APPENDIX A

CEQA DOCUMENTATION

ORIGINAL FILED

DEC 13 1999

LOS ANGELES, COUNTY CLERK

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF DETERMINATION

(Article V, Section 7; Article VI, Section 11
City CEQA Guidelines)

Public Resources Code Section 21152(a) requires local agencies to submit this information to the County Clerk. The filing of the notice starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY AND ADDRESS	COUNCIL DISTRICT
City of Los Angeles Planning Department 221 South Figueroa Street, Room 310 Los Angeles, CA 90012	Council District No. 12 Granada Hills-Knollwood Community Plan

PROJECT TITLE (Including Its Common Name, If Any)	CASE NO. 98-0184(ZC/GPA)(MPR) Council File No. 99-1119
Sunshine Canyon Landfill Expansion	

PROJECT DESCRIPTION AND LOCATION: **PROJECT DESCRIPTION:** (See attached)
LOCATION: An approximately 494-acre portion of Sunshine Canyon, located at 14747 San Fernando Road, in the City of Los Angeles. **Added Area:** A 5-acre, landlocked parcel (Tract 9673) located on the northeast side of Sunshine Canyon Landfill, westerly of the Golden State (I-5) Freeway, and southerly of the Antelope Valley (SR 14) Freeway interchange.

CONTACT PERSON	STATE CLEARING HOUSE NUMBER	TELEPHONE NUMBER
R. Nicolas Brown, AICP	92041053	(213) 485-7868

This is to advise that on December 8, 1999 the City Council and on December 9, 1999 the Mayor of the City of Los Angeles approved the above described project and has made the following determinations:

SIGNIFICANT EFFECT	X Project will have a significant effect on the environment. ☐ Project will not have a significant effect on the environment.
MITIGATION MEASURES	X Mitigation measures were made a condition of project approval. ☐ Mitigation measures were not made a condition of project approval.
OVERRIDING CONSIDERATION	X Statement of Overriding Considerations was adopted. ☐ Statement of Overriding Considerations was not adopted. ☐ Statement of Overriding Considerations was not required.
ENVIRONMENTAL IMPACT REPORT	X An Environmental Impact Report was prepared for project and may be examined at the Office of the City Clerk.* ☐ An Environmental Impact Report was not prepared for the project.
NEGATIVE DECLARATION	☐ A Negative Declaration or Mitigated Negative Declaration was prepared for the project and may be examined at the Office of the City Clerk* X A Negative Declaration or Mitigated Negative Declaration was not prepared for the project.

SIGNATURE	TITLE	DATE OF PREPARATION
R Nicolas	City Planner, Hearing Examiner	December 13, 1999

DISTRIBUTION:
Part 1 - County Clerk
Part 2 - City Clerk
Part 3 - Agency Record
Part 4 - Resp. State Agency (if any)

* OFFICE OF THE CITY CLERK
Room 607, City Hall
200 N. Main Street
Los Angeles, CA 90012

ATTACHMENT

Development, operation, maintenance and monitoring of a Class III, **non-hazardous solid waste landfill** on a acre site in Sunshine Canyon, including a scale house, scale facilities, administrative offices, a caretaker fac a lunchroom/locker storage facility, maintenance and control buildings, a leachate treatment plant and storage t surface drainage systems, water storage tanks, gas monitoring stations, gas flare station and other ancillary Approximately 100 acres, south of the operational landfill is proposed as a natural buffer. The footprint o proposed landfill within the City would consist of approximately 194 acres and would provide an estimate airspace disposal capacity of 55 million tons when connected with the proposed extension of the existing Co Landfill (the "City/County Landfill"). The joint operation of the City/County Landfill would allow for a average waste intake of 11,000 tons per day (tpd) (5,000 tpd in the City in addition to the currently authorized 6 tpd in the County), with a daily maximum of 12,100 tons. This total includes an average of 1,100 tpd of inert w or peak volume disposed waste.

