1, Noise Monitoring Locations.

Table IV.G-4
Existing Daytime & Nighttime Noise Levels

Noise Measurement Location	Primary Noise Sources	Noise Level Statistics		
		L_{eq}	L_{min}	L_{max}
NW side of Pendleton Street, 310 feet west from De Garmo Ave corner, at entrance to a parking lot	Constant line of Recycling trucks (3-4), dump trucks (3 axels)(2-3), couple cars every few minutes	71.0	62.4	85.1
NE side of De Garmo Ave, 355 ft south from Pendleton Street corner and 305 ft north from Randall Street corner, at entrance to adjacent site and main entrance to Community Recycling site.	Dump trucks (3 axels) driving up intermittently from Randall Street as well as across the street from adjacent site, couple cars every few minutes	72.7	60.2	83.0
Homes on Southside of Fleetwood Street, 1,800 feet Southeast of Project Site Construction Location, 435 feet Southwest of Claybeck Avenue, 500 feet Northeast of Herrick Avenue	Beeping (from trucks) north of homes in direction of Project Site (clear and consistent) machinery (slightly) 4 cars on Fleetwood Street	54.8	45.5	75.4
Source: Christopher A Joseph and Associates, 2007. Noise measurement data are provided in Appendix G.				

Existing On-Site Operations

The existing operations (transfer station and non-permitted recycling activities) are conducted continuously, 24 hours per day, seven days a week. The site is generally rectangular with the front yard measuring approximately 266 feet along Pendleton and 520 feet along De Garmo. The rear yard is slightly larger, measuring approximately 311 feet along Pendleton and ranging from 632 feet along the property line to 660 feet abutting the front yard. In general front yard is paved with a few buildings and structures, parking areas and resource recovery equipment and the rear yard is generally concrete with a conveyor system and grinder. The buildings in the front yard include a two-story office building, an equipment storage building, and a few rooftop only non-enclosed structures for recycling, truck



Source: Google Earth Pro; Christopher A. Joseph & Associates, 2007.

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Environmental Planning and Research

Figure IV.G-1
Noise Monitoring Location

maintenance, and equipment repair. Other activities occurring in the front yard include commercial refuse tipping, resource recovery and recycling, and hand unload customers and loading of MSW into transfer rigs to go to Class III landfills. Activities associated with construction and debris material, source-separated wood waste, source-separated green waste and source-separated supermarket trim and cull are conducted in the rear yard.

Existing Roadway Noise Levels Offsite

Existing roadway noise levels were calculated for the roadway links in the project vicinity that have noise-sensitive uses facing the roadways. This task was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the project traffic analysis. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table IV.G-5, Existing Roadway Noise Levels Offsite.

Table IV.G-5
Existing Roadway Noise Levels Offsite

Roadway	Roadway Segment	Land Uses	dBA CNEL
Pendleton Street	West of Glenoaks Boulevard	Commercial	57.7
	East of Glenoaks Boulevard	Commercial	58.7
Randall Street	West of Glenoaks Boulevard	Commercial	55.1
	East of Glenoaks Boulevard	Commercial	56.3
Tuxford Street	East of Lankershim Boulevard	Commercial	69.8
	West of Bradley Boulevard	Commercial	68.6
	Bradley Blvd. to Norris Ave.	Commercial	68.4
	East of Norris Avenue	Commercial	68.1
	West of Glenoaks Boulevard	Commercial	67.9
	East of Glenoaks Boulevard	Commercial	67.2
Penrose Street	West of Bradley Avenue	Commercial	64.8
	East of Bradley Avenue	Residential	63.4
Bradley Avenue	North of Tuxford Street	Commercial	60.8
	South of Tuxford Street	Commercial	61.4
	North of Penrose Avenue	Commercial	60.9
Norris Avenue	North of Tuxford Street	Commercial	58.1
	South of Tuxford Street	Commercial	51.4
Glenoaks Boulevard	North of Pendleton Street	Commercial	69.1
	Pendleton Street to Randall Street	Commercial	69.0
	Randall Street to Tuxford Avenue	Commercial	69.1
	South of Tuxford Street	Commercial	68.3

Source: Christopher A Joseph and Associates, 2007. Calculation data and results are provided in Appendix G.

Existing Groundborne Vibration Levels

Aside from seismic events, the greatest regular source of groundborne vibration at the project site and immediate vicinity is from roadway truck and bus traffic. Trucks and buses typically generate groundborne vibration velocity levels of around 63 VdB, and these levels could reach 72 VdB where trucks and buses pass over bumps in the road.[3] The Los Angeles County Metropolitan Transportation Authority (Metro) provides public transit, such as Metro Line 292, 152/153/353, and 169 along area roadways such as Glenoaks Boulevard, Tuxford Street and Sunland Boulevard, respectively.

ENVIRONMENTAL IMPACTS

Methodology

Implementation of the Proposed Project could result in the introduction of noise levels that may exceed permitted City noise levels. The primary sources of noise associated with the Proposed Project would be construction activities at the project site and project-related traffic volumes associated with operation of the proposed mixed-use development. Secondary sources of noise would include new stationary sources (such as heating, ventilation, and air conditioning units) and increased human activity throughout the project site. The net increase in project site noise levels generated by these activities and other sources have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance.

Aside from noise levels, groundborne vibration would also be generated during the construction phase of the Proposed Project by various construction-related activities and equipment. Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to applicable thresholds of significance.

Construction Noise Levels

Construction noise levels were estimated by data published by the United States Environmental Protection Agency (USEPA). Potential noise levels are identified for off-site locations that are sensitive to noise, including existing residences.

Roadway Noise Levels

Roadway noise levels have been calculated for selected study intersection locations around the project site. The noise levels were calculated using the FHWA-RD-77-108 model and traffic volumes from the project traffic analysis. The average vehicle noise rates (energy rates) utilized in the FHWA Model have

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[3] *Harris Miller Miller & Hanson Inc., Transit Noise and Vibration Impact Assessment, May 2006.*

been modified to reflect average vehicle noise rates identified for California by the State Department of Transportation (Caltrans).

Groundborne Vibration Associated with Construction Equipment

Groundborne vibration levels resulting from construction activities occurring within the project site were estimated by data published by Harris Miller Miller & Hanson Inc. for the Federal Transit Administration. Potential vibration levels resulting from construction of the Proposed Project are identified for off-site locations that are sensitive to vibration, including existing residences.

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a significant noise impact may occur if the Proposed Project would result in any of the following conditions:

(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;

(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, expose people residing or working in the project area to excessive noise levels; or

(f) For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

As discussed in Section IV.A (Impacts Found to be Less Than Significant), the Proposed Project would have no impact with respect to Thresholds (e) and (f) listed above and no further analysis of these topics is required. As such, this section contains an analysis of Thresholds a) through d).

The State CEQA Guidelines do not define the levels at which groundborne vibration or groundborne noises are considered "excessive." This analysis uses the Federal Transit Administration's (FTA) vibration impact thresholds for sensitive buildings, residences, and institutional land uses under conditions where there are an infrequent number of events per day. However, as previously stated, the FTA significance thresholds were devised to measure the impact of vibration during expected quiet periods of time at sensitive uses—such as during typical sleeping hours at residential uses. These

thresholds are 65 VdB at buildings where vibration would interfere with interior operations, 80 VdB at residences and buildings where and when people normally sleep, and 83 VdB at other institutional buildings.[4] The 65 VdB threshold applies to typical land uses where vibration would interfere with interior operations, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. The 80 VdB threshold applies to all residential land uses and any buildings where people sleep, such as hotels and hospitals. The 83 VdB threshold applies to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.

The State CEQA Guidelines also do not define the levels at which permanent and temporary increases in ambient noise are considered "substantial." Therefore, for the purposes of this analysis, noise impacts are subject to the L.A. CEQA Thresholds Guide,[5] which states that a project would normally have a significant impact on noise from construction if:

(a) Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;

(b) Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or

(c) Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday.

Section 112.05 of the LAMC specifies the maximum noise level for powered equipment or powered hand tools. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA within 500 feet of a residential zone, when measured at a distance of 50 feet from the source, is prohibited. However, the above noise limitation does not apply where compliance is technically infeasible (Section 112.05 of the LAMC). Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment. An inability to reduce construction equipment noise exposure to 75 dBA or less at any off-site, noise-sensitive use would be considered a significant temporary noise impact.

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[4] *Harris Miller Miller & Hanson Inc., Transit Noise and Vibration Impact Assessment, May 2006.*

[5] *City of Los Angeles L.A. CEQA Thresholds Guide, May 14, 1998, pages I.2-3 and I.2-4 (Note: This document is a guidance manual and has not been formally adopted by the City of Los Angeles).*

With respect to operational noise, the L.A. CEQA Thresholds Guide states the following:

A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase (see Table IV.G-3, Community Noise Exposure CNEL).

Project Impacts

Construction Noise

The Proposed Project includes a new 107,000-square-foot building, two canopies, and the replacement of the existing perimeter fence. The proposed building would be located at the western corner of the project site along Pendleton Street and the southwestern boundary of the property. The 107,000-square-foot building would enclose the area currently used for produce trim and cull receiving, the processed organics stockpile, and the wood waste receiving, processing and ground material stockpile. Two roof-only canopies are proposed, one at the southern corner of the project site off of Randall Street and a second along the eastern property line. The first canopy, located at the southwestern corner of the project site, south of a driveway on Randall Street, would cover the incoming construction and demolition stockpile. The roof would attach to the new perimeter fence (described below) on two sides and extend out over the incoming stockpile as well as covering the in-feed conveyor to the system. The second canopy would be located along the eastern property line west of De Garmo Avenue in the existing refuse transfer station. The canopy would be attached to the new perimeter fence on the south side of the tipping floor and would also have a new wall constructed along the north side of the tipping floor. The new fence would include a 25-foot-high metal panel wall along the southern and northern boundaries of the project site replacing the existing wall. Along the eastern boundary, where the project is set back from the street, a 13 foot metal panel wall would be placed atop the existing 12 foot concrete block wall.

Because demolition of existing structures or major excavation for subterranean structures would not be included (only minor removal of the existing fence) as part of the Proposed Project, construction of the various project components would most likely only require the use of medium to heavy duty equipment for building and roof fabrication and fence installation. In addition, the enclosure, roof structures and perimeter fence would all be constructed of the same metal panel siding material and would therefore not require the use of heavy duty equipment such as drill rigs or pile drivers. Development activities may also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the type and amount of equipment in operation and the location of the activity. The range for noise levels generated by typical, individual pieces of construction equipment is provided in Table IV.G-6, Noise Levels of Typical Construction Equipment.

The USEPA has also compiled data regarding the noise generating characteristics of typical construction activities, both with and without the use of equipment mufflers. These data, which represent composite construction noise, are presented in Table IV.G-7, Typical Outdoor Construction Noise Levels. These

noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor.

Table IV.G-6
Noise Levels of Typical Construction Equipment [a]

Construction Equipment	Noise Levels in dBA L_{eq} at 50 feet [b]
Loader	85
Trucks	88
Cranes (moveable)	83
Cranes (derrick)	88
Concrete Vibrator	76
Saws	76
Pneumatic Tool	85
Jackhammers	88
Pumps	76
Generators	81
Air Compressors	81
Concrete Mixers	85
Concrete Pumps	82
Back Hoe	80
Pile Driving (Impact)	101
Pile Driving (Sonic)	96
Dozer	85
Scraper	89
Grader	85
Paver	89

[a] *Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.*

[b] *The L_{eq} noise levels for each piece of construction equipment represent noise levels generated over a time period of one hour under free-field conditions (i.e., topography and ground effects are ignored).*

Source: Harris Miller Miller & Hanson Inc., Transit Noise and Vibration Impact Assessment, May 2006.

As previously discussed, the project site is located in a highly industrialized location, with the nearest sensitive receptors, single-family residential units, located approximately 1,800 feet to the southeast from the portion of the project site where construction would occur. Because the project does not entail demolition or grading of the project site in order to accommodate the new 107,000 square foot enclosure, roof structures and fences, this analysis assumes a mix of medium to heavy duty type tools such as moveable cranes, drill rigs, pneumatic wrenches, generators and industrial saws. As shown above in Table IV.G-6, noise levels associated with various types of pneumatics tools may reach as high 85 dBA L_{eq} at 50 feet from the source.

Table IV.G-7
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency,1971.

Construction activities at the project site may occur 24 hours a day. However, as discussed above, Section 112.05 of the LAMC limits the operation of powered equipment and powered hand tools to between the hours of 7:00 AM to 10:00 PM, and prohibits the noise levels generated by construction machinery from exceeding 75 dBA at 50 feet from residential uses for any construction activity which occurs within 500 feet of a residential zone. Nonetheless, the project site is located in a heavy industrial area and the nearest sensitive receptors are located approximately 1,800 feet to the southeast from the portion of the project site where construction would occur, along Fleetwood Street. As a general rule, construction noise attenuates at approximately 6 dBA for every doubling of distance. Therefore, noise generated by the use of pneumatic tools would be reduced to approximately 54.7 dBA L_{eq} at 50 feet from the nearest sensitive receptor. In addition, due to the presence of intervening structures located between the project site and the nearest sensitive receptors noise levels would be further reduced. Therefore, construction activities occurring at the project site would not exceed 75 dBA at 50 feet from the residential uses to the southeast and this impact would be considered less than significant.

However, the existing facility is currently operational and would remain so during construction of the proposed project. Therefore, the project applicant proposes to perform construction activities during nighttime hours so as to not interfere with daytime operations at the facility. Therefore, based on criteria established in the L.A. CEQA Threshold Guide and discussed above, construction activities which would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday may result in a significant impact. As shown below in Table IV.G-8, Exterior Noise at Off-site Sensitive Uses During Project Construction (Nighttime), the existing nighttime ambient noise level at the single-family residences to the southeast is 54.8 dBA L_{eq}. As shown, if all of the various types of construction equipment were to operate simultaneously, construction activities may generate a noise level of approximately 58.2 dBA L_{eq} at the single-family residences to the southeast during nighttime hours. This would result in an increase of approximately 3.4 dBA L_{eq} over existing nighttime ambient noise levels. Therefore, construction activities occurring at the project site between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or anytime on Sunday would not

exceed ambient noise levels by 5 dBA at the single-family residences to the southeast and this impact would be considered less than significant.

Table IV.G-8
Exterior Noise at Off-site Sensitive Uses During Project Construction (Nighttime)

Off-site Sensitive Land Uses	Location	Existing Noise Levels (dBA L_{eq})	Distance to Project Site (ft.)	Estimated Construction Noise Levels (dBA L_{eq}) [a]
Single-Family Residential - Nighttime	Homes on south side of Fleetwood Street, 1,800 feet Southeast of Portion of the Project Site Where Construction Would Occur, 435 feet Southwest of Claybeck Avenue, 500 feet Northeast of Herrick Avenue	54.8	1,800	58.2

[a.] *The noise levels were determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: Leq = Leq at 50 ft. – 20 Log(D/50), where Leq = noise level of noise source, D = distance from the noise source to the receiver, Leq at 50 ft.= noise level of source at 50 feet.*

Note: All estimated construction includes 5 dBA reduction for mufflers as required by Condition 20 of City of Los Angeles Case No. 92-0002(ZV). This is a conservative estimate as machinery equipped with noise control devices or other noise-reducing design features would generate noise levels approximately 5 to 10 dBA lower than source levels without mufflers.

Source: Christopher A. Joseph and Associates, 2007.

Construction-Related Groundborne Vibration

Construction activities that would occur within the project site may have the potential to generate low levels of groundborne vibration. Table IV.G-9, Vibration Source Levels for Construction Equipment, identifies various vibration velocity levels for the types of construction equipment that may operate during the construction of the Proposed Project.

Construction activities may have the potential to impact the nearest off-site sensitive receptors to the project site, which include the single-family residential units located approximately 1,800 feet to the southeast from the portion of the project site where construction would occur. As discussed under Thresholds of Significance above, the Federal Transit Administration has established vibration impact thresholds for sensitive buildings, residences, and institutional land uses. These thresholds are 65 VdB at buildings where vibration would interfere with interior operations, 80 VdB at residences and buildings where people normally sleep, and 83 VdB at other institutional buildings. The 65 VdB threshold applies to typical land uses where vibration would interfere with interior operations, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipments include, but are not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. The 80 VdB threshold applies to all residential land uses and any buildings where people sleep, such as hotels and hospitals. The 83

VdB threshold applies to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.

Table IV.G-9
Vibration Source Levels for Construction Equipment

Construction Equipment		Approximate VdB at 25 feet
Pile Driver (impact)	Upper Range	112
	Typical	104
Pile Drive (sonic)	Upper Range	105
	Typical	93
Crane (Mobile)		83
Drill Rig		79
Generator		73
Saw		73
Large Bulldozer		87
Caisson Drilling		87
Loaded Trucks		86
Pneumatic Tools		80
Jackhammer		79
Small Bulldozer		58

Source: Harris Miller Miller Hanson, Transit Noise and Vibration Impact Assessment, May 2006.

As previously discussed, the project site is located in a highly industrialized location, with the nearest sensitive receptors, single-family residential units, located approximately 1,800 feet to the southeast of the portion of the project site where construction would occur. Because the project does not entail demolition or grading of the project site in order to accommodate the new roof structures and fences, this analysis assumes a mix of smaller type tools such as pneumatic wrenches, generators and industrial saws. As shown above in Table IV.G-9, vibration levels associated with the use of various types of equipment may reach as high as 86 VdB at 25 feet from the source[6]. However, the proposed project would require a mix of equipment which may include items such as mobile cranes, drill rigs, generators and saws which may operate simultaneously. As a general rule of thumb, vibration attenuates at approximately 6 VdB for every doubling of distance. Therefore, vibration generated by the use of these pieces of equipment would be reduced to approximately 57.4 VdB, when existing ambient noise levels are taken into account, at the nearest sensitive receptor. Therefore, the Proposed Project would not exceed the FTA threshold of 65 VdB at buildings where vibration would interfere with interior operations, nor would it exceed the 80 VdB threshold for residential uses and 83 VdB threshold for institutional uses. Therefore, impacts associated with construction of the Proposed Project would be less than significant.

[6] *As per input from the applicant, it is assumed that pile drivers, both impact and vibratory, are not needed for development of the proposed project.*

Operational Noise

Off-Site Vehicular Noise

As discussed previously, the Proposed Project includes an increase in the amount of incoming municipal solid waste from 4,600 TPD (as allowed under the current permit and IOA) to 6,700 TPD. Therefore, an increase in traffic resulting from implementation of the Proposed Project may increase the ambient noise levels at sensitive off-site locations in the project vicinity. These concerns were addressed using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic report prepared for the Proposed Project, included as Appendix H to this Draft EIR, in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the Proposed Project's vehicular traffic would result in a significant impact at off-site noise-sensitive receptor locations.

Off-site locations in the project vicinity would experience a slight increase in noise resulting from the additional traffic generated by the Proposed Project. The increases in noise levels at noise-sensitive locations along the study-area roadway segments in the vicinity of the project site are identified in Table IV.G-10, Predicted Future (2009) Roadway Noise Levels Offsite.

As shown in Table IV.G-10, the Proposed Project would increase local noise levels by a maximum of 2.9 dBA CNEL for the roadway segment of Randall Street, west of Glenoaks Boulevard. Therefore, as none of the roadway segments that are analyzed in the project site vicinity would exceed the City's noise thresholds pertaining to operational noise, the noise levels experienced at these roadway segments would not represent a substantial permanent increase in ambient noise levels. Therefore, impacts at these roadway segments would be less than significant.

