



# Scholl Canyon Landfill

Proposed Expansion

**Draft Environmental Impact Report dated March 2014**

# BACKGROUND:



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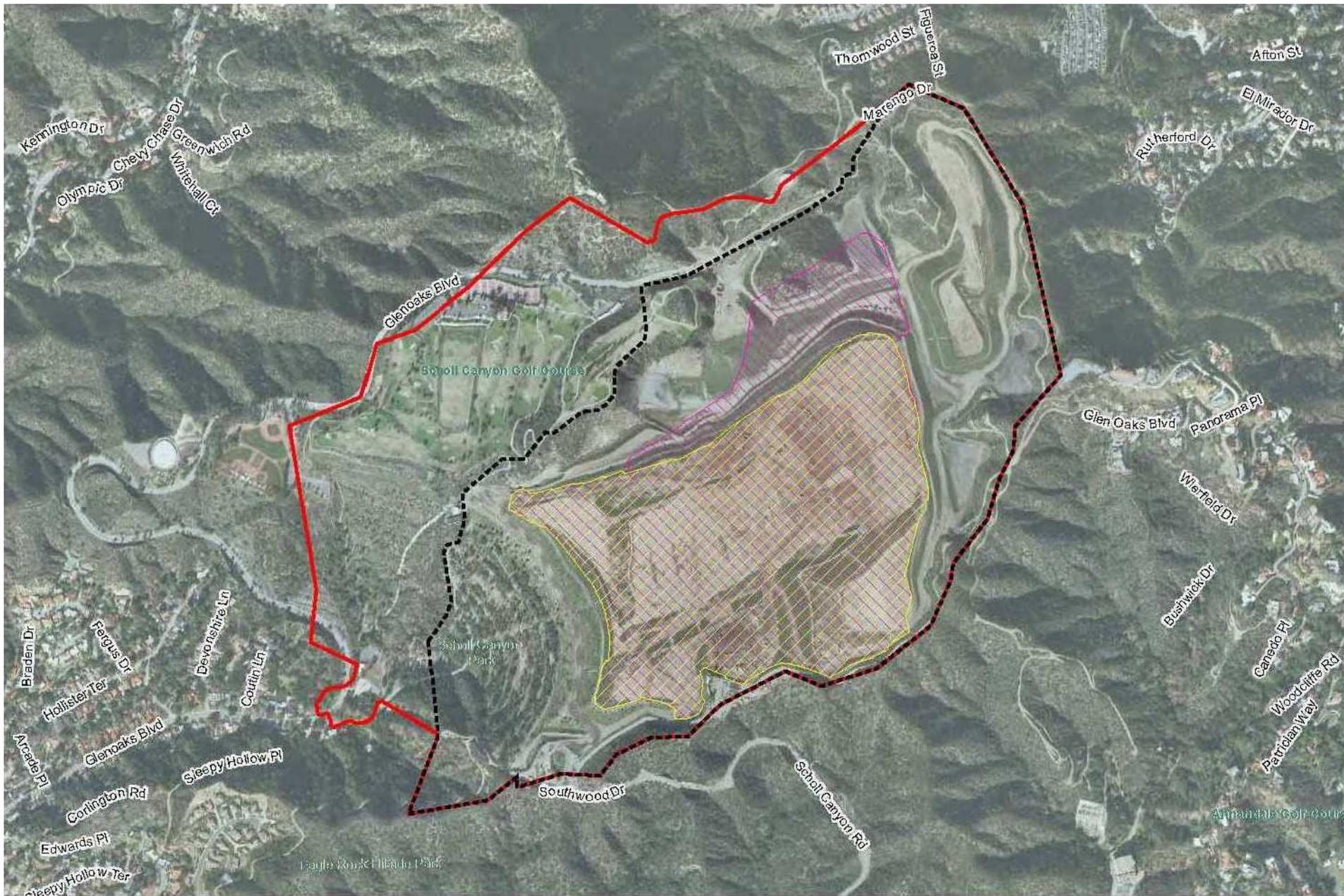
- Class III Landfill
- Owned by City of Glendale
- Operated by Sanitation Districts of Los Angeles County
- Joint Powers Agreement  
(City – County – Sanitation Districts)
- Wasteshed limits use of the Landfill to specific surrounding communities.

# Solid Waste Facility Permit

- Permitted Max. Daily Tonnage: 3,400 tpd
- Permitted Operational Area: 440 acres
- Permitted Disposal Area: 314 acres
- Permitted Max. Elevation: 1,525 ft.
- Permitted Capacity: 33.3 million tons
- Remaining Capacity: 4.1 million tons (December 2013)
- At current disposal rate (700 tpd), the landfill is estimated to reach capacity around year 2032

# Proposed Project Description

- **Variation I (Vertical Expansion only):**
  - Increase vertical elevation by 180 ft. (from 1,525 to 1,705 ft.)
  - Adds 5.5 million tons of disposal capacity
  - Extends Landfill's life by 13 years
- **Variation II (Vertical and Horizontal Expansion):**
  - Increase vertical elevation by 180 ft. (from 1,525 to 1,705 ft.)
  - Increase disposal footprint by 13 acres to the north
  - Adds 8 million tons of disposal capacity
  - Extends Landfill's life by 19 years