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R Nicholas	City Planner, Hearing Examiner	December 13, 1999

ORIGINAL FILED

DEC 13 1999

LOS ANGELES, COUNTY CLERK

CALIFORNIA DEPARTMENT OF FISH AND GAME

CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

PROJECT TITLE (INCLUDING ITS COMMON NAME, IF ANY)	Final SEIR 91-0377(ZC/GPA)
Sunshine Canyon Landfill Expansion	STATE CLEARING HOUSE NUMBER 92041053

PROJECT DESCRIPTION: (See attached)

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COUNTY OF LOS ANGELES

APPLICANT NAME AND ADDRESS

Browning-Ferris Industries of California, Inc.
14747 San Fernando Road, in the City of Los Angeles.

FINDINGS OF EXEMPTIONS

Based on the Initial Study prepared by the City Planning Department and all evidence in the record, on December 13, 1999 it is determin that the subject project which is located in Los Angeles County, WILL NOT have an adverse impact on wildlife resources or their habitat defined by Fish and Game Code Section 711.2 of the Fish and Game Code, Because

- ☐ The Initial Study prepared for the project identified no potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset are concerned.
- X Measures are required as part of this approval which will mitigate the above mentioned impacts. to a level of insignificance.
- ☐ The project site, as well the surrounding area (is presently) (was) developed with residential structures and does not provide a natural habitat for either fish or wildlife.

CERTIFICATION

I hereby certify that the Los Angeles Planning Department has made the above findings of fact and that based upon the initial study and hearing record the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

CHIEF PLANNING OFFICIAL	SIGNATURE
Con Howe	R. Nicolas B
DATE OF PREPARATION December 13, 1999	PRINT NAME R. Nicolas Brown, AICP

LEAD CITY AGENCY
LOS ANGELES CITY PLANNING DEPARTMENT, 221 SOUTH FIGUEROA STREET, ROOM 310, LOS ANGELES, CA 90012
COUNTY OF LOS ANGELES

ATTACHMENT

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* * *

SIGNATURE	TITLE	DATE OF PREPARATION
R. Nicholas B	City Planner, Hearing Examiner	December 13, 1999

A RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES
RELATING TO AMENDMENTS TO THE SANTA CLARITA
VALLEY AREA PLAN AND THE LAND USE,
CONSERVATION AND OPEN SPACE AND PUBLIC
FACILITIES ELEMENTS OF THE COUNTY
OF LOS ANGELES GENERAL PLAN

WHEREAS, Article 6, Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65350) provides for the adoption of amendments to the County of Los Angeles General Plans; and

WHEREAS, Compound Plan Amendment No. 90-2-(5) is comprised of one sub-plan amendment: Sub-Plan Amendment No. 86-312-(5); and

WHEREAS, the Regional Planning Commission of the County of Los Angeles (Planning Commission) has conducted duly noticed public hearings and meetings on October 4, 1989; November 2, 1989, January 17, 1990; February 22, 1990; July 25, 1990; September 27, 1990; October 11, 1990; July 14, 1993; July 28, 1993; and August 4, 1993 in the matter of Sub-Plan Amendment No. 86-312-(5); and

WHEREAS, the Board of Supervisors of the County of Los Angeles has conducted duly noticed public hearings, public meetings, and further proceedings on November 29, 1990; January 29, 1991; February 14, 1991; February 19, 1991; July 28, 1992; October 21 1993; and November 18, 1993; and

WHEREAS, the Board of Supervisors finds as follows:

1. The owner and operator of the Sunshine Canyon Landfill, a Class III nonhazardous landfill previously in operation within the City of Los Angeles (City), has applied for Sub-Plan Amendment No. 86-312-(5) and related land use entitlements to extend the landfill into the unincorporated territory of the County of Los Angeles; and

2. The landfill extension area encompasses approximately 542 acres located northwesterly of the City's jurisdictional boundary and adjacent to and southwest of the interchange of the Interstate 5 and Route 14 Freeways in the vicinity of the communities of Granada Hills and Sylmar; and