On-Site Non-Vehicular Noise

Wet Air Scrubber System

As discussed previously, the Proposed Project would include a 107,000-square-foot building which would enclose the area currently used for produce trim and cull receiving, the processed organics stockpile, and the wood waste receiving, processing and ground material stockpile. The building would utilize a negative draft system that would draw air from the receiving and processed stockpile areas inside the building. The air would then be treated through an odor cleansings system (wet air scrubber) to remove the odorous compounds before the air is discharged to the atmosphere. Wet air scrubbers remove a wide variety of odor causing compounds. The compounds are adsorbed into a liquid and then oxidized by various chemicals, including ozone.

The ozone would be produced from air that has been compressed and dried. The ozone generator would convert some of the dry air into ozone (typically 1% to 2% ozone by weight) by flowing through the plasma discharge contained within the ozone generator. The gaseous ozone/air mixture would be immediately dissolved into water through a venturi injector driven by a booster pump. The ozone-rich

water would then be re-circulated through the scrubber system. System control would be through a feedback loop continuously monitoring ozone levels in the scrubbing solution. Ambient ozone detectors would also be provided as safety devices to alarm and shut down the system if the ozone levels rise above preset parameters.

Table IV.G-10
Predicted Future (2009) Roadway Noise Levels Offsite

Roadway	Roadway Segment	Noise Levels in dBA CNEL			
		Future without Project Traffic Volumes	Future Plus Project Traffic	Increase	Significance Threshold
Pendleton Street	West of Glenoaks Boulevard	57.9	59.9	2.0	3.0
	East of Glenoaks Boulevard	64.4	64.4	0.0	3.0
Randall Street	West of Glenoaks Boulevard	55.3	58.2	2.9	3.0
	East of Glenoaks Boulevard	56.5	56.5	0.0	3.0
Tuxford Street	East of Lankershim Boulevard	70.3	70.3	0.0	3.0
	West of Bradley Boulevard	69.4	69.6	0.2	3.0
	Bradley Blvd. to Norris Ave.	69.1	69.4	0.3	3.0
	East of Norris Avenue	68.7	69.0	0.3	3.0
	West of Glenoaks Boulevard	68.7	68.8	0.1	3.0
	East of Glenoaks Boulevard	67.5	67.5	0.0	3.0
Penrose Street	West of Bradley Avenue	65.8	66.1	0.3	3.0
	East of Bradley Avenue	64.4	64.7	0.3	3.0
Bradley Avenue	North of Tuxford Street	62.3	62.3	0.0	3.0
	South of Tuxford Street	62.0	62.1	0.1	3.0
	North of Penrose Avenue	61.6	61.7	0.1	3.0
Norris Avenue	North of Tuxford Street	58.3	59.0	0.7	3.0
	South of Tuxford Street	51.5	51.5	0.0	3.0
Glenoaks Boulevard	North of Pendleton Street	70.0	70.1	0.1	3.0
	Pendleton Street to Randall Street	70.4	70.5	0.1	3.0
	Randall Street to Tuxford Avenue	70.4	70.7	0.3	3.0
	South of Tuxford Street	69.5	69.7	0.2	3.0

Source: Christopher A. Joseph and Associates, 2007.
Traffic Information Source: Fehr & Peers/Kaku Associates.

Equipment used to drive this operation, which would produce audible noise, includes a 15-horsepower (HP) compressor, one ozone generator and two 20-HP booster pumps. This equipment, along with other control panels, pressure relief valves, de-gassing separators and monitoring equipment would be mounted on a mass transfer skid and located outside of the proposed new 107,000-square-foot building. This equipment would be unshielded to allow for easy maintenance and accessibility of the equipment. The primary source of noise during operation of the wet air scrubber system would come from the use of the 20 HP booster pumps. These pumps can generate noise levels of approximately 85 dBA CNEL at 25 feet

from the equipment[7]. Due to the attenuation of noise at 6 dBA per doubling of distance, noise from the use of the booster pumps would be reduced to approximately 79 dBA CNEL at 50 feet from the equipment. CR&RR has proposed to replace the existing fence with a new one that would include a 25-foot-high metal panel wall along the southern and northern boundaries of the project site. Along the eastern boundary, where the project is set back from the street, a 13-foot metal panel wall would be placed atop the existing 12-foot concrete block wall. Solid walls that break the line of sight, approximately 6 feet from ground level, can reduce noise levels by approximately 5 dBA. In addition, for every two additional feet of wall height, sound levels can be reduced by an additional 1 dBA. Therefore, sound levels associated with the operation of the booster pumps can be reduced to approximately 72 dBA CNEL at the surrounding industrial uses. Therefore, the noise levels generated by the operation of the wet air scrubber would not exceed the City's exterior noise level standard of 64.5 dBA CNEL for industrial uses and impacts would be less than significant.

HVAC System

The newly constructed 107,000-square-foot enclosure would include rooftop mechanical equipment and heating, ventilation, and air conditioning (HVAC) units and exhaust fans in order to provide cooling and ventilation within the building. Large HVAC systems associated with the Proposed Project could result in noise levels that average between 50 and 65 dBA L_{eq} at 50 feet from the source. As 24-hour CNEL noise levels are about 6.7 dBA greater than 24-hour L_{eq} measurements, the HVAC equipment could generate noise levels that average between 57 to 72 dBA CNEL at 50 feet when the equipment is operating continuously over a 24-hour period. Therefore, the noise levels generated by these large HVAC units would not exceed the City's exterior noise level standard of 75 dBA CNEL for industrial uses. Therefore, impacts would be less than significant.

CUMULATIVE IMPACTS

This cumulative impact analysis considers development of the Proposed Project in combination with ambient growth and other development projects within the vicinity of the Proposed Project. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the Proposed Project to result in cumulative noise impacts.

Cumulative Construction Noise and Vibration

Development of the Proposed Project in conjunction with the related projects would result in an increase in construction-related and traffic-related noise in this already urbanized area of the City of Los Angeles. However, each of the related projects would be subject to the City of Los Angeles Noise Ordinance No. 144,331, which reduces construction noise impacts to the maximum extent feasible by prohibiting loud,

[7] *http://www.edwards.co.il/catalog/02/20302.pdf*

unnecessary, and unusual construction noise within 500 feet from any residential zone, and LAMC Section 41.40, which limits the hours of allowable construction activities. Conformance with these City policies would reduce construction-related noise for the related projects. With respect to operational noise, all related projects would require exterior walls to be constructed to provide a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto, or to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. Conformance with these requirements would reduce operational-related noise. As such the Proposed Project would not contribute to a cumulatively considerable noise impact due to construction.

Cumulative Operational Noise

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the Proposed Project and related projects within the study area. The predicted future year (2009) ambient noise levels presented in the analysis with and without the Proposed Project are based on cumulative traffic conditions, which already take into account expected development of related projects identified in the surrounding area. As shown above in Table IV.G-9, none of the study roadway segments in the project vicinity would experience a substantial permanent increase in ambient noise levels resulting from future ambient growth with the Proposed Project (as compared to cumulative conditions without the Proposed Project). Therefore, cumulative traffic-related noise impacts to the surrounding environment would be less than significant.

With respect to stationary sources, all related projects would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dB. Consequently, all on-site equipment would be designed such that they would be shielded and appropriate noise muffling devices would be installed on the equipment to reduce noise levels that affect nearby noise-sensitive uses. Thus, with conformance with LAMC Section 112.02, the cumulative noise impact associated with stationary sources would be less than significant.

MITIGATION MEASURES

No mitigation measures are required to reduce impacts from construction and operation related noise.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required to reduce impacts from construction and operation related noise, therefore impacts would remain less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
H. TRANSPORTATION/TRAFFIC

The following summarizes the information provided in the traffic report prepared by Fehr & Peers/Kaku Associates entitled, Traffic Study for the Community Recycling & Resource Recovery Center, Los Angeles, California, dated January 2008. The traffic report is included in Appendix H of this Draft EIR.

ENVIRONMENTAL SETTING

The CR&RR site comprises 11 parcels totaling 8.03 acres on the southwest corner and eight parcels totaling 4.26 acres on the southeast corner of De Garmo Avenue and Pendleton Street. The total acreage encompassed by this operation is approximately 12.29 acres. The 8.03-acre portion includes two components – the Front Yard and the Back Yard. The Front Yard currently processes 1,700 tons per day (TPD) of permitted materials and the Back Yard currently processes 2,900 TPD of non-permitted materials. The facility currently serves commercial operations, but is also open to the public.

Existing Street System

Freeways

Regional access to the project site is provided by Interstate 5 (the Golden State Freeway; I-5), the Ronald Reagan Freeway (SR-118), the Hollywood Freeway (SR-170), and Interstate 210 (the Foothill Freeway; I-210). Interstate 5 is located approximately one mile southwest of the project site, and Interstate 210 is located approximately 3.5 miles northeast of the project site.

Streets and Highways

Tuxford Street is an east-west secondary highway that provides four travel lanes with two lanes in each direction. As a convention, the southwest-northeast roads in Sun Valley are referred to as east-west and the northwest-southeast roads are referred to as north-south. Tuxford Street provides local access to the project site as well as regional access through a connection to the I-5 ramps at Tuxford Street west of San Fernando Road. Parking is not allowed at any time on either side of Tuxford Street between San Fernando Road and Telfair Avenue.

Glenoaks Boulevard is a north-south secondary highway that provides four travel lanes with two lanes in each direction. Glenoaks Boulevard provides local access to the project site as well as regional access through its proximity to the I-5 ramps at Roscoe Boulevard and Hollywood Way. Parking is prohibited on both sides of Glenoaks Boulevard from 9:00 PM to 6:00 AM nightly between Sheldon Street and Peoria Street. No parking is allowed at any time on either side of Glenoaks Boulevard between Peoria Street and Pendleton Street.

Sunland Boulevard is a north-south secondary highway that provides four travel lanes with two lanes in each direction. Sunland Boulevard provides local access to the project site as well as regional access

through a connection to the I-5 ramps at Sunland Boulevard just northeast of San Fernando Road. No stopping is allowed any time on either side of Sunland Boulevard between Roscoe Boulevard and Lehigh Avenue, a short length of road including the overpass over the I-5 freeway.

Lankershim Boulevard is a north-south secondary highway that provides four travel lanes with two lanes in each direction. Lankershim Boulevard provides local access to the project site as well as regional access through its connection to the I-5 ramps at Lankershim Boulevard just north of Tuxford Street. No stopping is allowed any time between Cayuga Avenue and Telfair Avenue, a short length of road including the overpass over the I-5 freeway.

San Fernando Road is a north-south secondary highway that provides four travel lanes with two lanes in each direction. San Fernando Road provides local access to the project site as well as regional access through its proximity to the I-5 ramps on Penrose Street and Tuxford Street in the project area. No stopping is allowed any time on the east side of San Fernando Road from Sunland Boulevard to Sheldon Street.

Public Transit

The Los Angeles County Metropolitan Transportation Authority (Metro) provides public transit services in the vicinity of the project site. The following transit lines serve the project vicinity:

- Metro Line 292 is a local north-south line that travels from downtown Burbank to Sylmar via Glenoaks Boulevard. This line provides service to the downtown Burbank Metrolink Station, Burbank Empire Center, Bob Hope Airport, and the San Fernando Metrolink Station. Line 292 travels along Glenoaks Boulevard in the project area.

- Metro Lines 152 and 153 are local east-west lines that travel from Woodland Hills to Sun Valley. These lines provide service to the Sun Valley Metrolink Station, Bob Hope Airport, Van Nuys Airport, and the communities of Northridge, North Hills, and Panorama City. Both lines travel along Tuxford Street in the study area.

- Metro Line 169 is a local east-west line that travels from West Hills to Sunland. Line 169 provides service to Bob Hope Airport, Van Nuys Airport, Northridge Hospital, and West Hills Medical Center. Line 169 travels along Sunland Boulevard in the project area.

- Metro Lines 94 and 394 are local north-south lines that travel from downtown Los Angeles to Sylmar. They provide service to downtown Los Angeles, downtown Burbank, Chinatown, and Bob Hope Airport. Line 94 also provides service to the Pershing Square and Civic Center Red Line stations, and the Sun Valley and San Fernando/Sylmar Metrolink stations. Line 394 provides limited-stop service. Line 94 travels along San Fernando Road in the study area.

- Metro Line 224 is a north-south line that travels from North Hollywood to Sylmar. Line 224 provides service to Whiteman Airport, Universal Studios/Citywalk, the Sylmar/San Fernando

Metrolink station, and the North Hollywood and Universal City Red Line stations. Line 224 travels along Lankershim Boulevard and San Fernando Road in the project area.

Existing Site Access and Operations

Regional access to the project site is provided by I-5, SR-118, SR-170, and I-210. The project site is approximately one mile east of I-5, which is the primary freeway to the site, with several nearby northbound and southbound on- and off-ramps. Trucks southbound on I-5 can exit at Sheldon Street, Lankershim Boulevard, or Penrose Street. Trucks northbound on I-5 can exit at Glenoaks Boulevard, Sunland Boulevard, and Penrose Street. East-west local roads that provide access to the site include Tuxford Street and Penrose Street. San Fernando Road, Sunland Boulevard, Glenoaks Boulevard, and Lankershim Boulevard all provide north-south access to the project area. Immediate access to the site is provided by Pendleton Street, Randall Street, De Garmo Avenue, and Norris Street.

Front Yard

There are four different types of vehicles and uses accessing the Front Yard site: Collection vehicles, transfer vehicles, recyclable materials truck, and general public vehicles. The following describes the types of truck delivery and their main access routes.

Collection Vehicles. Collection vehicles travel primarily northward from the downtown area and eastward from elsewhere in the San Fernando Valley. The main access is via I-5 freeway, Tuxford Street, Penrose Street, and Sunland Boulevard.

Transfer Trucks. Transfer trucks that haul non-recyclable residue to Chiquita Canyon (24 miles away) or Sunshine (12 miles away) landfills to the north. Their main access to the site is via I-5 freeway, Tuxford Street, and Penrose Street.

Recyclable Material Trucks. These trucks ship wood/brush materials to a facility adjacent to the transfer station. The remainder (old corrugated cartons, newspaper, tin, aluminum, and plastic) is all delivered to the harbor area or to mills south of the transfer station. Their main access to the site is via I-5 freeway, Tuxford Street, Penrose Street, and Sunland Boulevard.

Public Vehicles. The site receives both general public and commercial vehicles. The general public vehicles consist mainly of pick-ups, vans, small trailers, and small dump trucks.

When the trucks arrive at the site, they are weighed at the scales before the loads are dumped. There are currently two scales located in the front yard of the transfer station.

Back Yard

There are four different types of material receiving and processing at the Back Yard: Produce trim and cull, green waste, construction materials, and wood materials.

Source-Separated Supermarket Trim and Cull. The source-separated supermarket trim and cull is picked up at the various supermarket distribution centers and transported to the Community Recycling Center using semi trailers. Each trailer weighs an average of 22 tons. All the supermarket distribution centers are located south of the Sun Valley facility and all the drivers have been instructed to exit the northbound I-5 at Glenoaks and proceed north on Glenoaks Boulevard to Randall Street. The semi trailers enter the facility from Randall and exit on Pendleton Street back to Glenoaks Boulevard and south to the I-5. After processing, the supermarket material is loaded into trucks arriving from the north and then shipped back north. Their primary access to the site is via the Randall Street driveway.

Source-Separated Green Waste. The source-separated curbside collected green waste trucks come from all areas of the San Fernando Valley and can arrive from any direction. Their primary access to the site is via Pendleton Street driveway.

Construction Materials (C/D). The vehicles arriving with C/D materials for recycling vary from pick-up trucks to semi-trailer trucks. The C/D receiving materials commercial vehicles come from all areas of the San Fernando Valley and can arrive from any direction. These vehicles enter via Randall Street driveway and exit via Pendleton Street driveway. The C/D receiving materials self-haul vehicles come from all areas of the San Fernando Valley and can arrive from any direction. Their primary access to the site is via Randall Street driveway. The C/D inorganic processed materials vehicles come from the south and access the site via Randall Street driveway and exit via Pendleton Street driveway. The C/D wood processing materials vehicles come from the south and access the site via Randall Street driveway and exit via Pendleton Street driveway. The C/D processed trash out vehicles come from the north and access the site via Randall Street driveway and exit via Pendleton Street driveway. The C/D miscellaneous out vehicles come from the local area and access the site via Randall Street driveway and exit via Pendleton Street driveway.

Source-Separated Wood Waste. The source-separated wood waste vehicles, mostly pick-up trucks delivering brush and tree trimming materials, access the drop-off area via Pendleton Street driveway. They come from all areas of the San Fernando Valley and can arrive from any direction, through local streets and roads.

Existing Circulation

All customers have to go across the scales and have the transaction recorded before entering the site. Crown Disposal, as well as other disposal companies, operate vehicles that enter the site. The Crown Disposal vehicles use the scale at the 4.26-acre site across the street from the transfer station, and the non-Crown Disposal vehicles use the two scales located alongside the scalehouse on the transfer station site (the 8.03-acre site).

The two scales located in the front yard of the transfer station site are primarily used for incoming vehicles, although one can be used for incoming vehicles and the other for outgoing vehicles. All non-Crown Disposal vehicles enter the transfer station site from the driveway on De Garmo Avenue and are weighed on one of these two scales. From the scales, the trucks that are delivering materials to the transfer

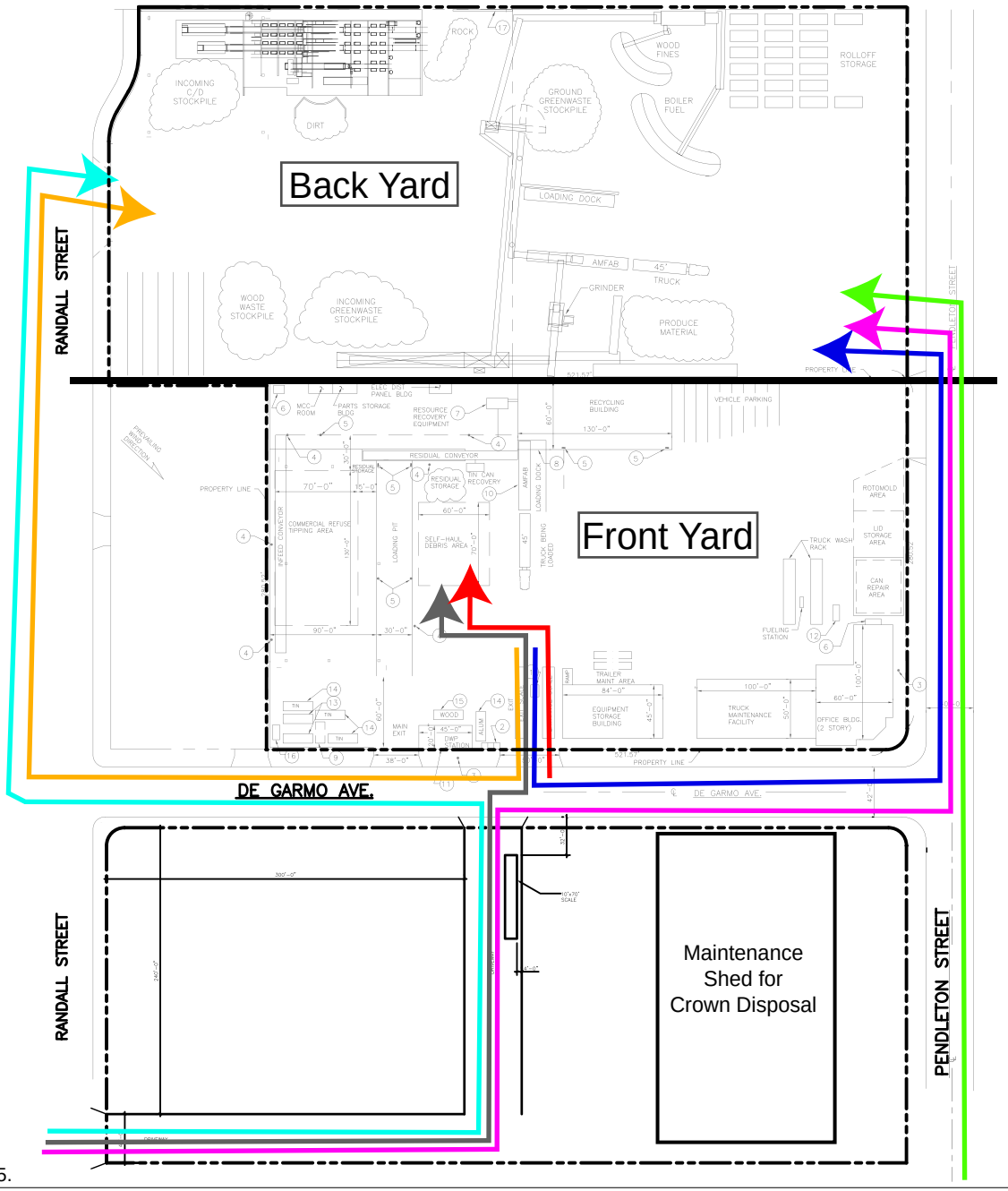
station in the front yard proceed to the tipping area. The non-Crown Disposal vehicles that have construction/demolition or green waste materials are weighed and then exit back on De Garmo Avenue and go to Randall Street and enter the back yard from Randall Street. The non-Crown Disposal vehicles that have wood or tree trimmings are weighed and then exit onto De Garmo Avenue and proceed to Pendleton Street and enter the wood area off Pendleton. The City of LA green waste trucks go directly to the back yard and enter from Pendleton Street and are weighed on the green waste scale in the back yard.