- Variation 1
- Active Site
- Variation 2
- Property Boundary

0 500 1,000 2,000 Feet



### Proposed Expansion Variations

Date: 02-11	<b>Scholl Canyon Landfill</b>	Figure 1-2
Project No. 60120064		

# Environmental Impacts

- **Potentially significant impact** on following environmental issue areas **before mitigation**:
  - Aesthetics
  - Air Quality
  - Greenhouse Gas Emissions
  - Transportation and Traffic
  - Biological Resources
  - Geology, Soils and Hydrogeology
  - Noise
- Mitigation measures will reduce impacts to **Less than Significant** for all issue areas except for Air Quality, which is significant and unavoidable.

# Environmental Impacts - Aesthetics

- Visual Character/Quality & Scenic Vistas - **Less than Significant Impact**
- Lighting – **Potentially Significant Impact** (if not mitigated)
- **Mitigation Measures:**

Measures will be implemented to ensure lighting is non-intrusive to adjacent land and surrounding land uses.
- **Staff Comment:**

Details should be included on how to ensure lighting “is non-intrusive to adjacent and surrounding land uses.”

# Environmental Impacts – Air Quality

- Air pollutant emissions from refuse disposal operations, soil disturbance, and windblown dust result in **Significant and Unavoidable Impacts**
- **Mitigation Measures:**
  - Cover haul roads
  - Limit vehicle speeds
  - Stabilize materials
  - Cover trucks and minimize idling
  - Rumble strips, and more
- Even after mitigation measures, emissions would not be reduced below a level of **Significant Impact**.
- **Staff Comment:**  
Any odor impacts to the surrounding community should be addressed.

# Environmental Impacts – Greenhouse Gas Emissions

- Greenhouse gas emissions or any related plan, policy, or regulation - **Less than Significant Impact**
- **Staff Comments:**
  - For Variation 2, it is recommended that the landfill implement mitigation measures during construction, to minimize the GHG emissions.
  - In the event that any alternative-to-landfill-technology facilities are being considered at the Landfill, the DEIR should include analyses of such facilities.

# Environmental Impacts – Transportation and Traffic

- Impact to surrounding traffic circulation system – **Potentially Significant Impacts** (if not mitigated)
  - Potential decline in level of service at 5 intersections surrounding the Landfill.
- **Mitigation Measures to improve Level of Service:**
  - Striping and/or protecting left-turn lanes
  - Signalizing intersections
  - Creating additional lane(s)

**Working with Traffic & Lighting Division for comments.**

# Environmental Impacts – Biological Resources

- **Variation 1** - No Impact
- **Variation 2** - Removal of 6.7 acres of previously undisturbed native plants
  - No special-status plants or trees exist within the area
  - Nesting habitat for some protected bird species – **Potentially Significant Impacts** (if not mitigated)
- **Mitigation Measures (for Variation 2):**
  - Avoid construction during bird breeding season, if possible.
  - Otherwise, a survey be conducted to locate active nests. Disturbances will not occur within 100 feet for non-raptors and 300 feet for raptors, in all directions until July 31 or until the nest becomes inactive.

# Environmental Impacts – Geology, Soils, Hydrology

- Seismicity, liquefaction, and soil erosion -**Less than Significant Impact**
- **Variation 2:** Stability of the foundation and slope of the proposed cut slopes - **Significant Impact** (if not mitigated)
- **Mitigation Measures (for Variation 2):**
  - Replace soft materials
  - Compact any fill placed
  - Excavated down to native material before liner construction
  - Drains , basin size increase, or other methods, to prevent erosion or excessive infiltration

# Environmental Impacts – Noise

- Noticeable noise levels may be triggered when tonnage reaches 2,600 tpd.
  - Traffic - **Potentially Significant Impact** (if not mitigated)
- **Mitigation Measures:**
  - If the Landfill accept greater than 2,600 tpd, a site-specific acoustical analysis will be prepared to identify impacted areas, determine the source of the impact, and provide mitigation for those impacts.
  - Mitigation may take the form of noise barriers, structural upgrades, traffic controls, or similar measures.

# Summary of Staff Comments

- **Air Quality**

DEIR should specify any impacts to the surrounding community regarding odors.

- **Aesthetics**

DEIR should specify the details of how to accomplish non-intrusive lighting.

- **Greenhouse Gas Emissions**

- DEIR should specify implementing additional mitigation measures to limit GHG emissions during construction for Variation 2.
- In the event any alternative-to-landfill technology facilities are being considered at the Landfill, the DEIR should include analyses of such facilities.

- **Transportation**

We are currently working with Traffic & Lighting Division for comments.