3. The proposed area of extension lies entirely within land designated as Significant Ecological Area (SEA) 20 on the County's General Plan; and

4. The regulatory scheme adopted to implement General Plan policies relating to SEAs precludes the use of land so classified for landfill purposes; and

discussed in the Integrated Solid Waste Management Systems for Los Angeles County Draft Program Environmental Impact Report (August 1990) and the environmental impact report for the proposed project; and

14. With reasonable care and due diligence in the regulation and operation of the landfill, hazard to the neighboring community and public services will not occur; and

15. An Environmental Impact Report (EIR) has been prepared for the proposed project in compliance with the California Environmental Quality Act and the State and County Guidelines relating thereto, and said report contains a description of the proposed landfill extension and documents the project's potential environmental impacts and proposed mitigation measures; and

16. The findings of fact with respect to the environmental impacts identified in the EIR, the planned mitigation measures and Monitoring and Reporting Program prepared to ensure compliance with the conditions of project approval and other mitigation measures set forth in the EIR, and the Statement of Overriding Considerations prepared for the project are incorporated herein by this reference, as if set forth in full; and

17. For the reasons stated in the aforementioned EIR and Statement of Overriding Considerations, the extension of the Sunshine Canyon Landfill is necessary to meet the aforementioned urgent need for additional waste disposal capacity; and

18. The proposed General Plan amendments, with the adopted mitigation measures and conditions, are consistent with the overall goals and policies of the Los Angeles County General Plan; and

19. The Regional Planning Commission adopted a resolution on or about August 4, 1993 recommending that the Board of Supervisors adopt the proposed amendments to the General Plan excluding portions of Sunshine Canyon from SEA 20; and

20. No land use conflicts which cannot be adequately mitigated through the application of available controls will result from approval of Sub-Plan Amendment 86-312(5); and

21. Adequate opportunities have been afforded public agencies, interested organizations, and the public to comment upon the proposed General Plan amendments.

NOW, THEREFORE, BE IT RESOLVED, that said Board of Supervisors of Los Angeles County:

The foregoing resolution was adopted on _____, 1993 by the Board of Supervisors of the County of Los Angeles, State of California.

LARRY J. MONTEILH, Executive Officer-
Clerk of the Board of Supervisors

_____
Deputy

APPROVED AS TO FORM

DE WITT W. CLINTON
County Counsel

By _____
Deputy

mm

22739A

Notice of Determination 617 Appendix H

Attachment B

To: X Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

X County Clerk
County of Los Angeles, Corporations Division, 111 North Hill Street
Los Angeles, CA 90012

From: (Public Agency) County of Los Angeles
Department of Regional Planning
(Address)
320 W. Temple Street, Los Angeles, CA 90012

REC'D CENTRAL
FEB 20 1991

Subject:
Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Local Plan Amendment 86312-(5)/Conditional Use and Oak Tree Permit 86312-(5)
Project Title

89071210 (Previous SCH #84082908) | Richard Frazier | 213-974-6446
State Clearinghouse Number (If submitted to Clearinghouse) | Lead Agency Contact Person | Area Code/Telephone/Extension

South and west of intersection of Route 14 and I-5 Freeway interchange County of Los Angeles
Project Location (include county)

Project Description:

expand Sunshine Canyon landfill within unincorporated territory

This is to advise that the Board of Supervisors, Los Angeles County of has approved the above described project on
[X] Lead Agency [ ] Responsible Agency

February 19, 1991 and has made the following determinations regarding the above described project:
(Date)

1. The project [X] will [ ] will not] have a significant effect on the environment.
2. [X] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   [ ] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [X] were [ ] were not] made a condition of the approval of the project.
4. A statement of Overriding Considerations [X] was [ ] was not] adopted for this project.
5. Findings [X] were [ ] were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at:

Room 1346, 320 West Temple Street Los Angeles, CA 90012

Richard Frazier Richard Frazier February 19, 1991 Supervising Regional Planner
Signature (Public Agency) Date Title

Date received for filing at OPR:

THIS NOTICE WAS POSTED FROM FEB 20 1991 TO MAR 21 1991
DEPUTY COUNTY CLERK
D. Coleman

FILED AND POSTED BY
FEB 21 1991

Revised October 1989

MINUTES OF THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

Larry J. Monteilh, Executive Officer
Clerk of the Board of Supervisors
383 Hall of Administration
Los Angeles, California 90012

Director of Planning

At its meeting held February 19, 1991, the Board took the following action:

84
The following matter was called up for consideration:

Decision on findings and conditions for approval of Conditional Use Permit and Oak Tree Permit 86-312-(5), Sub-Plan Amendment 86-312-(5) and Compound Plan Amendment 90-2-(5), for the Sunshine Canyon Landfill Expansion.

The Board addressed clarifying questions to the following persons:

Thomas A. Tidemanson, Director of Public Works
Stephen Maguin, Sanitation Districts
Richard Frazier, Regional Planning Department
Lorraine West

Supervisor Antonovich made a motion that the Board amend the conditions to require the immediate dedication of 200 acres of Bee Canyon. Supervisor Edelman offered an amendment to Supervisor Antonovich's motion to require the dedication of Bee Canyon when the City allows for expansion of the landfill, but no later than five years from the date the landfill opens. Supervisor Antonovich accepted Supervisor Edelman's amendment. Supervisor Schabarum offered an amendment to Supervisor Edelman's amendment to require the dedication of Bee Canyon when the City allows for expansion of the landfill, but no later than eight years from today (2-19-91). Supervisor Schabarum's amendment was accepted.

(Continued on Page 2)

Syn. 84 (Continued)

On motion of Supervisor Antonovich, seconded by Supervisor Hahn, unanimously carried, the Board amended the conditions to eliminate the provision for nighttime landfill operations.

The Board discussed the inclusion of a condition that the oak tree permit will not be effective until all approvals are obtained for commencement of operations at the site. After discussion, no action was taken.

The Board discussed Supervisor Edelman's recommendation that the appropriate County departments be instructed to explore the possibility of redesigning the landfill, without reducing the capacity, to reduce the intrusion into the natural habitat area of the County. After discussion, on motion of Supervisor Edelman, seconded by Supervisor Antonovich, duly carried by the following vote: Ayes: Supervisors Schabarum, Hahn, Edelman, Dana and Antonovich, the Board amended Condition 10 (b) to insert the words "oak trees and other" following the words "The County wishes to conserve and, if possible, avert destruction of;" and added the following paragraph at the end of Condition 10 (b):

> "The purpose of this condition is to minimize the destruction of oak trees while providing for the landfill capacity in both the City of Los Angeles and the County of Los Angeles landfill operations."

On motion of Supervisor Edelman, seconded by Supervisor Hahn, unanimously carried, the conditions were amended to provide that the Director of Public Works, the Local Enforcement Agency, and the Community Advisory Committee shall monitor the performance of mitigation measures designed to minimize truck traffic, and in the event such measures are inadequate, shall recommend to the Board of Supervisors additional measures.

(Continued on Page 4)

A RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES
RELATING TO AMENDMENTS TO THE SANTA CLARITA
VALLEY AREA PLAN AND THE LAND USE,
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WHEREAS, Compound Plan Amendment No. 90-2-(5) is comprised of one sub-plan amendment: Sub-Plan Amendment No. 86-312-(5); and

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted a duly noticed public hearing on October 4, 1989, November 2, 1989, January 17, 1990 and February 22, 1990, in the matter of Sub-Plan Amendment No. 86-312-(5); and

WHEREAS, the Board of Supervisors of the County of Los Angeles has conducted a duly noticed public hearing and further proceedings on November 29, 1990 and January 29, 1991; and