The 4.26-acre site (across the street from the transfer station) contains one existing scale, two stacking lanes, an office building, a canopy, and storage and parking areas. The scale is currently only used by Crown Disposal vehicles, which enter the site on a driveway from Randall Street. The driveway comes from the back property line and wraps around up to the scale. There are two stacking lanes that lead up to the scale, which are also currently used only by Crown Disposal vehicles, and are approximately 500 feet long by 24 feet wide or about 12,000 square feet of the site. After the Crown Disposal vehicles have been weighed, they exit the site onto De Garmo Avenue. From there, the Crown Disposal vehicles that have construction/demolition or green waste materials proceed to Randall Street and enter the back yard from Randall Street, and the Crown Disposal vehicles that have wood or tree trimmings proceed to Pendleton Street and enter the wood area off Pendleton. The Crown Disposal vehicles that have refuse proceed across De Garmo Avenue and enter the transfer station (see also Figure IV.H-1).

Existing Traffic Conditions

A detailed analysis of existing (2007) weekday AM and PM peak hour traffic conditions was performed at the 11 study intersections listed below (see Figure IV.H-2). These intersections were identified, in coordination with LADOT, as the most likely intersections to be impacted by project-related traffic.

1. Lankershim Boulevard & Tuxford Street/Roscoe Boulevard
2. San Fernando Road & Tuxford Street
3. Penrose Street & southbound 1-5 on- and off-ramps
4. Tuxford Street & Bradley Avenue
5. Penrose Street & Bradley Avenue
6. Pendleton Street & Glenoaks Boulevard
7. Randall Street & Glenoaks Boulevard
8. Tuxford Street & Glenoaks Boulevard

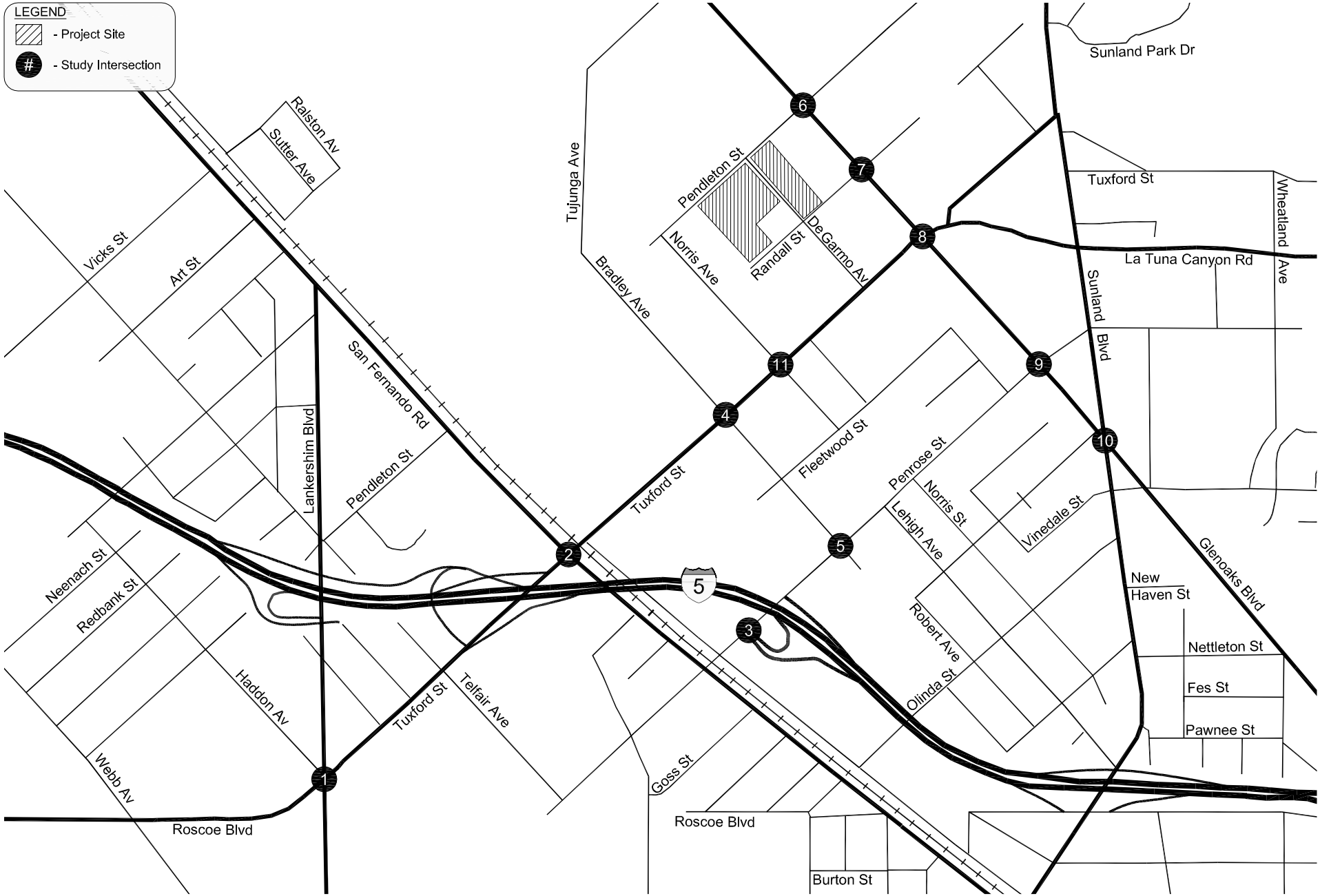


Source: Wiss, Janney, Elstner Associates, Inc., March 9, 2005.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

NORTH

Figure IV.H-1
Existing Truck Circulation



Source: Fehr & Peers, November 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

NORTH

Figure IV.H-2
Study Area and Analyzed Intersections

9. Penrose Street & Glenoaks Boulevard

10. Sunland Boulevard & Glenoaks Boulevard

11. Tuxford Street & Norris Avenue

Due to the industrial characteristics of the project area as well as the nature of the Proposed Project, vehicle classification was included with the traffic count program. The intersection peak hour and vehicle classification counts used for this analysis were collected in September 2007. The vehicle classification counts differentiated between heavy vehicles and passenger vehicles.

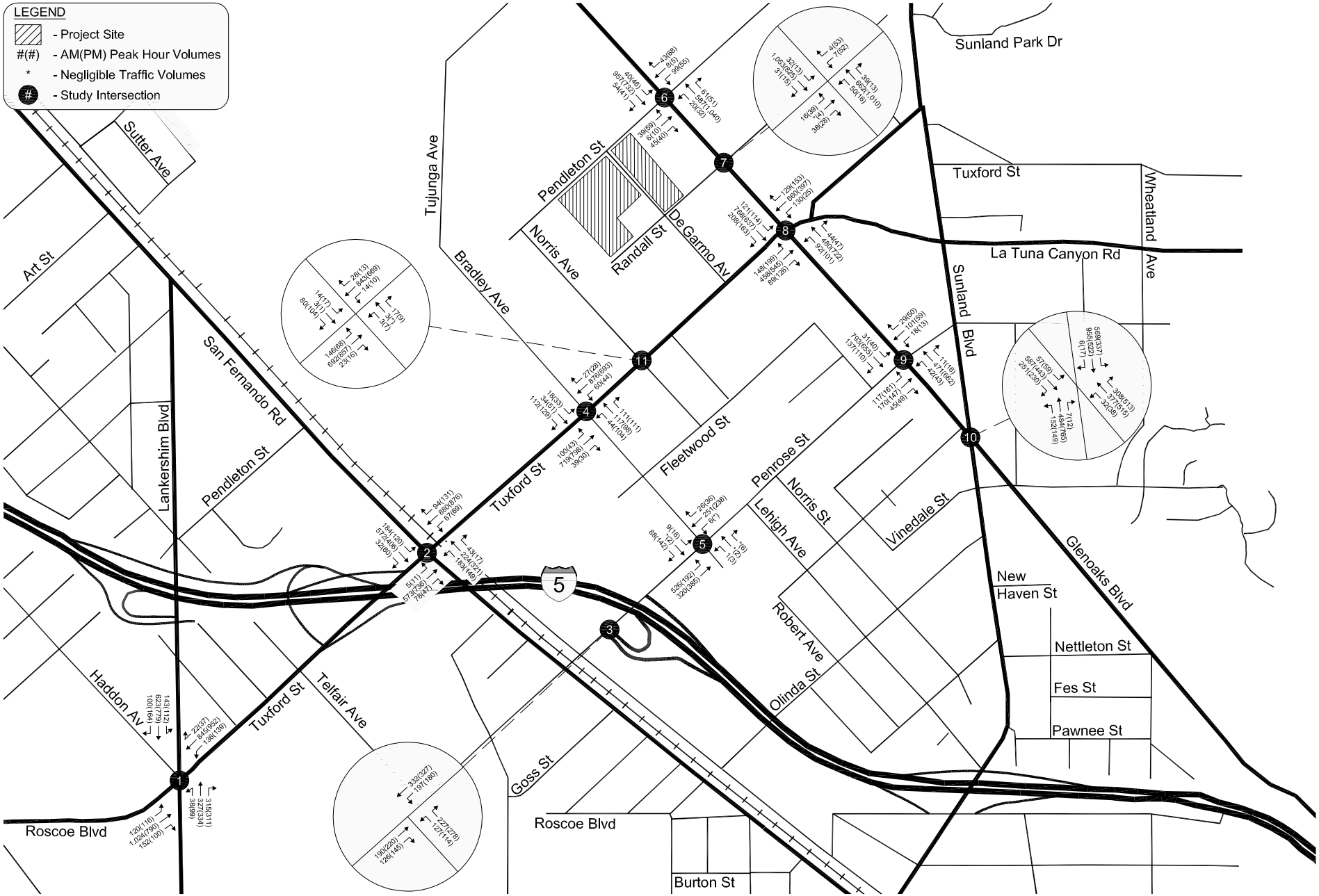
The heavy vehicle counts were converted into passenger car equivalents (PCE), based on the conversion factor in *Highway Capacity Manual (HCM)*; the HCM recommends a conversion factor of 2.0 for heavy vehicles. The existing peak hour traffic volumes, with the PCE conversion, are illustrated in Figure IV.H-3.

The traffic analysis was performed through the use of established traffic engineering techniques and in accordance with LADOT requirements for traffic studies in the City of Los Angeles. The analysis was then conducted using the Level of Service (LOS) methodology. LOS is a qualitative measure used to describe the operating conditions of traffic flow at an intersection, ranging from excellent conditions at LOS A to overload conditions at LOS F. An intersection's volume-to-capacity (V/C) ratio is used to assess the LOS at signalized and unsignalized intersections. LOS definitions for signalized and unsignalized intersections are shown in Table IV.H-1.

Eight of the 11 study intersections are controlled by traffic signals, and three of the 11 study intersections are controlled by stop signs. The three stop-controlled intersections are the I-5 ramps & Penrose Street, Glenoaks Boulevard & Randall Street, and Tuxford Street & Norris Avenue; of which each intersection is controlled by a 2-way stop on the minor approach. The Critical Movement Analysis (CMA) method of intersection analysis, per City of Los Angeles requirements, was used to determine the intersection V/C ratio and corresponding LOS for each of the study intersections. For the unsignalized intersections, the intersection capacities used for the CMA analysis were modified with input from LADOT. The methodology includes utilizing a reduced intersection capacity of 1,200 vehicles per hour to analyze intersection operations.

Each of the signalized intersections are currently controlled by the City of Los Angeles' Automatic Traffic Surveillance and Control (ATSAC) system. In accordance with standard LADOT procedures, a 7% capacity increase (a 0.07 V/C ratio adjustment) was applied to reflect the benefits of ATSAC control at these intersections.

Table IV.H-2 summarizes the existing weekday AM and PM peak hour LOS for each of the 11 study intersections. As indicated therein, each of the study intersections operates at LOS D or better during both peak hours.



Source: Fehr & Peers, November 2007.

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Figure IV.H-3
Existing (2007) Weekday Peak Hour Traffic Volumes

Table IV.H-1
Level of Service Definitions for Signalized Intersections

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 – 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	> 0.600 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 0.700 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 0.800 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volumes periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 0.900 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1994.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Traffic impacts would be considered significant if the Proposed Project:

a) Caused an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections);

b) Exceeded, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;

c) Resulted in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks;

d) Substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

e) Resulted in inadequate emergency access;

Table IV.H-2
Existing Conditions (2007) Intersection Levels of Service

No.	Intersection	Peak Hour	Existing Conditions	
			V/C Ratio	LOS
1	Lankershim Boulevard & Tuxford Street/Roscoe Boulevard*	AM	0.722	C
		PM	0.718	C
2	San Fernando Road & Tuxford Street*	AM	0.581	A
		PM	0.528	A
3	I-5 Ramps & Penrose Street [a]	AM	0.617	A
		PM	0.686	A
4	Bradley Avenue & Tuxford Street*	AM	0.491	A
		PM	0.466	A
5	Bradley Avenue & Penrose Street*	AM	0.557	A
		PM	0.411	A
6	Glenoaks Boulevard & Pendleton Street*	AM	0.407	A
		PM	0.449	A
7	Glenoaks Boulevard & Randall Street [a]	AM	0.544	A
		PM	0.558	A
8	Glenoaks Boulevard & Tuxford Street*	AM	0.609	B
		PM	0.563	A
9	Glenoaks Boulevard & Penrose Street*	AM	0.423	A
		PM	0.361	A
10	Sunland Boulevard & Glenoaks Boulevard*	AM	0.818	D
		PM	0.842	D
11	Norris Avenue & Tuxford Street [a]	AM	0.568	A
		PM	0.480	A

Source: Fehr & Peers/Kaku Associates, January 2008.
* *Intersection is currently operating under ATSAC system.*
[a] Intersection is stop-controlled. Analysis was performed assuming the CMA methodology and a reduced capacity of 1,200 vehicles per hour per lane.

f) Resulted in inadequate parking capacity; or

g) Conflicted with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Additionally, LADOT considers an intersection to be significantly impacted if the following conditions in Table IV.H-3 are met:

Intersections operating at LOS A or B after the addition of the project are not considered significantly impacted regardless of the increase in V/C ratio caused by the project. These criteria were applied to all of the analyzed intersections in the study area.

Table IV.H-3
City of Los Angeles Significant Traffic Impact Criteria

LOS	Final V/C Ratio	Project Related Increase in *V/C*
C	0.701 to 0.800	Equal to or greater than 0.040
D	0.801 to 0.900	Equal to or greater than 0.020
E, F	0.901 or more	Equal to or greater than 0.010
Source: Fehr & Peers/Kaku Associates, January 2008.		

Project Impacts

As discussed in Section IV.A, Impacts Found Less Than Significant of this Draft EIR and in the Initial Study (included as Appendix A to this Draft EIR), the Proposed Project would have no impact with respect to Threshold c) above, and a less than significant impact with respect to Thresholds d) through g) above. As such, this section contains an analysis of Thresholds a) and b).

Trip Generation

Project trip generation was developed from empirical data collected in July and August 2007. Peak hour volumes and vehicle classification counts were collected at the driveways of the existing facility. Vehicles were categorized as heavy vehicles or passenger vehicles. Heavy vehicles were converted into PCE, based on the HCM recommended factor of 2.0.

The peak hour driveway counts were identified and the trip generation rate was calculated based on the existing operating capacity. This trip generation rate was then applied to the project capacity increase. The total project trip generation is summarized in Table IV.H-4. The detailed trip generation calculations for both the Front Yard and Back Yard are included as Tables 5B and 5C in the traffic study (included as Appendix H to this Draft EIR). The project is projected to generate a net total increase of approximately 265 AM peak hour trips and 309 PM peak hour trips.

Table IV.H-4
Summary of Project Trip Generation Estimates

Location	Peak Hour	Net New Trips (PCE Trips)		
		In	Out	Total
Front Yard	AM	85	72	157
	PM	105	90	195
Back Yard	AM	50	58	108
	PM	57	57	114
Total	AM	**135**	**130**	**265**
	PM	**162**	**147**	**309**
Source: Fehr & Peers/Kaku Associates, January 2008.				

Trip Distribution and Assignment

Project traffic distribution was developed in conjunction with LADOT. The geographic distribution patterns for the Proposed Project included estimated Community Recycling & Resource Recovery operations, and origins and destinations of various truck operations. It was estimated that 35% of the trips are from the north, 40% are from the south, 20% are from the west, and about 5% are from the east. Figure IV.H-4 illustrates the projected trip distribution pattern.

Using the estimated trip generation and the distribution patterns described above, the traffic generated by the Proposed Project was assigned to the street network. Figure IV.H-5 illustrates the Proposed Project generated AM and PM peak hour traffic volumes (with trucks converted into PCEs) at each of the 11 study intersections.

Future Traffic Conditions

In order to properly evaluate the potential impact of the Proposed Project on the local street system, it was necessary to develop estimates of future traffic conditions both with and without the project. Future traffic volumes without the project are first estimated, representing the cumulative base traffic conditions. Then, the traffic generated by the Proposed Project is estimated and separately assigned to the surrounding street system. The sum of the cumulative base and project-generated traffic represents the cumulative plus project conditions.