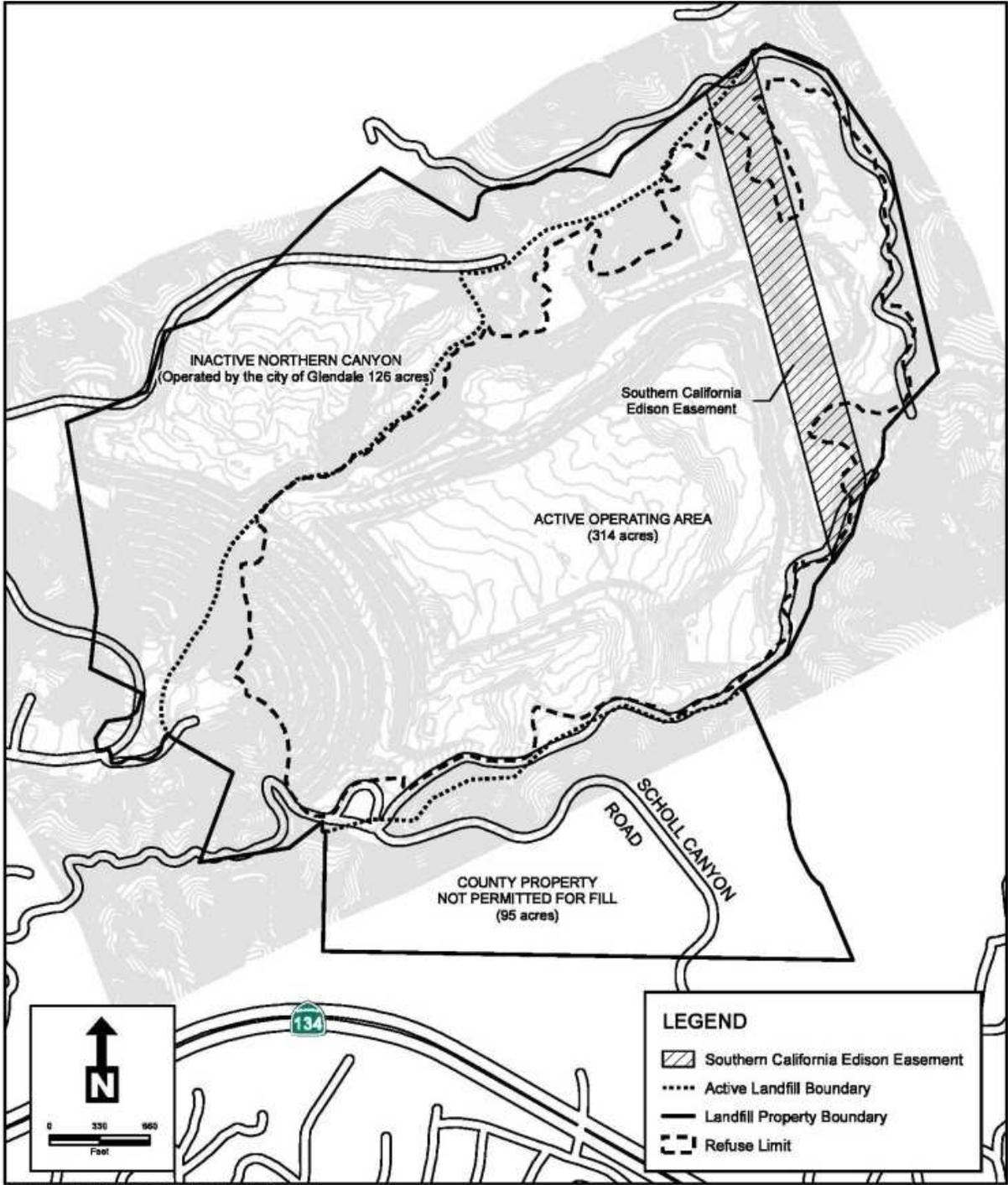
**Thank you**

**Saeid Shirzadegan**

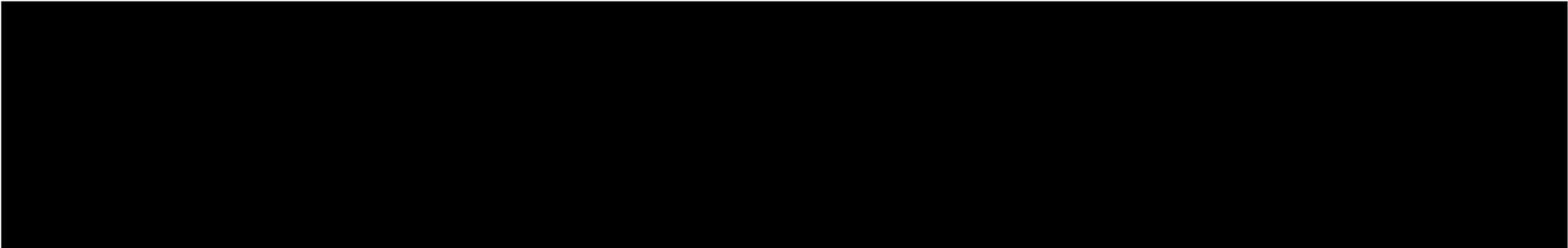
County of Los Angeles Dept of Public Works  
Environmental Programs Division  
(626) 458-3532

[sshirzadegan@dpw.lacounty.gov](mailto:sshirzadegan@dpw.lacounty.gov)





Source: California Division of Land Use, Annals County 2013



Existing View



Current Permitted Height



Proposed Variations 1 & 2