WHEREAS, the Board of Supervisors has duly considered the recommendations of the Regional Planning Commission, public testimony, and the recommendations and testimony of the Department of Regional Planning Staff; and

WHEREAS, the Board of Supervisors finds as follows:

1. The owner and operator of the Sunshine Canyon Landfill, a Class III sanitary landfill now in operation within the City of Los Angeles, has applied for Sub-Plan Amendment No. 86-312-(5) and related entitlements to expand the landfill into the unincorporated territory of the County of Los Angeles; and

2. The landfill expansion area in question encompasses about 542 acres located northwesterly of the Los Angeles City boundary and adjacent to and southwest of the interchange of the Interstate 5 and Route 14 Freeways in the vicinity of the communities of Granada Hills and Newhall; and

3. The proposed area of expansion lies entirely within land designated as Significant Ecological Area (SEA) 20 on the County General Plan; and

4. The regulatory scheme adopted to implement General Plan policies relating to SEA's precludes the use of land so classified for landfill purposes; and

A RESOLUTION OF THE BOARD OF SUPERVISORS
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14. With reasonable care and due diligence in the regulation and operation of the landfill, hazard to the neighboring community and public services will not occur; and

15. An Environmental Impact Report (EIR) has been prepared for the proposed project in compliance with the California Environmental Quality Act and the State and County Guidelines relating thereto, and said report contains a description of the proposed landfill expansion and documents the project's potential environmental impacts and proposed mitigation measures; and

16. The environmental findings of fact with respect to the impacts identified in the EIR, the planned mitigation measures and Monitoring Program prepared to ensure compliance with the conditions of project approval and other mitigation measures set forth in the EIR, and the Statement of Overriding Considerations prepared for the project are incorporated herein by this reference, as if set forth in fill; and

17. For the reasons stated in the aforementioned environmental impact report and Statement of Overriding Considerations, the expansion of Sunshine Canyon is necessary to meet the aforementioned urgent need for additional landfill capacity; and

18. The proposed amendments, with the adopted mitigation measures and conditions, are consistent with the overall goals and policies of the Los Angeles County General Plan; and

19. The Regional Planning Commission adopted a resolution on or about October 11, 1990 recommending that the Board of Supervisors adopt the proposed amendments to the General Plan excluding Sunshine Canyon from SEA 20; and