Cumulative Base Traffic Projections

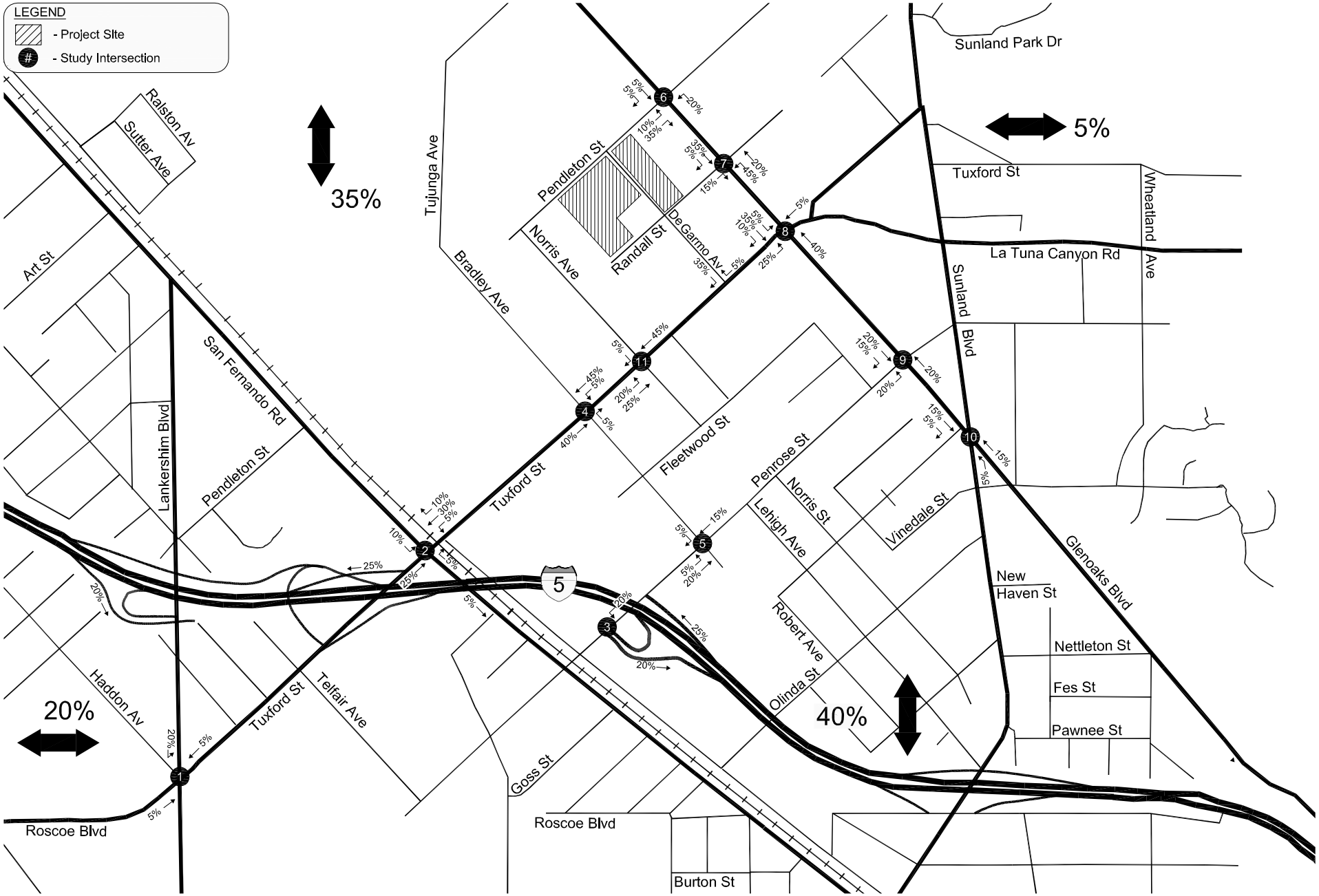
Cumulative base traffic projections reflect growth in traffic from two primary sources: background growth in the existing traffic volumes to reflect the overall regional growth both in and outside of the study area, and the traffic generated by specific projects within, or in the vicinity of, the project area. These factors are described in more detail below.

Areawide Traffic Growth

A 2% per year growth rate for the project area was applied in this analysis based on input from LADOT staff. With the assumed completion date of 2009, the existing 2007 traffic volumes were adjusted upward by a factor of 4% to reflect this areawide regional growth. The existing plus ambient growth weekday peak hour traffic volumes are shown in Figure IV.H-6.

Cumulative Project Traffic Generation and Assignment

The second major source of traffic growth in the study area is expected from other future projects in the area. These related projects are planned developments scheduled to be completed in the same timeframe as the Proposed Project. Data describing related projects in the area was obtained from LADOT and from another project being currently analyzed in the area. Sixteen related projects were identified in the study area, including 14 LADOT projects and two by the applicants of the waste processing facilities at 11121



Source: Fehr & Peers, November 2007.

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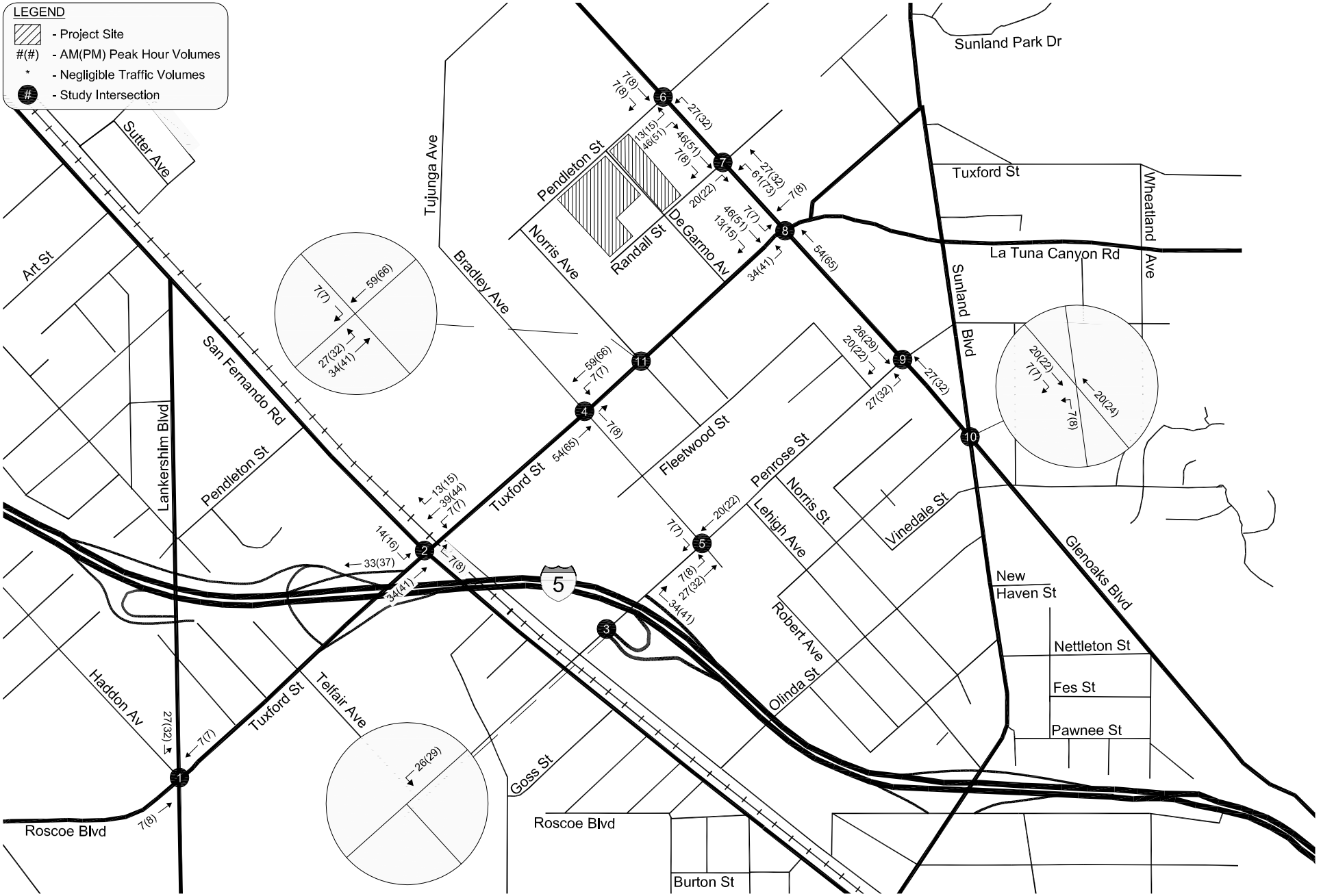
Figure IV.H-4
Project Traffic Distribution



Source: Fehr & Peers, November 2007.

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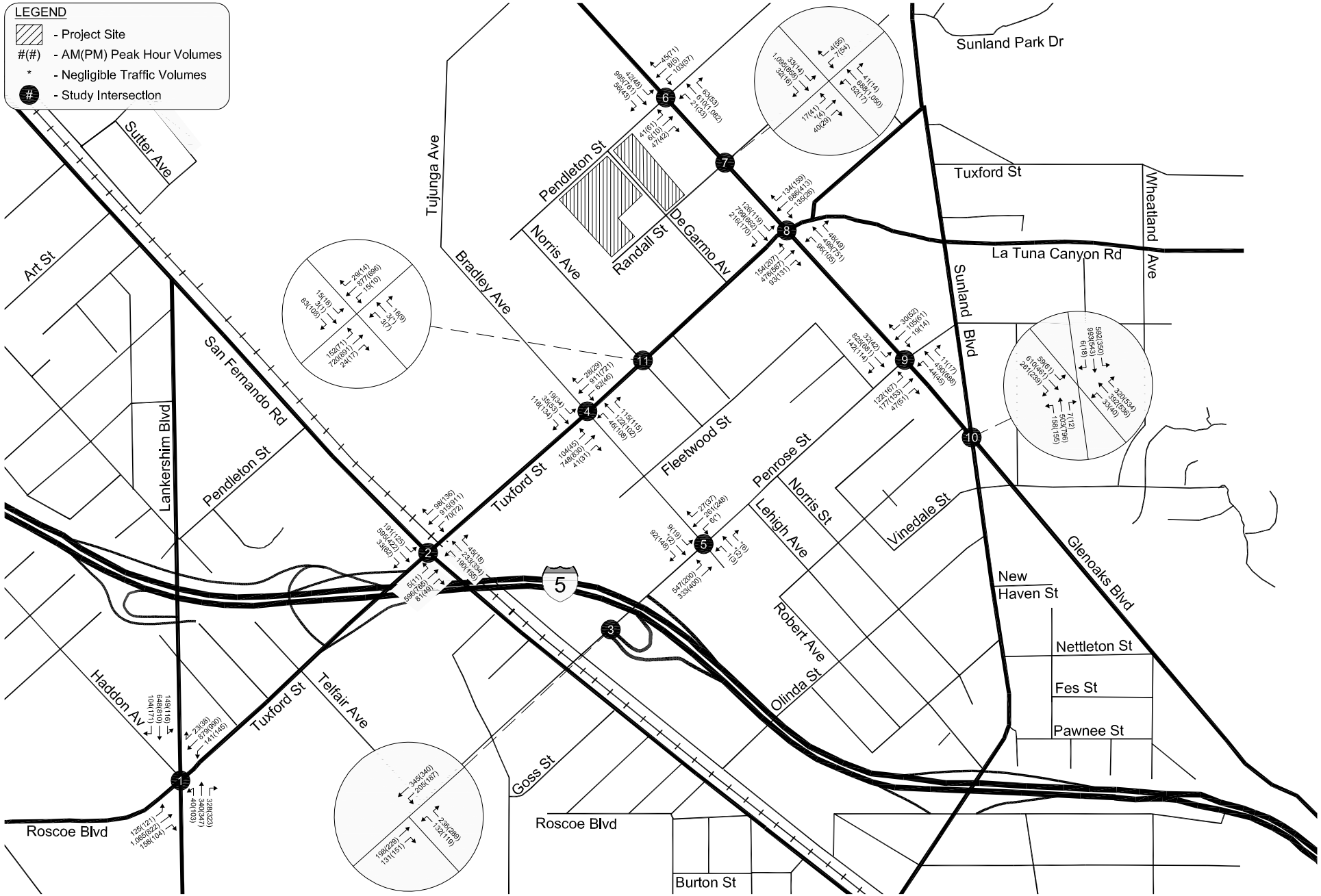
Figure IV.H-5
Project Only Weekday Peak Hour Traffic Volumes



Source: Fehr & Peers, November 2007.

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Figure IV.H-6
Existing Plus Ambient Growth (2009)
Weekday Peak Hour Traffic Volumes

Pendleton Street and 9081 Tujunga Avenue. Related projects are summarized in Table III-1 and their locations are illustrated in Figure IV.H-7.

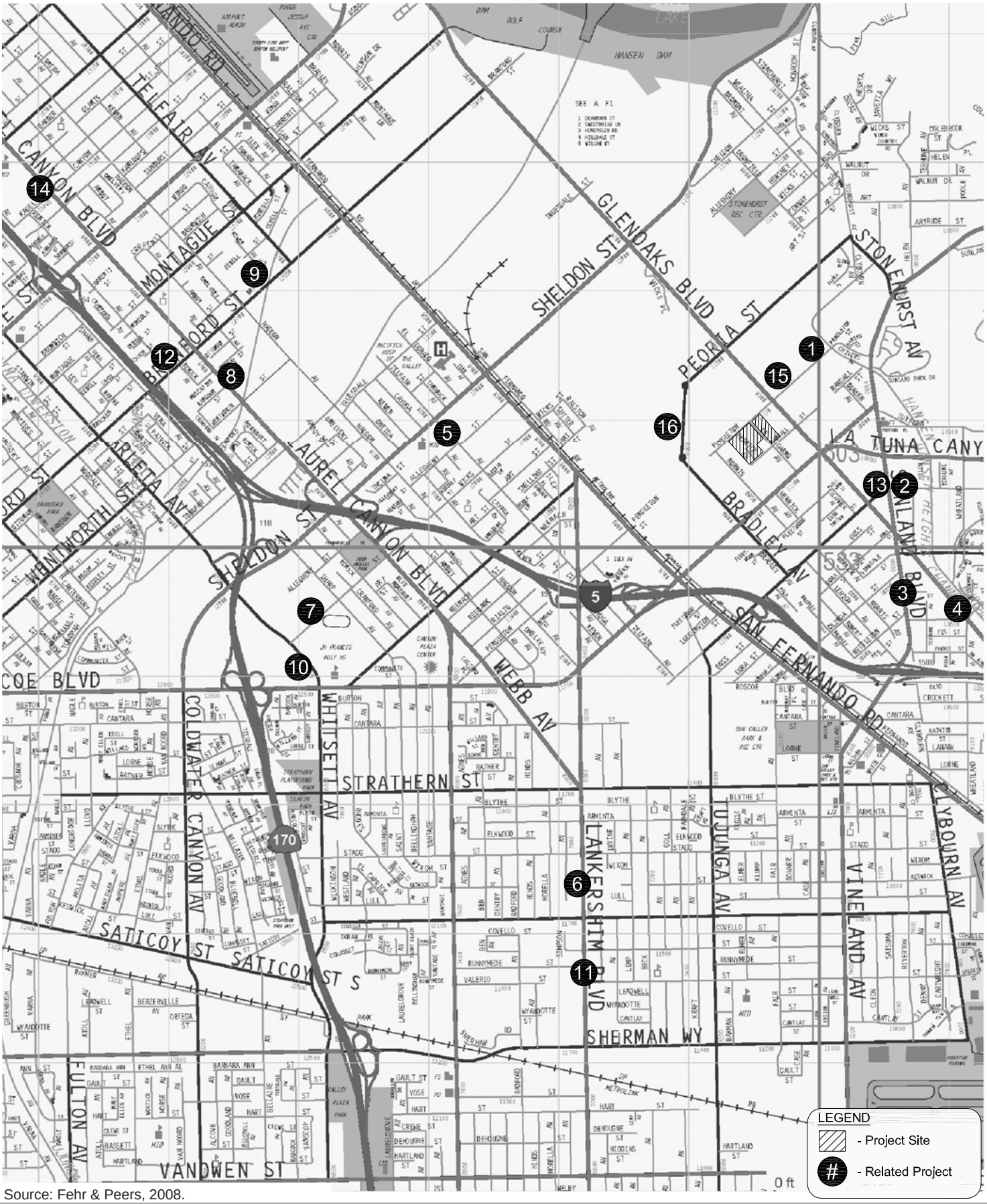
Trip generation estimates for the related projects were obtained from LADOT and the applicant for the waste processing facilities at 11121 Pendleton Street and 9081 Tujunga Avenue. The related projects are expected to generate approximately 3,500 vehicles per hour during the morning peak hour and 2,887 vehicles per hour in the afternoon peak hour. The trip generation estimates were assigned to the local street system using a trip distribution pattern similar to that developed for the Proposed Project. The related project only peak hour traffic volumes were then added to the existing traffic volumes after the adjustment for areawide background growth to represent the cumulative base conditions, i.e., future conditions without the Proposed Project. The cumulative base volumes are illustrated in Figure IV.H-8.

Future System Improvements

Discussions with LADOT staff indicate that five of the eight signalized intersections selected for analysis are scheduled to have the Adaptive Traffic Control Systems (ATCS) installed and operational by October 2008. In accordance with standard LADOT policy, a capacity benefit of 3% (a 0.03 V/C ratio adjustment) is allowed in addition to the 7% capacity benefit provided by the predecessor ATSAC system. Therefore, a total capacity increase of 10% (a 0.10 V/C ratio adjustment) is afforded to intersections under ATSAC control and with ATCS capabilities. These intersections include:

1. Lankershim Boulevard & Tuxford Street/Roscoe Boulevard
2. San Fernando Road & Tuxford Street
4. Bradley Avenue & Tuxford Street
5. Penrose Street & Bradley Avenue
6. Glenoaks Boulevard & Pendleton Street
8. Tuxford Street & Glenoaks Boulevard
9. Penrose Street & Glenoaks Boulevard
10. Sunland Boulevard & Glenoaks Boulevard

During subsequent visits to the project area, construction crews have been observed modifying the intersection of Bradley Avenue and Penrose Street. A protected eastbound left-turn signal was installed but not operational and the eastbound Penrose Street approach will be restriped from a through/left/right to a left lane and a through/right-turn lane.



Source: Fehr & Peers, 2008.

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Figure IV.H-7
Locations of Related Projects

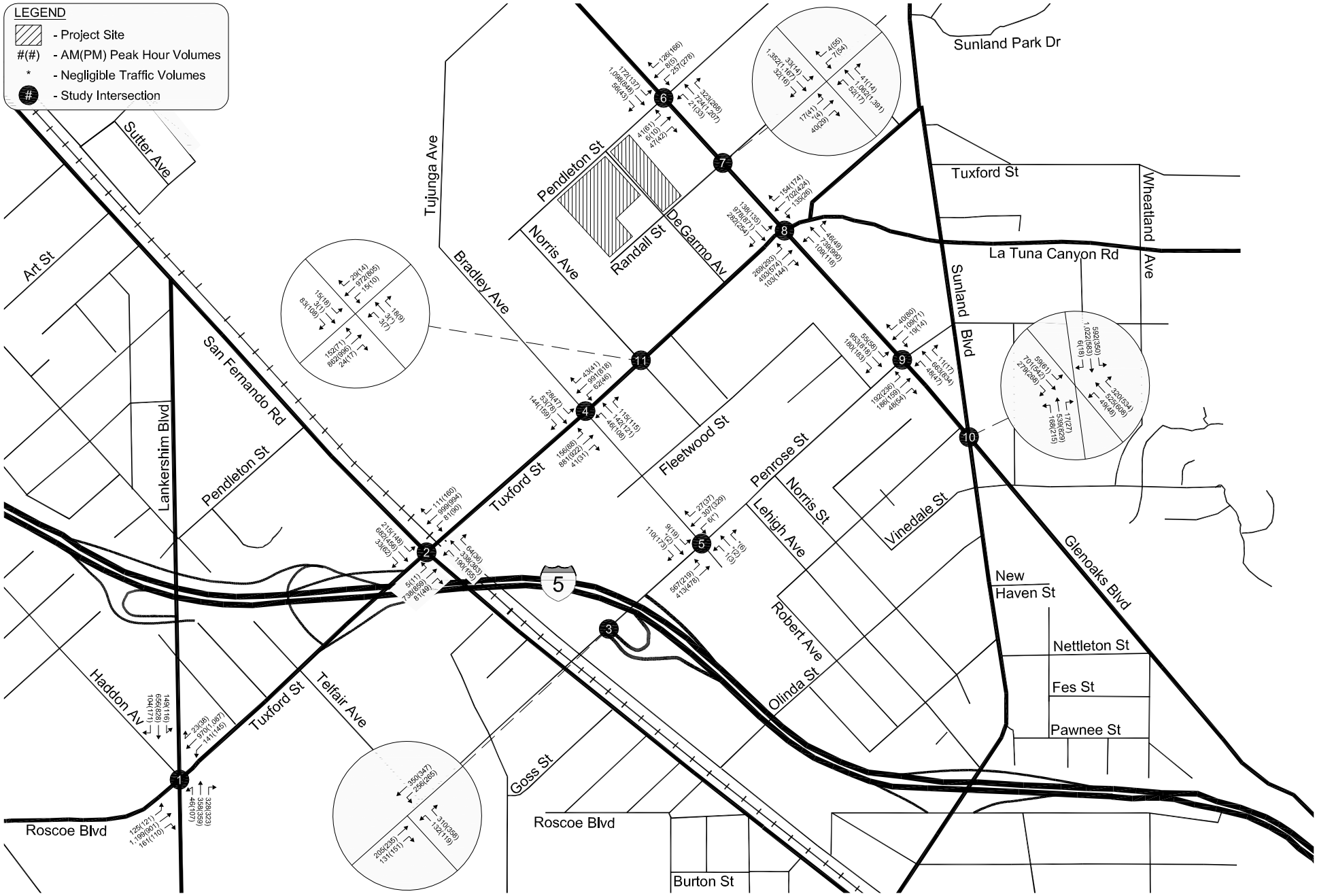


Figure IV.H-8
Cumulative Base (2009) Weekday
Peak Hour Traffic Volumes

Cumulative Plus Project Traffic Projections

The Proposed Project traffic volumes were then added to the cumulative base traffic projections. The resulting projected traffic volumes under cumulative plus project conditions for the weekday AM and PM peak hours are presented in Figure IV.H-9.