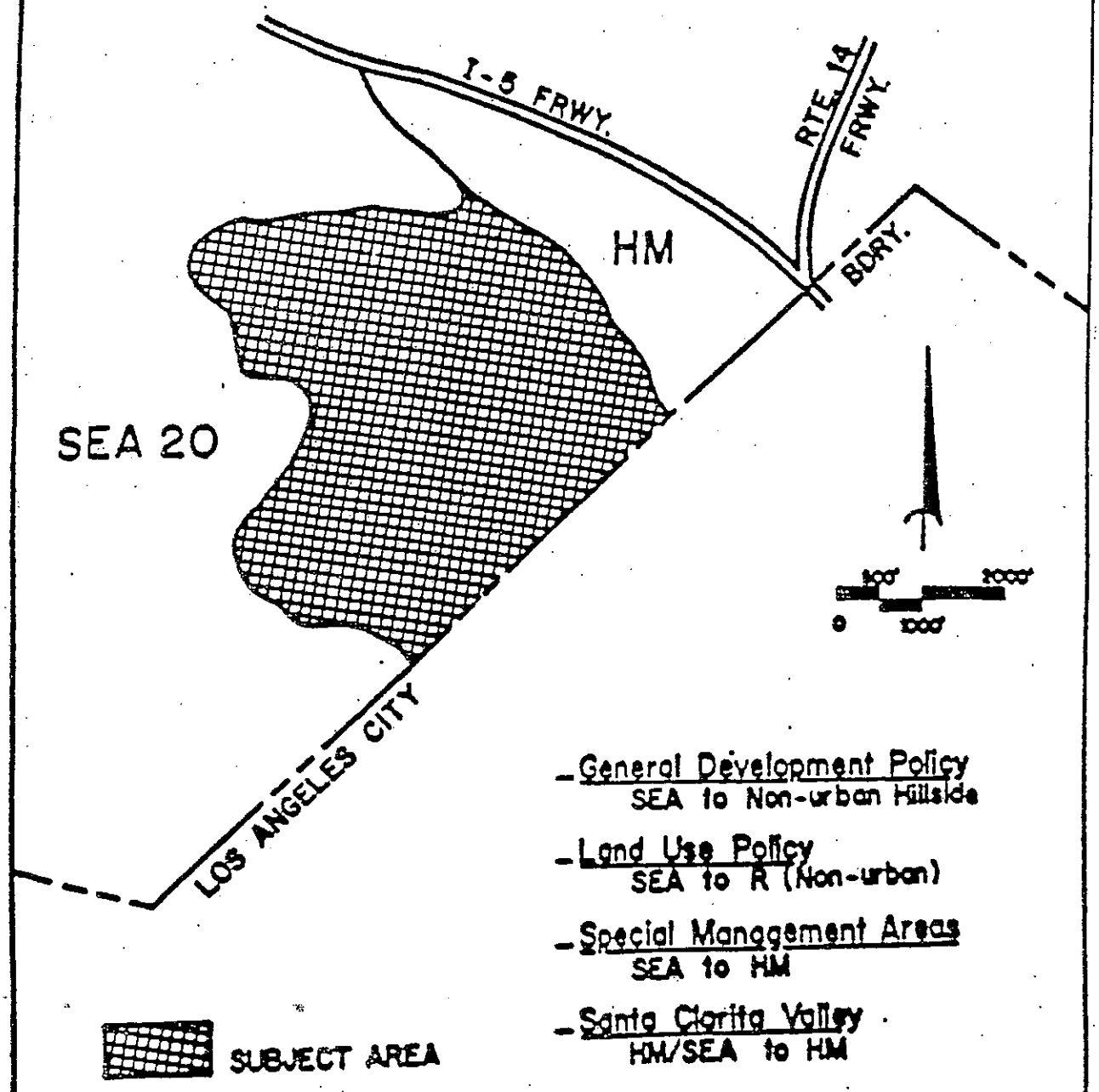
20. No land use conflicts which cannot be adequately mitigated through the application of available controls will result from approval of Sub-Plan Amendment 86-312(5); and

21. Adequate opportunities have been afforded interested organizations, agencies and members of the public to comment upon the proposed plan amendments.

NOW, THEREFORE, BE IT RESOLVED, that said Board of Supervisors of Los Angeles County:

1. Adopts the amendments to the Los Angeles County General Plan Policy, Land Use Policy, Special Management Areas, and Santa Clarita Valley Maps excluding the proposed Sunshine Canyon

EXHIBIT "A"
PROJECT 86312-(5)



PROPOSED GENERAL PLAN AMENDMENT
LOS ANGELES COUNTY GENERAL PLAN
SANTA CLARITA VALLEY GENERAL PLAN

ORIGINAL FILED

DEC 13 1999

LOS ANGELES, COUNTY CLERK

CALIFORNIA ENVIRONMENTAL QUALITY ACT

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(Article V, Section 7; Article VI, Section 11
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City of Los Angeles Planning Department 221 South Figueroa Street, Room 310 Los Angeles, CA 90012	Council District No. 12 Granada Hills-Knollwood Community Plan

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R Nicolas Brown	City Planner, Hearing Examiner	December 13, 1999

DISTRIBUTION:	* OFFICE OF THE CITY CLERK
Part 1 - County Clerk Part 2 - City Clerk Part 3 - Agency Record Part 4 - Resp. State Agency (if any)	Room 607, City Hall 200 N. Main Street Los Angeles, CA 90012

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CALIFORNIA DEPARTMENT OF FISH AND GAME

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COUNTY OF LOS ANGELES

APPLICANT NAME AND ADDRESS

Browning-Ferris Industries of California, Inc.
14747 San Fernando Road, in the City of Los Angeles.