The cumulative base peak hour traffic volumes illustrated in Figure IV.H-8 were analyzed to determine the V/C ratio and the corresponding LOS for each of the study intersections without the Proposed Project. Table IV.H-5 below presents the summary of the cumulative base LOS analysis as completed for the study intersections using the same methodologies as described above.

As indicated in Table IV.H-5, all 11 intersections are projected to operate at LOS D or better during both peak hours under cumulative base conditions.

The cumulative plus project traffic volumes illustrated in Figure IV.H-9 were analyzed to determine the projected future operating conditions. The results of the analysis are also presented in Table IV.H-5. Like the analysis of cumulative base conditions, all 11 intersections are projected to operate at LOS D or better during both peak hours.

According to LADOT's significant impact criteria described above, three intersections would be significantly impacted due to the completion of the Proposed Project. As indicated in Table IV.H-5, the following intersections are projected to be impacted:

1. I-5 southbound ramps & Penrose Street (unsignalized)

7. Glenoaks Boulevard & Randall Street (unsignalized)

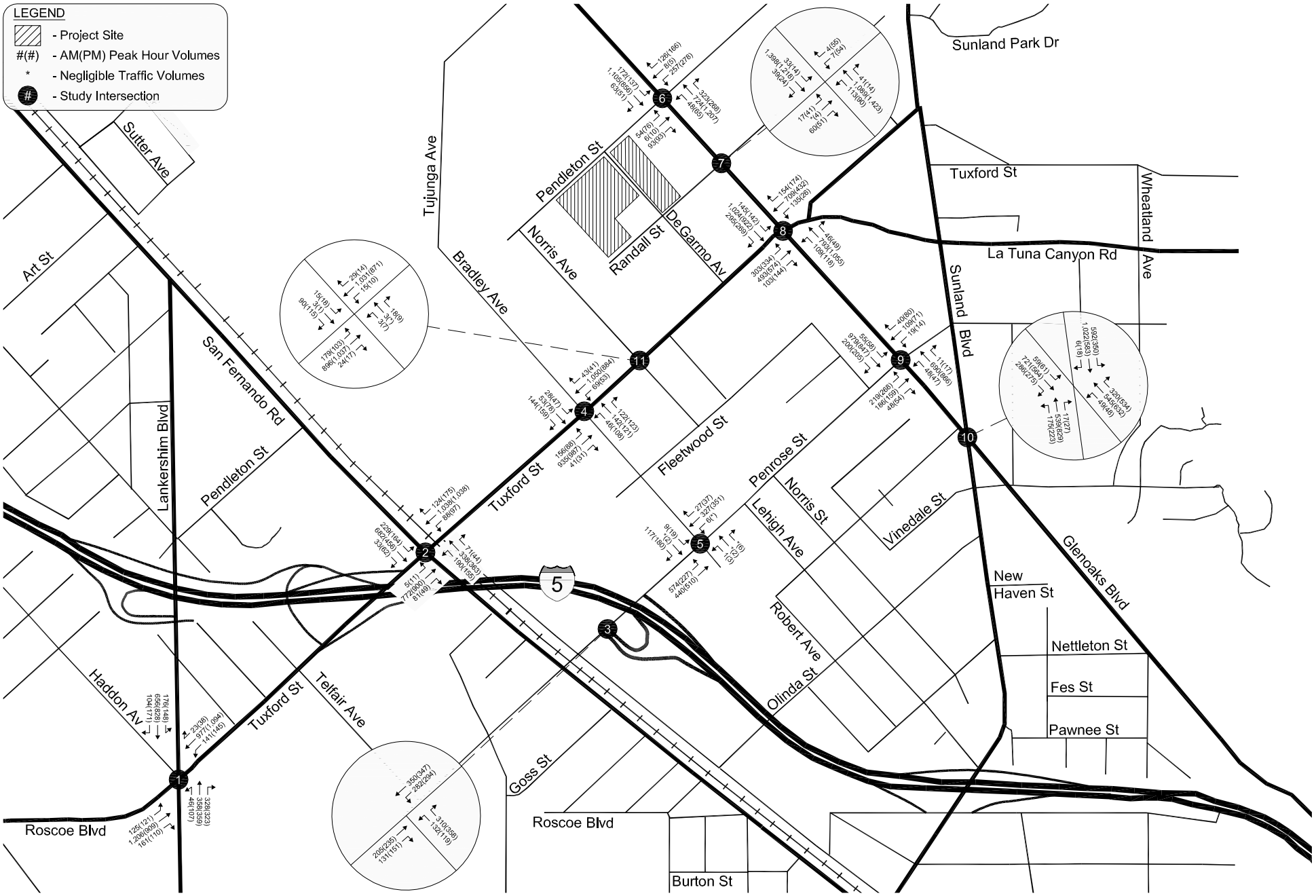
8. Glenoaks Boulevard & Tuxford Street

Proposed Circulation

It is proposed that all vehicles would enter the east-of-De Garmo project site (4.26-acre site) area from Randall Street (both Crown and non-Crown Disposal vehicles) and would use the two stacking lanes. One of the stacking lanes would be for the Crown Disposal vehicles and the other lane for the non-Crown Disposal vehicles. From the stacking lane, the non-Crown Disposal vehicles would then cross De Garmo Avenue and proceed to the scales in the front yard of the transfer station site. The Crown Disposal vehicles would continue to use to scale on the smaller site (see also Figure IV.H-10).

Parking

There are 40 existing parking spaces for the CR&RR facility. Fourteen of these spaces are located on the northeast corner of DeGarmo Avenue and Pendleton Street (next to the scales) and the remaining 26 spaces are rented from the Pick Your Part parking lot across Pendleton Street.



Source: Fehr & Peers, November 2007.

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Figure IV.H-9
Cumulative Plus Project (2009) Weekday
Peak Hour Traffic Volumes

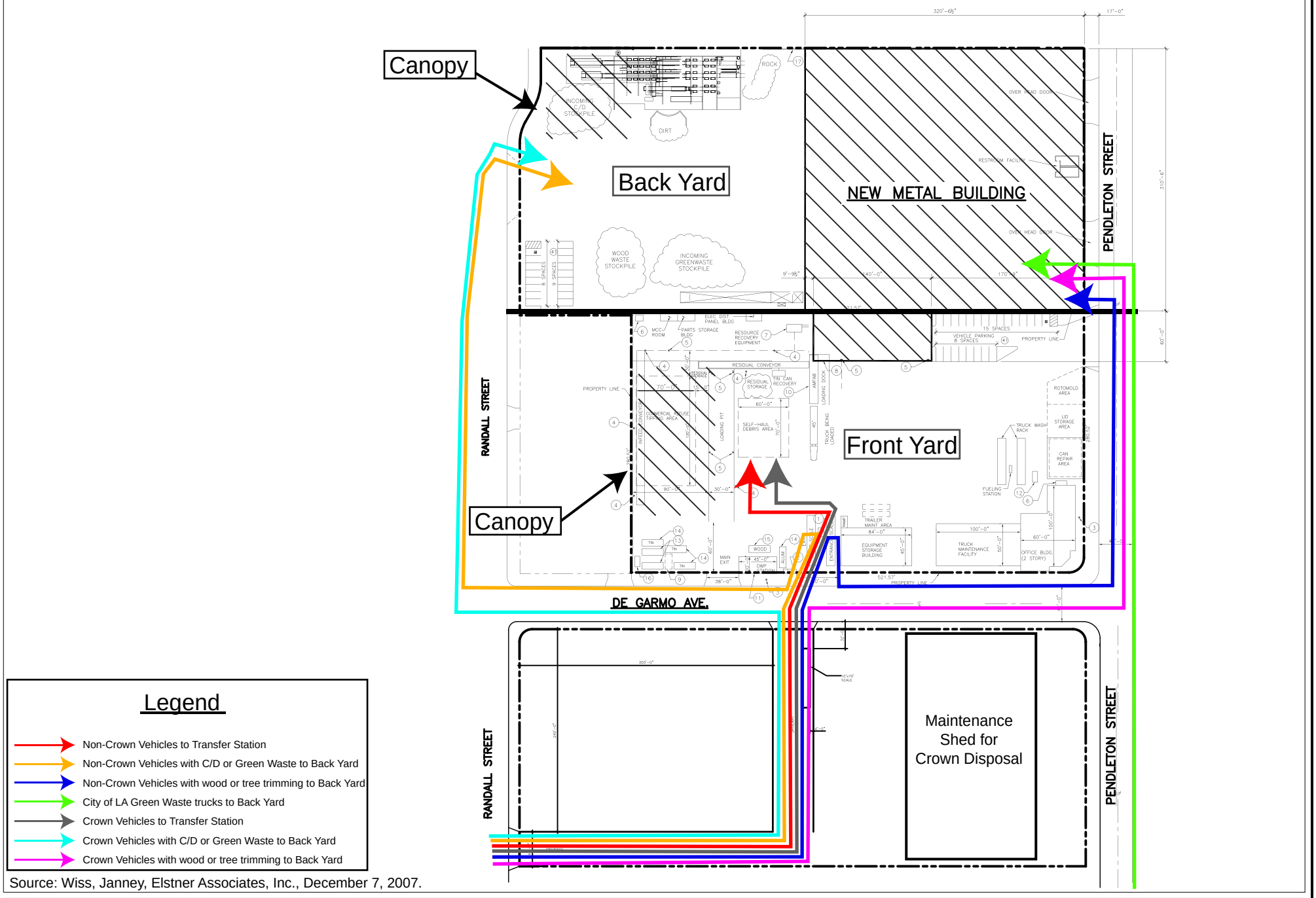
Table IV.H-5
Future (2009) Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Without Project		With Project		Impact	Significant Impact?
			V/C	LOS	V/C	LOS		
1	Lankershim Blvd & Tuxford St/Roscoe Blvd**	AM	0.775	C	0.793	C	0.018	No
		PM	0761	C	0.763	C	0.002	No
2	San Fernando Rd & Tuxford Street**	AM	0.639	B	0.656	B	0.017	No
		PM	0.568	A	0.588	A	0.020	No
3	I-5 Ramps & Penrose St [a]	AM	0.752	C	0.773	C	0.021	No
		PM	0.841	D	0.865	D	0.024	Yes
4	Bradley Ave & Tuxford St**	AM	0.569	A	0.594	A	0.025	No
		PM	0.509	A	0.541	A	0.032	No
5	Bradley Ave & Penrose St*	AM	0.631	B	0.659	B	0.028	No
		PM	0.482	A	0.513	A	0.031	No
6	Glenoaks Blvd & Pendleton St**	AM	0.652	B	0.661	B	0.009	No
		PM	0.823	D	0.833	D	0.010	No
7	Glenoaks Blvd & Randall St [a]	AM	0.668	B	0.758	C	0.090	Yes
		PM	0.723	C	0.736	C	0.013	No
8	Glenoaks Blvd & Tuxford St**	AM	0.763	C	0.804	D	0.041	Yes
		PM	0.715	C	0.771	C	0.056	Yes
9	Glenoaks Blvd & Penrose St*	AM	0.511	A	0.537	A	0.026	No
		PM	0.466	A	0.504	A	0.038	No
10	Sunland Blvd & Glenoaks Blvd*	AM	0.889	D	0.899	D	0.010	No
		PM	0.889	D	0.898	D	0.009	No
11	Norris Ave & Tuxford St [a]	AM	0.631	B	0.678	B	0.047	No
		PM	0.543	A	0.568	A	0.025	No

Notes:
* *Intersection is currently operating under ATSAC system.*
** *Intersection is currently operating under ATSAC and ATCS systems.*
[a] Intersection is stop-controlled. Analysis was performed assuming the CMA methodology and a reduced capacity of 1,200 vehicles per hour per lane.
Source: Fehr & Peers/Kaku Associates, January 2008.

According to the Los Angeles Municipal Code (LAMC), the proposed 107,000-square-foot building enclosure would require an additional 35 parking spaces. However, the proposed structure would not house new uses, or operations resulting in additional parking spaces beyond the current 40 spaces, located on the northeast corner of DeGarmo Avenue and Pendleton Street and in the Pick Your Part lot across Pendleton Street. These existing spaces accommodate CR&RR current employees for both day and night shifts. The additional night shift employees would be accommodated by the current 40 parking spaces.

Therefore, CR&RR has requested a zone variance pursuant to LAMC, Section 12.27, to permit 40 parking spaces in lieu of a total of 75 spaces that would otherwise be required, and parking impacts would be less than significant.



Source: Wiss, Janney, Elstner Associates, Inc., December 7, 2007.

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Figure IV.H-10
Proposed Truck Circulation

CMP Traffic Impact Analysis

The Congestion Management Program (CMP) guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are the following:

- All CMP arterial monitoring intersections where the Proposed Project will add 50 or more trips during either the morning or evening weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the Proposed Project will add 150 or more trips in either direction during either of the weekday peak hours.

Although some intersections experience the addition of more than 50 trips during the morning or evening peak hours, none of the analyzed intersections are CMP arterial monitoring stations. Additionally, there are no CMP arterial monitoring locations in the vicinity of the project site. Therefore, a CMP arterial intersection analysis is not required.

The nearest CMP mainline freeway monitoring locations to the project site are: I-5 north of the SR-170 junction and SR-170 south of Sherman Way. According to the incremental project trip generation estimates for the Proposed Project, the Proposed Project is not expected to add sufficient new traffic to exceed the freeway analysis criteria at these locations. The added project traffic would not exceed the CMP freeway analysis criteria on segments of I-5 closer to the project site that are not CMP monitoring locations, but are more likely to be affected by the Proposed Project (e.g., I-5 between Lankershim Boulevard and Sunland Boulevard). Since incremental project-related traffic in any direction during either peak hour is projected to be less than the minimum criteria of 150 vehicles per hour, no further CMP freeway analysis is required.

CMP Transit Impact Analysis

The CMP provides a methodology for estimating the number of transit trips expected to result from a Proposed Project based on the projected number of vehicle trips, an average vehicle ridership factor, and an expected transit mode share; this results in an estimated number of transit person trips to and from the project. Due to the industrial nature of the Proposed Project and the use of heavy vehicles to conduct normal business operations, additional transit person trips as a result of the project are not anticipated. Therefore, impacts to the transit system are anticipated to be minimal and no further analysis was performed.

CUMULATIVE IMPACTS

The analysis of traffic impacts of the Proposed Project considers the effects of future growth in traffic in the region through consideration of traffic generated by the 16 related projects and application of a 2% annual growth factor. Consequently, impacts of cumulative growth are already incorporated into the traffic model and are reflected in the "Without Project" column in Table IV.H-5, above. Impacts of the

Proposed Project, in conjunction with the related projects, are shown in the "With Project" column in Table IV.H-5, above. However, as mitigation measures provided below would reduce the project's cumulative impact at impacted intersections to a less than significant level, the Proposed Project's incremental effect with respect to traffic would not be cumulatively significant.

MITIGATION MEASURES

A mitigation program was developed for the three impacted intersections. The mitigation program identified operational and physical improvements. Operational improvements included signalization, where applicable, and physical improvements included reconfiguration of lanes within the existing right-of-way. Currently, two of the impacted intersections are unsignalized. The results of the mitigation program are summarized in Table IV.H-6, below.

Signalized Intersection

Glenoaks Boulevard & Tuxford Street

H-1 This intersection of Glenoaks Boulevard and Tuxford Street can be mitigated during both peak periods with an additional eastbound left-turn lane on Tuxford Street. This mitigation could be accomplished within the existing right-of-way and would require re-striping the west leg of Tuxford Street. This would result in the following lane configuration and widths: a 20-foot westbound curb lane with parking; a 10-foot westbound through lane; dual 11-foot eastbound left-turn lanes; a 10-foot eastbound through lane; and a 20-foot eastbound curb lane with parking. The recommended mitigations meet the minimum LADOT design standards. The signal would be modified to provide protected left-turn phasing on Tuxford Street.

Unsignalized Intersections

At the two unsignalized intersections, installation of a traffic signal was considered part of the mitigation program in additional to any physical intersection improvements. Signal warrant analyses were performed at each intersection. The following describes the background methodology of the signal warrant analysis.

Although the installation of a traffic signal at an intersection may improve operating conditions, the signal installation must be justified by a thorough technical analysis. *California Manual on Uniform Traffic Control Devices* (CA MUTCD) (Federal Highway Administration and California Department of Transportation, 2006) begins the discussion of traffic signal analysis with the following statement.

> An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether the installation of a traffic control signal is justified at a particular location. The investigation of the need for a traffic control signal shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and

> safety at the study location…The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

The CA MUTCD lists eight different warrants that should be evaluated in the analysis of a potential traffic signal installation. These warrants establish the technical justification for an intersection to be signalized. Of the eight, three are applicable to the intersections in question. Below are brief descriptions of these three individual warrants as described in the CA MUTCD:

1. Eight-Hour Vehicular Volume – The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The interruption of Continuous Traffic, Condition B, is intended for application where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. An 80% condition also exists; this represents a combination of Conditions A and B, where 80% of the traffic volume is met.

2. Four-Hour Vehicular Volume – The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

3. Peak Hour Volume – The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor street suffers undue delay when entering or crossing the major street.

While a signal warrant analysis may indicate justification for signal installation, other considerations should be factored into the decision. This includes trial of less intrusive methods of intersection control including an all-way stop. Further detailed analysis or monitoring may be necessary as the CA MUTCD stresses that signal warrant analyses alone may not be adequate to justify signalization of an intersection.

I-5 Southbound Ramps & Penrose Street

H-2 The project impact at the intersection of the I-5 Southbound Ramps and Penrose Street could be mitigated during both peak periods with the addition of an eastbound right-turn lane. Although the intersection is unsignalized and signal warrants were performed, physical improvements are the recommended mitigation measure. The physical improvement would require re-striping the eastbound approach, which currently provides a 25-foot shared through/right-turn lane. The eastbound approach could be re-striped to provide a 13-foot through lane and a 12-foot right-turn lane. Parking restrictions would be required along 240 feet of the south curb of Penrose Street.

Although the signal warrant analysis indicated that Warrants 2 and 3 were met, signalization is not recommended at this location. The intersection is approximately 250 feet east of the intersection of San

Fernando Road and Penrose Street, so signalization of this intersection may interfere with the operation at this adjacent intersection.

Glenoaks Boulevard & Randall Street

H-3 The project impact at the intersection of Glenoaks Boulevard and Randall Street could be mitigated during both peak periods with the installation of a traffic signal. A signal warrant analysis was performed, and Warrants 2 and 3 were each satisfied. Therefore, signalization is recommended to reduce the impact at this location to less than significant levels.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Proposed Project would result in a significant impact at three of the study intersections and a less than significant impact at the remaining eight study intersections. With implementation of Mitigation Measures H-1 through H-3, the significant impacts at the three study intersections would be reduced to less than significant levels, as shown in Table IV.H-6, below.

Table IV.H-6
Future (2009) Traffic Conditions – Without and With Project Plus Mitigation

No.	Intersection	Peak Hour	Without Project		With Project + Mitigation		Impact	Significant Impact?
			V/C	LOS	V/C	LOS		
3	I-5 Ramps & Penrose St [a] [b]	AM	0.752	C	0.664	C	- 0.088	No
		PM	0.841	D	0.739	C	- 0.102	No
7	Glenoaks Blvd & Randall St [a] [c]	AM	0.668	B	0.606	B	- 0.062	No
		PM	0.723	C	0.589	B	- 0.134	No
8	Glenoaks Blvd & Tuxford St**	AM	0.763	C	0.756	C	- 0.007	No
		PM	0.715	C	0.712	C	- 0.003	No

Notes:
*** Intersection is currently operating under ATSAC and ATCS systems.*
[a] Intersection is stop-controlled. Analysis was performed assuming the CMA methodology and a reduced capacity of 1,200 vehicles per hour per lane.
[b] Mitigation includes physical changes. Operational changes are not proposed.
[c] Mitigation includes signalization and reflects signalization intersection capacity.
Source: Fehr & Peers/Kaku Associates, January 2008.

V. GENERAL IMPACT CATEGORIES

A SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Title 14, Article 9, Section 15126.2(b) of the Guidelines to the California Environmental Quality Act requires that an EIR describe any significant environmental impacts that cannot be avoided. That section is restated as follows:

> *"Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reason why the project is being proposed, notwithstanding their effect should be described."*

Based on the analyses contained in this EIR, the Proposed Project would not result in any significant unavoidable environmental impacts.

B GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

Title 14, Article 9, Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a Proposed Project could be growth inducing. This includes ways in which the project would foster economic or population growth, of the construction of additional housing, either directly or indirectly, in the surrounding environment. Title 14, Article 9, Section 15126.2(d) of the CEQA Guidelines reads as follows:

> *"Discuss the ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas.) Increases in population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."*

The Proposed Project could foster economic growth by adding new employees. A new shift will be added to accommodate the increased waste flow expected under the new SWFP permit. A maximum increase of 28 employment opportunities would be created with the completion of the Proposed Project. These employees are anticipated to be drawn from the surrounding area and are not anticipated to increase the demand for housing or local services. Therefore, no significant population, housing, or employment impacts would be created by the Proposed Project.

The project site is located within a heavily-developed urban setting. Infrastructure exists on and around the project site that would adequately meet the needs of the Proposed Project. The Proposed Project would meet the already existing needs of the surrounding communities with respect to solid waste recycling and disposal, and would not induce growth in an area that is not already developed to accommodate such growth. No new landfills would be created as a result of the Proposed Project. Therefore, the Proposed Project would not result in significant growth inducing impacts.

C SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Title 14, Article 9, Section 15126.2(c) of the CEQA Guidelines states that significant irreversible environmental changes associated with a Proposed Project shall be discussed, including the following:

- Uses of nonrenewable resources during the initial and continued phases of the project, which would be irreversible because a large commitment of such resources makes removal or non-use thereafter unlikely;

- Primary impacts and, particularly, secondary impacts that commit future generations to similar uses; and

- Irreversible damage which may result from environmental accidents associated with the project.

- Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The Proposed Project would consume limited, slowly renewable, and non-renewable resources. During the Proposed Project the following types of resources would be consumed: aggregate materials used in concrete and asphalt including sand, gravel, and stone, metals such as steel; petrochemical construction materials such as plastics; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment and operation of trash and transfer trucks. However, this consumption would not be excessive or out of line with other industrial activities in the City of Los Angeles or Southern California. The construction of the Proposed Project would not require the use of large amounts of nonrenewable resources.

Subsequent use and maintenance of the project site would also require the use of nonrenewable resources such as electricity, water, and petroleum-based fuel. The Proposed Project would add some traffic to local roads. However, the operation of the expanded resource recovery and recycling facility does not involve consumption or resources beyond those normally associated with industrial activities nor would it represent a large commitment of such resources. Moreover, the proposed new resource recovery and recycling facility would facilitate reuse and recycling of materials, such as aluminum and metals, that would otherwise need to be produced from nonrenewable resources.

Potential irreversible damage from environmental accidents associated with the project are unlikely and would be avoided by compliance with existing conditions on the recycling/transfer station, mitigation measures proposed in the EIR, and existing City, County, State, and federal safety regulations.

The Proposed Project would not commit the site to permanent use as a solid waste processing facility. No landfill exists or is planned on the project site and would not restrict the construction of buildings on the site in the future.

D. ENVIRONMENTAL JUSTICE

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected.[1]

Environmental justice is not an impact on the physical environment as that term is defined under CEQA:

> "Environment" means the physical conditions which exist within the area which will be affected by a Proposed Project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance….The "environment" includes both natural and man-made conditions (CEQA Guidelines, Title 14, Article 20, Section 15360).

Although an analysis of environmental justice is not required under CEQA as part of an EIR process, the following information is provided in order to provide the decision-makers and lead and responsible agencies with information concerning the environmental justice implications of CR&RR project.

Federal Regulations

On February 11, 1994, President Clinton signed Executive Order 12898 (E.O. 12898), entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations". This EO directs each Federal agency "to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or

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[1] *http://www/e[a/gpv/compliance/environmentaljustice/index.html, July 30, 2004.*

environmental effects of its programs, policies, and activities on minority populations and low income populations in the United States….". As a result of the EO, the United States Environmental Protection Agency (USEPA) has identified a general framework for determining whether a disparate impact exists to be followed by all Federal agencies, consisting of five basic steps:

- Identifying the affected population;
- Determining the demographics of the affected populations;
- Determining the total universe of facilities and total affected populations;
- Conducting a disparate impact analysis; and
- Determining the significance of the disparity.

State Regulations

California Government Code Section 65040.12 defines environmental justice as the "fair treatment of people of all races, cultures, and incomes with respect to the development, adopted, implementation, and enforcement of environmental laws, regulations, and policies."

California Public Resources Code §71110 et seq. established California's EJ Program. This section requires the following:

> "The California Environmental Protection Agency, in designing its missions for programs, policies, and standards, shall do all of the following:
>
> a. Conduct its programs, policies, and activities that substantially affect human health or the environment in a manner that ensure the fair treatment of people of all races, cultures, and income levels, including minority populations and low-income populations of the state.
>
> b. Promote enforcement of all health and environmental statutes within its jurisdiction in a manner that ensures the fair treatment of people of all races, cultures, and income levels, including minority populations and low-income populations in the state.
>
> c. Ensure greater public participation in the agency's development, adoption, and implementation of environmental regulations and policies.
>
> d. Improve research and data collection for programs within the agency relating to the health of, and environment of, people of all races, cultures, and income levels, including minority populations and low-income populations of the state.

e. Coordinate its efforts and share information with the United States Environmental Protection Agency.

f. Identify differential patterns of consumption of natural resources among people of different socioeconomic classifications for programs within the agency.

g. Consult with and review any information received from the Working Group on Environmental Justice established to assist the California Environmental Protection Agency in development an agencywide strategy pursuant to Section 71113 that meets the requirements of this section."[2]

As mandated by §71110 et seq. of the Public Resources Code, the OPR was to formulate guidance on the preparation of EJ analyses. In October 2003, the Office of Planning and Research issued a report entitled "Environmental Justice in California State Government", which contained information regarding the status of the EJ policies of some state agencies, including the California Environmental Protection Agency (CalEPA). The California Integrated Waste Management Board (CIWMB) is one of six Boards, Departments and Offices (BDOs) within CalEPA and has primary regulatory oversight authority for landfills and other solid waste processing facilities. CalEPA has established a model EJ program that involves an Interagency Working Group (IWG) on Environmental Justice, which is a multi-stakeholder Advisory Committee made up of 17 members to guide program and policy development and to develop an EJ Strategy for the Agency. Guided by the IWG, CalEPA prepared a Draft EJ Strategy that includes mission and vision statements, identifies core values and establishes four goals for achieving CalEPA's environmental justice mission:

- Ensure meaningful public participation and promote community capacity building to allow communities and Tribes to effectively participate in environmental decision making processes.

- Integrate environmental justice into the development, adoption, implementation and enforcement of environmental laws, regulations and policies.

- Improve research and data collection to promote and address environmental justice related to the health and environment of communities of color and low-income populations.

- Ensure effective cross-media coordination and accountability in addressing environmental justice issues.

The Draft EJ Action Plan was released for a 30-day public review on August 13, 2004, and comments were taken through September 13, 2004.

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[2] *www.calepa.ca.gov/EnvJustice/Documents/2003/Appendices/AppendixE.pdf, July 30, 2004.*

Local Regulations

On November 19, 2003 a motion was introduced to the Los Angeles City Council (refer to Appendix I of this Draft EIR for the specifics of this motion) which would designate a portion of the Sun Valley area as an Environmental Justice Improvement Area. This area was proposed to cover an irregularly-shaped area roughly stretching from the northern tip of Bob Hope Airport to Hansen Dam, and from the Verdugo Hills on the east to the interface between industrial and residential areas on the west, roughly defined by Strathern Street, Lankershim Boulevard, San Fernando Road, and Montague Street (refer to Figure V-1, Environmental Justice Study Area). This motion was referred to the Environmental Quality and Waste Management Committee and the Planning and Land Use Management Committee for their review and recommendations.

On April 13, 2005, the Environmental Quality and Waste Management Committee approved the recommendations contained in the Motion and made two additional recommendations. The Planning and Land Use Management (PLUM) Committee reviewed the motion and concurred with the recommendations of the Environmental Quality and Waste Management Committee and requested that Council also do the following:

- Refer the request in the Motion to the City Planning Department as lead, City Attorney, Environmental Affairs Department (EAD), Los Angeles Fire Department (LAFD), Community Development Department (CDD), and the Department of Recreation and Parks, along with the assistance of the Sun Valley Environmental Taskforce, and request a status update within 60 days.

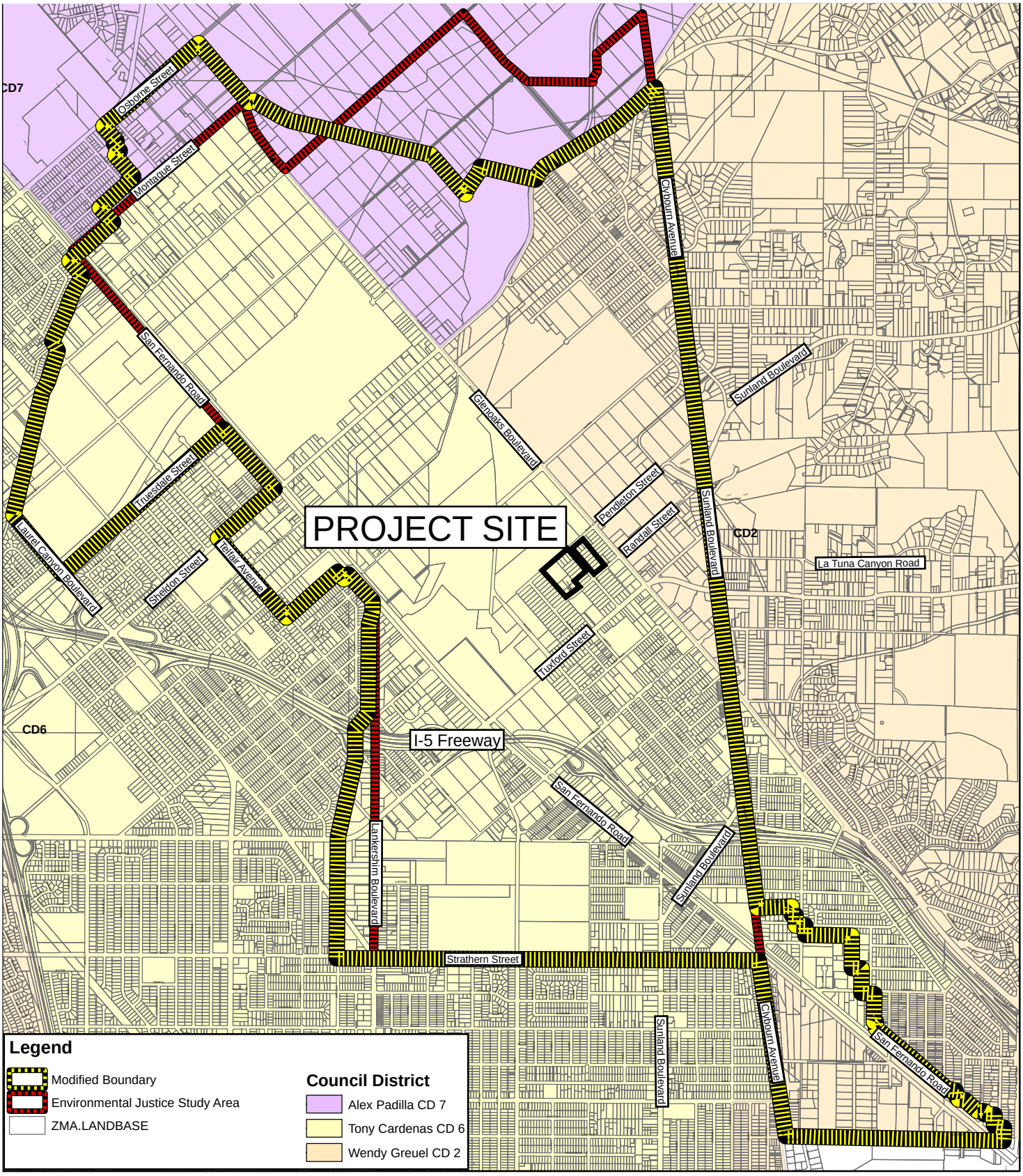
- Request the LAFD, EAD, City Planning Department (and any other fiscally impacted City Department) to report on the resources and funding that it will need to comply with the intent of the Motion.

At the Los Angeles City Council Meeting on July 20, 2005, the City Council adopted the reports of the two committees. As of this time, the motion to form the Sun Valley Environmental Justice Area has not been approved.

The Proposed Project is not subject to the requirements of Executive Order 12898 because no federal agency action is required. However, the environmental justice analysis contained in this EIR has been provided to reflect the current state of policy and procedural development to address EJ at the State level and to address the issues related to environmental justice that were raised during the public scoping meeting of April 2007 for this EIR.

Methodology

Because, as noted above, the development of policies and procedures to address environmental justice issues in the State are still in process, the EJ analysis presented in this EIR is based primarily on the



Source: City of Los Angeles Department of City Planning, 2008.

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NORTH

Figure V-1
Environmental Justice Study Area

methodology established by USEPA in response to the requirements of EO 12898. Under this methodology, determination of environmental justice is a multi-step process. The first step is the determination of whether a potentially significant adverse environmental impact would be created as a result of the Proposed Project. If the potential for a significant impact exists, then a determination of the socio-economic makeup of the community experiencing the impact is required. If the impact is likely to fall upon a minority or low-income community, the determination is made as to whether the potential impacts rises to a level in excess of generally accepted standards or appreciably exceeds the impact upon the general population, both individually and when viewed cumulatively with multiple exposures.

The methodology used in this section identifies areas in which potentially significant adverse impacts, such as traffic, air quality, noise, and aesthetic impacts could occur. The area of impact covered extends out for approximately three miles from the facility. All census tracts within this three-mile radius were mapped and the determination was made as to whether any given tract constituted a minority or low-income population. Census tract information was based on the 2000 Census, the most recent federal demographic data for the affected area. Copies of this data can be found in Appendix I of this Draft EIR or at http://factfinder.census.gov/home/saff/main.html?_lang=en.

The U.S. EPA guidance identifies the following as minority classifications: American Indian (including Eskimo and Aleut), Asian, Hispanic, Black/African American, Pacific Islander, and other non-white. According to the EPA guidance, a minority population exists if the minority population of the affected area exceeds 50 percent or is meaningfully greater than the minority population percentage in the general population, or community of comparison.

The EPA Guidelines recommend that income level be determined by the application of either the Department of Health and Human Services poverty guidelines or the statutory definition for very low income used by the Department of Housing and Urban Development for housing benefit purposes. The EPA Guidelines do not, however, provide guidance as to the percentage of low-income residents necessary or appropriate to classify an area as "low-income". For purposes of this analysis, low income is based on 2000 Census data, which defines the poverty level as 80% or less of the County median income[3]. At the census tract level, a community is determined to be low-income if the population below poverty level is greater than the County of Los Angeles average of 15%.

There are a total of 61 census tracts within three (3) miles of the CR&RR project site. The census tract numbers are listed in Table V-1 and shown on Figure V-2.

Once it has been determined that a potential for adverse impacts exists in order to evaluate whether these impacts would generate any environmental justice implications, a determination of the socio-economic makeup of the community experiencing the impact is required. As the initial study for the Proposed

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[3] *www.nahro.org/reference/faqs/cfm, August 12, 2004.*

Project indicated that enough potential existed that an EIR was required, the next step in determining whether environmental justice impacts would be generated is to determine whether the population of a specific census tract is considered minority or low-income. A census tract is determined to represent a minority population if the total minority population comprised 50% or more of the total population within the census tract. As can be seen from Table V-2, 54 of the 61 census tracts had a minority population greater than 50%. The only census tracts in the impacted area that do not contain a minority population greater than 50% are: 1021.01, 1021.02, 1033.00, 1034.00, 1041.07, 3104.00, and 9302.00.

Table V-1
Census Tracts within Three Miles of Project Site

- 1021.01
- 1021.02
- 1033.00
- 1034.00
- 1041.03
- 1041.04
- 1041.05
- 1041.06
- 1041.07
- 1042.02
- 1043.20
- 1044.01
- 1044.02
- 1045.00
- 1046.10
- 1046.20
- 1047.10
- 1047.02
- 1048.10
- 1048.20
- 1190.00
- 1191.00
- 1192.00
- 1194.00
- 1197.00
- 1198.00
- 1199.00
- 1203.00
- 1204.00
- 1210.10
- 1210.20
- 1211.00
- 1212.10
- 1212.20
- 1216.00
- 1218.00
- 1219.00
- 1220.00
- 1221.10
- 1221.20
- 1222.00
- 1224.10
- 1224.20
- 1230.10
- 1230.20
- 1231.03
- 1232.03
- 1232.04
- 1232.05
- 1232.06
- 1233.01
- 1233.03
- 1233.04
- 1234.10
- 1234.20
- 1239.00
- 1241.01
- 1271.01
- 3104.00
- 3105.00
- 9302.00

Legend

= Project Site

= Census Tract No.

NOTE: Individual colors are not representative of any particular features. They are intended to visually differentiate between the boundaries of adjacent Census tracts.

NORTH

0 1.0 2.0

Scale (Miles)

Map Source: Rand McNally, The Thomas Guide Digital Edition, 2003/4, State of California.

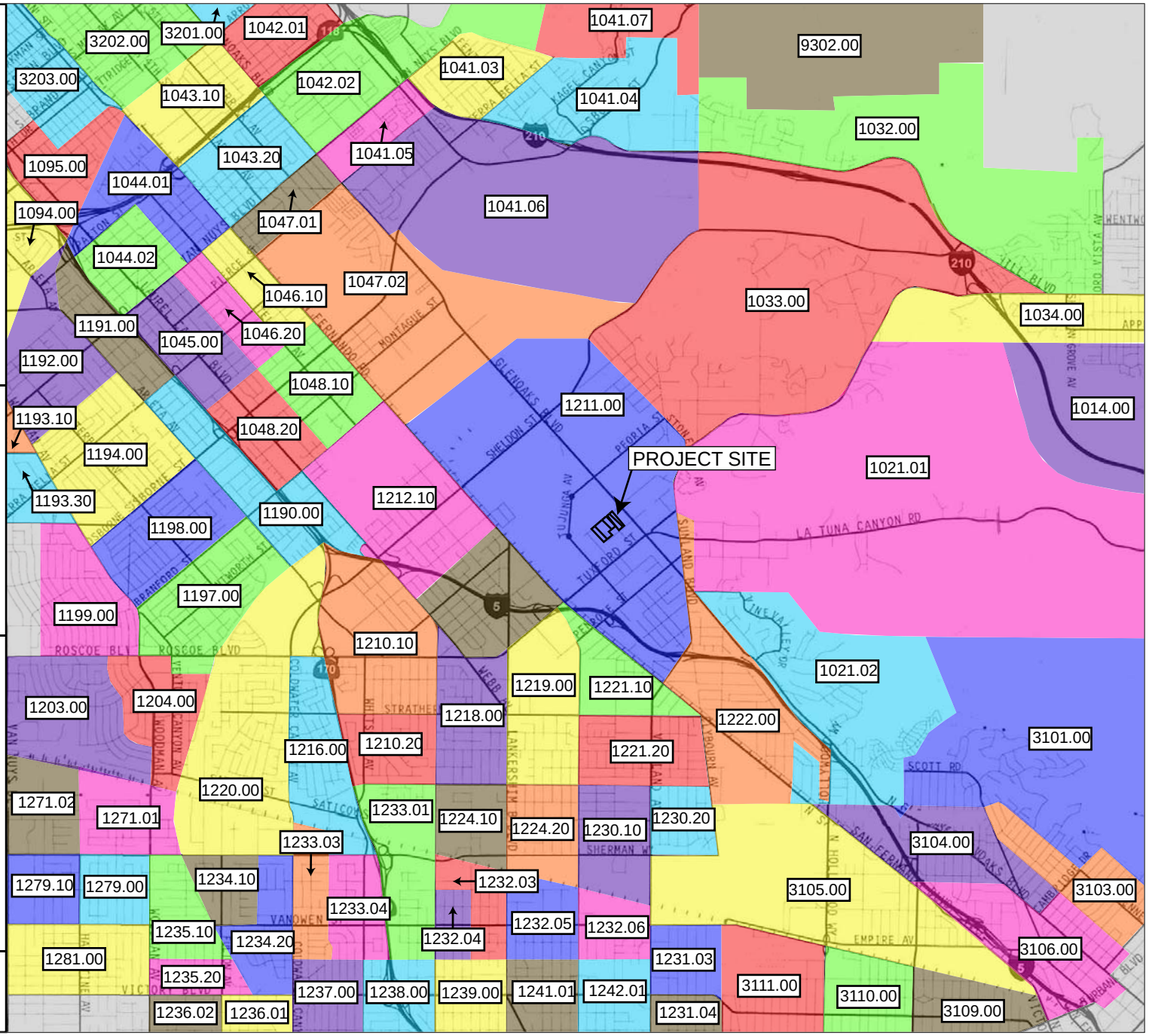

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Figure V-2
Census Tracts within Three Miles of the Project Site

Low income is defined as being 80% or less of the County median income. The median income for individuals in Los Angeles County is $22,403 per year.[4] Eighty percent of the median income would be $17,922.40 per year. The U.S. Census collects income data in ranges (e.g., $2,500 to $4,999, $45,000 to $49,999). The poverty level for Los Angeles County ($17,922.40) falls in the $17,500 to $19,999 range.

For the purposes of this analysis, it was assumed that an annual income of $19,999 or less per person was equal to the poverty level. As can be seen in Table V-2, all of the census tracts within the impact area, with the exception of two (1033.00 and 9302.00), are considered to be low-income.

As can be seen in the discussion presented above, the area surrounding CR&RR would be considered both minority and low-income.

The final step in the determination of environmental justice implications is to determine whether any identified significant adverse effects of the Proposed Project would disproportionately affect the minority and low-income populations. However, no significant adverse impacts were identified during the EIR process as a result of either the procedural or physical changes proposed for CR&RR. Discussion of impacts related to aesthetics, air quality, geology, hazards, land use, noise, traffic, etc. can be found in their respective sections of Section IV of this EIR.

Although effects of other existing and proposed industrial uses located in Sun Valley may result in disproportionate effects on a low income and minority community, as identified above, the Proposed Project would not contribute to those impacts.

Cumulative Environmental Justice Effects

Development of the industrial core of Sun Valley, generally consisting of the area located between San Fernando Road and Glenoaks Boulevard, between Branford Street and Tuxford Street, has occurred over the past 50 to 60 years and has resulted in a concentration of heavy industrial activities, that have relatively high levels of impact related to traffic, noise, air quality, visual quality, and hazardous materials use. This development has occurred in accordance with the provisions of the City's General Plan and the Sun Valley – La Tuna Canyon Community Plan, which designated this area of the City for development with industrial uses. The land use pattern which has evolved in this area over the years is also reflective of the policies of the General Plan Framework Element and predecessor elements that encompassed City-wide land use policies that recognize that the City needs to provide some areas that can accommodate industrial development. When the project site was originally established as the De Garmo Pit, very few residential homes existed in the area.

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[4] *Table P85: Median Earnings in 1999 (Dollars) by Sex for the Population 16 Years and Over with Earnings, http://factfinder.census.gov.*

Table V-2
Local Impact Study Area

Census Tract	Population	Percentages									
		Non-Hispanic White	Hispanic	Black/African American	Asian	American Indian	Pacific Islander	Other Non-White	Two or More Races	Total Minority	Persons Below Poverty Level
1021.01	3,387	62.6	27.0	2.0	5.4	0.5	0.1	0.4	2.2	37.6	**16.2**
1021.02	6,739	53.9	30.2	2.0	10.0	0.4	0.1	0.2	3.4	46.3	**19.2**
1033.00	3,739	78.6	13.7	1.0	3.0	0.4	0.1	0.5	2.8	21.5	14.0
1034.00	6,209	67.0	21.5	1.5	6.1	0.7	0.1	0.1	3.1	33.1	**21.4**
1041.03	3,840	9.6	62.5	20.3	5.4	0.3	0.1	0.03	1.9	**90.5**	**22.3**
1041.04	3,507	25.2	45.0	20.3	6.1	0.6	0.2	0.2	2.5	**74.9**	**22.3**
1041.05	5,233	6.8	74.8	11.7	5.6	0.3	0.02	0.2	0.7	**93.3**	**27.3**
1041.06	4,886	7.4	67.7	20.5	2.9	0.3	0.1	0.1	1.1	**92.7**	**24.2**
1041.07	552	67.6	20.5	8.7	2.4	0.2	0	0	0.7	32.5	**20.8**
1042.02	7,809	7.8	73.9	14.2	3.0	0.1	0.04	0.1	1.0	**92.3**	**25.5**
1043.20	5,695	1.5	86.8	9.8	1.1	0.2	0.02	0	0.7	**98.6**	**29.1**
1044.01	4,584	1.9	96.5	0.6	0.7	0.2	0	0.03	0.2	**98.2**	**25.9**
1044.02	5,012	4.6	94.3	0.2	0.3	0.3	0	0	0.3	**95.4**	**28.1**
1045.00	4,847	4.0	93.8	0.8	0.9	0.3	0.1	0	0.1	**96.0**	**25.4**
1046.10	3,600	2.1	96.0	0.2	1.1	0.3	0	0	0.4	**98.0**	**31.8**
1046.20	3,417	2.7	96.2	0.2	0.3	0.4	0	0.06	0.2	**97.4**	**24.9**
1047.01	4,168	1.2	95.1	3.1	0.2	0.1	0.03	0	0.2	**98.7**	**27.0**
1047.02	6,262	8.2	73.7	14.7	1.4	0.6	0.04	0.2	1.2	**91.8**	**26.2**
1048.10	5,101	5.9	90.4	0.9	1.9	0.08	0.1	0.04	0.8	**94.2**	**23.4**
1048.20	5,389	5.7	87.5	1.0	4.7	0.3	0.04	0.3	0.7	**94.5**	**29.0**
1190.00	6,036	14.0	73.4	1.1	9.7	0.3	0.04	0	1.5	**86.0**	**24.2**
1191.00	4,911	5.1	88.4	1.5	4.1	0.4	0.3	0	0.3	**95.0**	**30.0**
1192.00	4,039	9.0	80.4	2.5	7.0	0.3	0.03	0.2	0.7	**91.1**	**27.9**
1194.00	6,726	14.8	73.0	2.1	8.2	0.3	0.2	0.5	0.9	**85.2**	**22.0**
1197.00	4,666	21.3	45.4	2.0	28.3	0.2	0.3	0.2	2.5	**78.9**	**20.4**
1198.00	5,714	14.9	67.8	1.7	13.3	0.3	0.02	0.04	2.1	**85.3**	**23.1**
1199.00	6,065	18.8	53.8	1.9	23.2	0.2	0.05	0.3	1.8	**81.1**	**19.8**

Table V-2 (Continued)
Local Impact Study Area

Census Tract	Population	Percentages									
		Non-Hispanic White	Hispanic	Black/African American	Asian	American Indian	Pacific Islander	Other Non-White	Two or More Races	Total Minority	Persons Below Poverty Level
1203.00	4,982	22.1	53.6	2.1	18.6	0.2	0.1	0.3	3.1	**78.0**	**20.4**
1204.00	5,575	25.5	48.0	6.1	16.3	0.2	0.1	0.2	3.6	**74.5**	**23.2**
1210.10	4,535	26.8	55.0	1.7	10.7	0.3	0.8	0.1	4.7	**73.3**	**22.9**
1210.20	3,795	24.9	60.3	1.7	9.2	0.5	0.2	0.1	3.0	**75.0**	**26.1**
1211.00	4,315	29.5	59.6	1.3	7.0	0.1	0.1	0.5	1.9	**70.5**	**22.9**
1212.10	4,853	11.2	77.4	2.2	7.4	0.4	0.02	0.1	1.3	**88.8**	**25.0**
1212.20	4,110	12.3	78.9	0.7	6.2	0.1	0.4	0.2	1.2	**87.7**	**26.4**
1216.00	2,841	36.1	31.9	2.2	25.5	0	0.1	0.2	4.2	**64.1**	**18.5**
1218.00	7,451	14.7	72.7	3.9	6.2	0.3	0.03	0.2	2.1	**85.4**	**27.9**
1219.00	4,262	14.7	74.9	0.9	7.1	0.3	0.1	0.1	2.1	**85.5**	**21.8**
1220.00	5,077	34.7	35.1	1.7	19.9	0.1	0.1	0.3	8.3	**65.5**	**26.3**
1221.10	5,421	11.0	79.5	1.6	6.4	0.1	0.1	0.2	1.2	**89.1**	**28.6**
1221.20	4,761	9.2	82.7	1.3	4.8	0.1	0.2	0.1	1.9	**91.1**	**23.0**
1222.00	5,607	15.9	76.1	1.7	4.9	0.3	0	0.1	1.4	**84.5**	**24.9**
1224.10	4,041	7.7	85.5	3.5	2.3	0.2	0	0.03	0.9	**92.4**	**28.3**
1224.20	5,000	13.1	75.9	3.0	6.4	0.2	0.1	0.1	1.1	**86.8**	**27.4**
1230.10	4,507	6.5	89.7	0.8	1.9	0.1	0.1	0.2	0.7	**93.5**	**30.3**
1230.20	3,317	9.4	84.0	1.3	4.4	0.2	0.03	0.2	0.6	**90.7**	**23.7**
1231.03	4,223	24.0	63.2	4.0	4.8	0.3	0	0.2	3.6	**76.1**	**29.2**
1232.03	4,071	8.9	83.3	3.1	3.1	0.2	0.3	0.2	1.1	**91.3**	**34.0**
1232.04	3,479	12.2	79.5	2.7	2.5	0.4	0.03	0.2	2.6	**87.9**	**27.5**
1232.05	2,700	12.0	80.8	1.2	2.9	0.1	0	0.5	2.5	**88.0**	**31.4**
1232.06	3,017	11.7	83.1	0.8	3.3	0.2	0	0	0.9	**88.3**	**24.6**
1233.01	4,800	19.2	45.8	4.5	27.9	0.5	0.1	0.1	2.2	**81.1**	**24.0**
1233.03	3,317	22.7	63.0	2.6	7.2	0.1	0.1	0.03	4.3	**77.3**	**26.6**
1233.04	4,096	25.4	58.5	4.6	6.8	0.2	0.1	0.3	4.3	**74.8**	**28.1**
1234.10	4,487	25.3	60.1	2.6	6.8	0.2	0.4	0.2	4.5	**74.8**	**24.9**
1234.20	4,512	25.1	63.0	1.6	4.6	0.4	0.2	0.5	4.7	**75.0**	**26.1**

Table V-2 (Continued)
Local Impact Study Area

Census Tract	Population	Percentages									
		Non-Hispanic White	Hispanic	Black/African American	Asian	American Indian	Pacific Islander	Other Non-White	Two or More Races	Total Minority	Persons Below Poverty Level
1239.00	6,701	40.9	41.3	6.2	6.8	0.3	0.1	0.4	4.1	**59.2**	**26.2**
1241.01	7,509	19.8	66.5	4.4	3.8	0.2	0.2	0.1	5.1	**80.3**	**30.2**
1271.01	6,969	23.3	60.1	5.4	7.4	0.2	0.1	0.3	3.3	**76.8**	**27.1**
3104.00	3,390	62.5	22.9	1.0	9.4	0.3	0.03	0.2	3.8	37.6	**18.4**
3105.00	3,474	24.2	64.4	2.1	5.2	0.3	0.1	0.1	3.5	**75.7**	**24.2**
9302.00	750	62.7	30.8	2.5	1.1	1.1	0	0.1	1.7	37.3	10.1

***Bold** text indicates a "minority" or "low-income" population in the census tract.*

Although City land use plans have called for the concentration of industrial development in this area of the City, the plans also now reflect nearby residential land uses that have developed over time. These neighborhoods, which would be characterized under the USEPA guidance as predominantly minority and low-income, are presently affected by the impacts associated with the concentration of industrial uses in Sun Valley. Moreover, since concentrations of industrial activity as occurs in Sun Valley are not present throughout the City, but rather concentrated in specific areas of the City, the effects are disproportionately experienced by the minority and low-income communities in and adjacent to the Sun Valley industrial core, along with all other residents of the area.

Two approaches are available to potentially address the effects on these residential communities that have resulted from the long-term development patterns within Sun Valley. First, individual industrial uses within the Sun Valley industrial core can implement measures that reduce their impacts over time. Such measures would be identified and incorporated into existing uses largely through the expansion of environmental regulations and requirements and application of such requirements to existing uses (i.e., "grandfathering" of existing uses not permitted). The City can also improve conditions within the Sun Valley area by requiring the implementation of feasible mitigation measures through the enforcement of the CEQA process for new projects or the expansion of existing facilities. Any such improvements in environmental effects would be the result of regulatory action at the federal, State and local levels, as well as through the development and implementation of the State's environmental justice policies (particularly the implementation of the "precautionary" EJ strategies discussed above).

Second, over time, as past and present uses turn over and are replaced by new uses, which are required to conform to more modern environmental standards. For example, Table III-1 in Section III, Environmental Setting, lists 16 related projects located with an approximately 2.5-mile radius from the project site. Fourteen of these 16 projects are not industrial and instead are residential, commercial, school, and park projects. These uses would potentially be less impactful than heavy industrial uses. Therefore, not only are the uses potentially less impactful, but they also require modern environmental standards that didn't exist previously. Further, the initial steps taken to form the Sun Valley Environmental Justice Area, (as discussed above), would be consistent with the approach of locating uses in the area that have lesser impacts than those that presently exist. The Proposed Project would be contributing to such a process of transition to the character of the Sun Valley industrial core by enclosing existing operations to reduce odor and dust emissions and improve the visual character of the site.

CR&RR is an existing use and the proposed enclosures, canopies, and perimeter fence are beneficial to the community, as they will result in the abatement of odors emanating from the site. The proposed construction of the warehouse-classified building is a result of agreements reached with the City of Los Angeles and the South Coast Air Quality Management District to improve air quality, odor and aesthetics issues at the property and in the surrounding community. Additionally, an increase in tonnage is requested to accommodate increase recycling at the site to meet the demands of future population growth and reduce dependence on landfills. An increase and improvement of the existing recycling activities at the project site for the Los Angeles region will reduce the amount of refuse transferred to local landfills, which have limited capacity.

As a result of the existing concentration of industrial uses in the Sun Valley area, there are environmental justice concerns already facing the community, however, as the Proposed Project will not result in any significant environmental impacts, it will not contribute to these concerns.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

A. INTRODUCTION

The State CEQA Guidelines require that EIRs include the identification and evaluation of a reasonable range of alternatives that are designed to reduce the significant environmental impacts of the project while still meeting the general project objectives. The CEQA Guidelines also set forth the intent and extent of alternatives analysis to be provided in an EIR. Those considerations are discussed below.

Alternatives to the Proposed Project

Section 15126.6(a) of the CEQA Guidelines states: "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the "rule of reason."

Purpose

Section 15126.6(b) of the CEQA Guidelines states: "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly."

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the CEQA Guidelines states: "The range of potential alternatives to the Proposed Project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts."

Factors that may be taken into account when addressing feasibility and infeasibility are site suitability, economic viability, availability of infrastructure, and technological feasibility.

The objectives for the Proposed Project are:

- To construct an enclosure over the existing organics area in compliance with the SCAQMD Stipulated Order of Abatement on odor;
- To consolidate resource and recovery operations under one comprehensive permit in order to comply with new recycling industry regulations; and
- To increase resource recovery and recycling operations to respond to existing and future recovery and recycling requirements and population growth.

Overview of Selected Alternatives

The two alternatives analyzed for the proposed Community Recycling and Resource Recovery project include:

Alternative 1: No Project Alternative

Alternative 2: Reduced Permitted Tonnage Alternative

Alternatives Rejected as Being Infeasible

As described above, Section 15126.6(c) of the CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. One alternative that was considered and rejected as being infeasible for the Proposed Project was an alternative location. This alternative was rejected as being infeasible as the existing transfer station operations are already occurring on the front yard of the current project site, and the non-permitted recycling operations presently occur on the back yard of the project site pursuant to the Interim Operating Agreement. As such, it would be infeasible to relocate these operations to another site.

Assumptions and Methodology

The anticipated means for implementation of the alternatives can influence the assessment and/or probability of impacts for those alternatives. For example, a project may have the potential to generate impacts, but considerations in project design may also afford the opportunity to avoid or reduce such impacts. The alternatives analysis is presented as a comparative analysis to the Proposed Project, and assumes that all applicable mitigation measures proposed for the project would apply to each alternative. Impacts associated with the alternatives are compared to project-related impacts and are classified as greater, less, or essentially similar to (or comparable to) the level of impacts associated with the Proposed Project.

The following alternatives analysis compares the potential environmental impacts of two alternatives with those of the Proposed Project for each of the environmental topics analyzed in detail in Section IV (Environmental Impact Analysis) of the EIR.

B. ALTERNATIVES ANALYSIS

The following alternatives analysis compares the potential environmental impacts of two alternatives of the Proposed Project for each environmental topic analyzed in detail in Section IV (Environmental Impact Analysis) of this Draft EIR.

Alternative 1: No Project Alternative

The No Project Alternative is the circumstance under which the project does not proceed. The CEQA Guidelines (Section 15126.6(e)) provide that the "no project" analysis shall discuss the existing conditions at the time the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved based on current plans and consistent with available infrastructure and community services.

Under the No Project Alternative, the solid waste transfer station that is currently permitted for 1,700 tons per day (TPD) in the front yard would continue to operate under existing conditions. These existing conditions in the front yard include truck maintenance, equipment repair, commercial refuse tipping, resource recovery and recycling. However, if the Proposed Project is not approved, the Interim Operating Agreement (IOA) allowing non-permitted recycling operations in the back yard while environmental documentation is completed, would no longer be in effect. Therefore, the Cease and Desist order issued on November 9, 2006 by the LEA would take effect, meaning that no activities would occur in the back yard. Additionally, the building enclosure would not have to be constructed in the back yard, as the organics recycling in the back yard would no longer occur. However, as part of the No Project Alternative, the perimeter fence and front yard canopy would still be constructed. The canopy in the back yard would not be needed because operations would cease in the non-permitted back yard. This No Project Alternative assumes the continuation of all other existing conditions at the project site as well as the development of the related projects.

The potential environmental impacts associated with the No Project Alternative are described below and are compared to the potential environmental impacts associated with the Proposed Project.

Aesthetics

Under the No Project Alternative, the existing transfer station operations that are currently permitted (1,700 TPD) would continue to take place. While under this alternative the 107,000-square-foot building enclosure would not be constructed, the perimeter fence and front yard canopy would still be constructed. Therefore, as the perimeter fence would continue the screen the project operations under this alternative, the same amount of equipment would be in view under this alternative as for the Proposed Project. As there would be no additional sources of either light or glare under this alternative or under the Proposed

Project, impacts would be the same. As such, impacts with respect to aesthetics under this alternative would be less than significant and similar to the Proposed Project's less than significant impacts.

Air Quality

Under the No Project Alternative, the existing transfer station operations that are currently permitted to receive 1,700 TPD would continue to take place. However, under this alternative the 107,000-square-foot building enclosure would not be constructed, but the perimeter fence and front yard canopy would be constructed. Therefore, there would be fewer construction activities associated with this alternative, compared to those for the Proposed Project's construction of the enclosure, and a less than significant construction-related air quality impact would occur. Furthermore, with respect to objectionable odors, both the No Project Alternative and the Proposed Project would result in the same less than significant impact. While under the Proposed Project the building enclosure would control the odors emanating from the organics area, under this alternative the organics operations would no longer take place on-site. Additionally, the No Project Alternative would result in a decrease in tonnage processed per day, compared to existing conditions and the Proposed Project's increase in daily tonnage, thus generating fewer vehicle trips to the project site. As such, operational air quality impacts under this alternative would be less than significant and less than the Proposed Project's less than significant impacts.

Geology and Soils

Under the No Project Alternative, the existing transfer station operations would continue to take place. As the operations of this alternative would take place on the same site as the Proposed Project, impacts with respect to seismic hazards, erosion and topsoil, and expansive soils would be less than significant and the same as the Proposed Project's less than significant impacts.

Hazards and Hazardous Materials

Under this No Project Alternative, the existing transfer station operations would continue to take place. However, under this alternative the 107,000-square-foot building enclosure would not be constructed but the perimeter fence and front yard canopy would be constructed. As such, no construction impacts would occur that would involve the transport, use, or disposal of hazardous materials. CR&RR has several procedures in place to ensure that hazardous waste is not disposed of at the project site. Any hazardous or unacceptable waste that is found in a customers' load is handled in one of three ways: return waste to customers vehicle, if safe, and let them take it away; if customer has already departed but the waste generator can be immediately determined, the generator is contacted and advised to make arrangements to pick up the material immediately; or if the waste generator cannot be determined, then arrangements are made with a hazardous waste hauler for proper transportation and disposal within 60 days. Hazardous wastes are properly labeled and stored in drums in the Hazardous Materials Storage areas. The hazardous material storage area is located in the southeast corner of the transfer station.

As such, construction-related impacts under both the No Project Alternative and the Proposed Project would be less than significant. With respect to operational impacts, neither the Proposed Project nor the

No Project Alternative would accept hazardous waste. Therefore, impacts under the No Project Alternative would be less than significant and the same as the Proposed Project's less than significant impacts.

Land Use and Planning

Under the No Project Alternative, the existing transfer station operations would continue to take place. Continued operation of the transfer station under current conditions would not change the compatibility of the transfer station with surrounding uses or the consistency with applicable plans and policies. Therefore, the analysis contained in Section IV.F. (Land Use and Planning) would also generally apply to the No Project Alternative. As such, land use impacts under the No Project Alternative would be less than significant and similar to the Proposed Project's less than significant impacts.

Noise

Under the No Project Alternative, the existing transfer station would continue to take place. However, under this alternative the 107,000-square-foot building enclosure would not be constructed but the perimeter fence and front yard canopy would be constructed. As such, any construction noise would be nominal, compared to the noise associated with the Proposed Project's construction of the enclosure. Additionally, the No Project Alternative would result in a decrease in tonnage processed per day, compared to the Proposed Project's increase in daily tonnage, thus generating fewer vehicle trips to the project site. As such, operational noise impacts under this alternative would be less than significant and less than the Proposed Project's less than significant impacts.

Transportation and Traffic

Under the No Project Alternative, the traffic levels at the existing transfer station would be reduced as the tonnage processed per day would be reduced, as well as tonnage allowed under the IOA, and no additional traffic would be generated from the project site. Development of the Proposed Project, including the increase in permitted daily tonnage that the Proposed Project would be capable of receiving, would add 265 AM peak hour trips and 309 PM peak hour trips. Under the No Project Alternative, these additional trips would not be generated, intersection impacts would not change, and thus, no significant impacts would occur. Therefore, no impact on traffic or transportation would occur under the No Project Alternative, and impacts would be less than the Proposed Project's less than significant impacts.

Relationship to Project Objectives

The No Project Alternative would lessen or result in similar environmental impacts when compared with those associated with the Proposed Project. In addition, the No Project Alternative would not satisfy any of the project objectives. Specifically, the No Project Alternative would not:

- Consolidate permitted and non-permitted resource and recovery operations under one comprehensive permit in order to comply with new recycling industry regulations;

- Increase resource recovery and recycling operations to respond to existing and future recovery and recycling requirements and population growth; and

- To construct an enclosure over the existing organics area in compliance with the SCAQMD Stipulated Order of Abatement.

Alternative 2: Reduced Permitted Tonnage Alternative

Under the Reduced Permitted Tonnage Alternative, a 20% reduction in permitted tonnage would occur when compared to the 6,700 TPD that would be permitted for the Proposed Project. Specifically, the Reduced Permitted Tonnage Alternative would be permitted to receive 1,600 TPD mixed construction materials, 1,200 TPD source-separated green waste, 400 TPD source-separated supermarket trim and cull, 160 TPD source-separated wood waste, and 2,000 TPD municipal solid waste. All other aspects of the project remain unchanged. The potential environmental impacts associated with this Reduced Permitted Tonnage Alternative are described below and are compared to the potential environmental impacts associated with the Proposed Project.

Aesthetics

Under the Reduced Permitted Tonnage Alternative, a 20% reduction in permitted tonnage would occur when compared to the permitted tonnage for the Proposed Project. Under this alternative, all other project components would remain the same as the Proposed Project. Therefore, this alternative will include construction of the 107,000-square-foot building enclosure, two roof canopies, and the perimeter fence. As such, impacts with respect to views would the same for this alternative as for the Proposed Project, and views of this building enclosure will be limited, and equipment would be shielded from view. Overall, this structure and perimeter fence would represent an improvement over the visual character of the project site under both the Proposed Project and this alternative. Additionally, there would be no additional sources of either light or glare under this alternative or under the Proposed Project. As such, impacts with respect to aesthetics under this alternative would be less than significant and the same as the Proposed Project's less than significant impacts.

Air Quality

Under the Reduced Permitted Tonnage Alternative, the same construction activities including the building enclosure would occur when compared to the Proposed Project. As the construction activities under this alternative would be the same as under the Proposed Project, impacts would be less than significant and the same as the Proposed Project's less than significant impacts. Additionally, this alternative would result in 20% fewer tons per day being processed at the project site, when compared to the Proposed Project. As such, this alternative would generate proportionately fewer vehicle trips than the Proposed Project. Therefore, operational air quality impacts under this alternative would be less than significant and less than the Proposed Project's less than significant impacts.

Geology and Soils

Under the Reduced Permitted Tonnage Alternative, a 20% reduction in permitted tonnage would occur when compared to the permitted tonnage for the Proposed Project. The analysis presented in Section IV.D. (Geology and Soils) in this Draft EIR would generally apply to this alternative. Additionally, the same mitigation measures that would be implemented for the Proposed Project would also be implemented under this alternative. As such, impacts with respect to seismic hazards, erosion and topsoil, and expansive soils related to this alternative would be less than significant and the same as the Proposed Project's less than significant impacts.

Hazards and Hazardous Materials

Under this Reduced Permitted Tonnage Alternative, a 20% reduction in permitted tonnage would occur when compared to the permitted tonnage for the Proposed Project. However, under this alternative as under the Proposed Project, the building enclosure, two roof canopies, and perimeter fence would still be constructed. Therefore, under both the Reduced Permitted Tonnage Alternative and under the Proposed Project, construction activities would not involve the transport, use, or disposal of hazardous materials. As such, construction-related impacts under both this alternative and the Proposed Project would be less than significant. With respect to operational impacts, neither the Proposed Project nor the Reduced Permitted Tonnage Alternative would accept hazardous waste. Any hazardous or unacceptable waste that is found in a customers' load is handled in one of three ways: return waste to customers vehicle, if safe, and let them take it away; if customer has already departed but the waste generator can be immediately determined, the generator is contacted and advised to make arrangements to pick up the material immediately; or if the waste generator cannot be determined, then arrangements are made with a hazardous waste hauler for proper transportation and disposal within 60 days. Hazardous wastes are properly labeled and stored in drums in the Hazardous Materials Storage areas. The hazardous material storage area is located in the southeast corner of the transfer station.

Storage of hazardous wastes on site will not exceed 60 days. All wastes shipped off site must comply with State Manifesting Requirements. Community Recycling attempts to recover these costs from waste generator/transporter for the hazardous materials handling, removal and disposal. The facility operator is responsible for disposal of any prohibited materials in accordance with all local, state and federal regulations. Hazardous wastes manifests record hazardous wastes which are kept onsite and are available for review by inspectors during normal business hours.

Therefore, impacts under the Reduced Permitted Tonnage Alternative would be less than significant and the same as the Proposed Project's less than significant impacts.

Land Use

Under the Reduced Permitted Tonnage Alternative, a 20% reduction in permitted tonnage would occur when compared to the permitted tonnage for the Proposed Project. Under this alternative, all other project components would remain the same as the Proposed Project. Continued operation of transfer station and

recycling operations on the project site would not change the compatibility of the transfer station with surrounding uses or the consistency with applicable plans and policies. Therefore, the analysis contained in Section IV.F. (Land Use and Planning) would also apply to this alternative. As such, land use impacts under the Reduced Permitted Tonnage Alternative would be less than significant and similar to the Proposed Project's less than significant impacts.

Noise

Under the Reduced Permitted Tonnage Alternative, the same construction activities including the building enclosure, two roof canopies, and perimeter fence would occur when compared to the Proposed Project. As the construction activities under this alternative would be the same as under the Proposed Project, impacts would be less than significant and the same as the Proposed Project's less than significant construction noise and vibration impacts. Additionally, this alternative would result in 20% fewer tons per day being processed at the project site, when compared to the Proposed Project. As such, this alternative would generate proportionately fewer vehicle trips than the Proposed Project. Therefore, operational noise impacts under this alternative would be less than significant and less than the Proposed Project's less than significant impacts.

Transportation and Traffic

Under the Reduced Permitted Tonnage Alternative, a 20% reduction in permitted tonnage would occur when compared to the permitted tonnage for the Proposed Project. Development of the Proposed Project, would add 265 AM peak hour trips and 309 PM peak hour trips. As the Reduced Permitted Tonnage Alternative would reduce the permitted tonnage of the Proposed Project by 20%, it would also be expected to generate proportionately fewer daily peak hour trips than the Proposed Project. Therefore, this alternative would result in a less than significant impact with respect to traffic and transportation, and impacts would be less than the Proposed Project's less than significant impacts.

Relationship to Project Objectives

The Reduced Permitted Tonnage Alternative would lessen or result in similar environmental impacts when compared with those associated with the Proposed Project. However, the Reduced Permitted Tonnage Alternative would satisfy the following project objective but not to the same extent as the Proposed Project:

- Increase resource recovery and recycling operations to respond to existing and future recovery and recycling requirements and population growth.

However, the Reduced Permitted Tonnage Alternative would satisfy the following project objectives:

- To consolidate permitted and non-permitted resource and recovery operations under one comprehensive permit in order to comply with new recycling industry regulations; and

- To construct an enclosure over the existing organics area in compliance with the SCAQMD Stipulated Order of Abatement.

C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of a Proposed Project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior" alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of adverse impacts. In this case, the No Project Alternative would result in the least impacts on the existing environment. However, Section 15126.6(e)(2) of the CEQA Guidelines states if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on the alternatives analysis provided above, Alternative 2, the Reduced Permitted Tonnage Alternative is considered to be the environmentally superior alternative.

Table VI-1
Alternatives Comparison Table

Impact Area	Proposed Project Impact with Mitigation	Alternative 1: No Project Alternative	Alternative 2: Reduced Permitted Tonnage Alternative
Aesthetics			
Aesthetics/Views	L-T-S	SIMILAR	SIMILAR
Light and Glare	L-T-S	SIMILAR	SIMILAR
Air Quality			
Construction	L-T-S	LESS	SIMILAR
Operational	L-T-S	LESS	LESS
Odors	L-T-S	LESS	SIMILAR
Geology and Soils			
Seismic Hazards	L-T-S	SIMILAR	SIMILAR
Soils	L-T-S	SIMILAR	SIMILAR
Hazards/Hazardous Materials			
Construction	L-T-S	LESS	SIMILAR
Operation	L-T-S	SIMILAR	SIMILAR
Land Use and Planning			
Land Use Compatibility	L-T-S	SIMILAR	SIMILAR
Noise			
Construction	L-T-S	LESS	SIMILAR
Groundborne Vibration	L-T-S	LESS	SIMILAR
Operational	L-T-S	LESS	LESS
Transportation/Traffic			
Intersections	L-T-S	LESS	LESS
CMP/Freeways	L-T-S	LESS	LESS
Parking	L-T-S	LESS	LESS

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VIII. LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ac	acre
ADC	Alternative Daily Cover
AF	Adjustment Factor
ANSI	American National Standard Institute
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ATCS	Automated Traffic Control System
ATSAC	Automated Traffic Surveillance and Control
Ave.	Avenue
BACT	Best Available Control Technology
BDO	Boards, Departments, and Offices
Bl.	Boulevard
BLRC	Bradley Landfill and Recycling Center
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAC	Community Advisory Committee
CAL EPA	California Environmental Protection Agency
CARB	California Air Resources Board
C&D	Construction and Demolition
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDD	Community Development Department
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH_4	Methane
CIP	Capital Improvements Program
CIWMB	California Integrated Waste Management Board
CMA	Congestion Management Analysis
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
COC	Constituent of Concern
CO_2	Carbon Dioxide
CR&RR	Community Recycling and Resource Recovery
CRT	cathode ray tubes
CSD	County Sanitation Districts
CSE	Countywide Siting Element

CSP	corrugated steel pipe
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yard
dB	decibel
dBA	decibel – A weighted
DBR	Daily Breathing Rate
DOT	Department of Transportation
DPM	Diesel Particulate Matter
du	dwelling unit
EAD	Environmental Affairs Department
EIR	Environmental Impact Report
EJ	environmental justice
EO	Executive Order
ESD	emergency shut-down
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
FIRM	Flood Insurance Rate Map
fld	field
Fwy.	Freeway
G	surface mining district
H_2S	Hydrogen Sulfide
HCM	Highway Capacity Manual
HDPE	high density polyethylene
HELP	Hydrological Evaluation of Landfill Performance
HI	Hazard Index
HOV	high occupancy vehicle
hp	horsepower
HRA	Health Risk Assessment
I	Interstate
I/B	Inbound
IS	Initial Study
ISCST3	Industrial Source Complex – Short Term 3
ITE	Institute of Transportation Engineers
IWG	Integrated Working Group
JTD	Joint Technical Document
KVA	Kilovolt
LACMTA	Los Angeles County Metropolitan Transportation Authority
LACSD	Los Angeles County Sanitation Districts

LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LCRS	Leachate Collection and Removal System
LEA	Local Enforcement Agency
Leq	equivalent noise levels
LFG	Landfill Gas
LOS	level of service
LU	land use
m	meter
ml	milliliter
mm	millimeter
MND	Mitigated Negative Declaration
mph	miles per hour
MRF	Materials Recycling Facility
MRP	Monitoring and Reporting Program
MRZ-2	Mineral Resource Zone 2
MSDS	Material Safety Data Sheet
msl	mean sea level
MS4S	Municipal Separate Storm Sewer System
MSW	Municipal Solid Waste
MTA	Metropolitan Transportation Authority
MUN	municipal
MW	megawatt
N/A	Not Applicable
NAAQS	National Ambient Air Quality Standards
NB	North Bound
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NOA	Notice of Availability
NOI	Notice of Intent
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	Ozone
O/B	Outbound
OEHHA	Office of Environmental Health Hazards
OPR	Office of Planning and Research

PCB	polychlorinated biphenyls
PCE	passenger car equivalents
PLUM	Planning and Land Use Management
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
ppm	parts per million
ppmv	parts per million by volume
PRC	Public Resources Code
PVC	polyvinyl chloride
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation and Recovery Act
RDSI	Report of Disposal Site Information
REL	Reference Exposure Level
ROC	Reactive Organic Compound
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Southbound
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCFM	standard cubic feet per minute
S/E	Southeast
SEIR	Supplemental Environmental Impact Report
SERRF	South East Resource Recovery Facility \
sf	square feet
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SR	State Route
St.	Street
st	student
STIP	State Transportation Improvement Program
SUSWMP	Standard Urban Storm Water Mitigation Plan
S/W	Southwest
SWCV	Solid Waste Collection Vehicle
SWFP	Solid Waste Facility Permit
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
T-BACT	Best Available Control Technology for Toxics
TIA	Traffic Impact Analysis

TDM	traffic demand
TDS	Total Dissolved Solids
TL	Transmission Loss
tpd	tons per day
TS	Transfer Station
USEPA	United States Environmental Protection Agency
V/C	Volume-to-Capacity
VCAPCD	Ventura County Air Pollution Control District
VOC	Volatile Organic Compounds
VPD	vehicles per day
VPH	vehicles per hour
WDR	Waste Discharge Requirements
WMES	Waste Management Energy Services
WMI	Waste Management Industries
WPAF	Waste Profile Approval Form
ZV	Zone Variance