FINDINGS OF EXEMPTIONS

Based on the Initial Study prepared by the City Planning Department and all evidence in the record, on December 13, 1999 it is determine that the subject project which is located in Los Angeles County, WILL NOT have an adverse impact on wildlife resources or their habitat a defined by Fish and Game Code Section 711.2 of the Fish and Game Code. Because

- ☐ The Initial Study prepared for the project identified no potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset are concerned.
- X Measures are required as part of this approval which will mitigate the above mentioned impacts. to a level of insignificance.
- ☐ The project site, as well the surrounding area (is presently) (was) developed with residential structures and does not provide a natural habitat for either fish or wildlife.

CERTIFICATION

I hereby certify that the Los Angeles Planning Department has made the above findings of fact and that based upon the initial study and hearing record the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

CHIEF PLANNING OFFICIAL	SIGNATURE
Con Howe	R. Nicolas B
DATE OF PREPARATION	PRINT NAME
December 13, 1999	R. Nicolas Brown, AICP

LEAD CITY AGENCY
LOS ANGELES CITY PLANNING DEPARTMENT, 221 SOUTH FIGUEROA STREET, ROOM 310, LOS ANGELES, CA 90012
COUNTY OF LOS ANGELES

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* * *

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R. Nicholas B	City Planner, Hearing Examiner	December 13, 1999

GENERAL PLAN
FINDINGS

1. **Substantial Conformance with the General Plan.** (City Charter, Section 96.5(5): The recommended action, to amend the general plan by changing the designation from "Open Space" to "Heavy Industrial" and the associated zone change from "A1-1-K-O" to "M3-1" on portions of the subject site, is in substantial conformance with the purposes intent, and provisions of the general plan and elements of the General Plan in that:

A. **Granada Hills-Knollwood Community Plan.**

Background to the Community Plan. In 1996, an amendment to the General Plan changed the designation on the subject site and Added Area from "Minimum" residential to privately owned "Open Space", with no change in the underlying A1-1-K-O zone classification. The Open Space designation for privately owned land is to protect and preserve natural resources and natural features of the environment, such as wildlife refuge and preservation areas; to encourage the management of private lands in a manner which protects the environmental characteristics; and to conserve large parcels which are essentially unimproved.[1] The Plan also indicates that Open Space areas be preserved and conserved from encroachment by inconsistent uses.

Footnotes were added to the Community Plan map identifying three milestones in the use of the subject site (i.e., active landfill from 1958 to 1991, permitted operation pursuant to zone variances, and its pending closure).

During the 1996 Community Plan revision proceedings, the amendment on the subject site from Minimum Residential to Open Space was justified for several reasons, including the fact that residential development authorized by the Minimum designation was unlikely to occur within the next 20 years due to landfill closure and post-closure activities, current entitlements would not be altered by

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[1] *Granada Hills-Knollwood Community Plan*, City of Los Angeles, Department of Planning, pg. 15, Adopted by City Council on July 10, 1996.

the amendment, and the Open Space designation would n preclude the property from applying for a general pl amendment or zone change. [2]

Conformance to the Community Plan. The Los Angeles Municipal Code only permits privately operated landfills in the M3 zone classification and a M3 zone is a corresponding zone to the "Heavy Industrial" general plan designation. The current general plan designation is "Open Space", and therefore the proposed project is not consistent with the map designation. However, the recommended action, to amend the plan including general plan map, is in conformance with the intent and purposes of the Plan as identified by the following Plan objectives:

1) *To coordinate the development of Granada Hills-Knollwood with that of other parts of the City and metropolitan area* in that the recommended action will allow the expansion of the landfill to provide for the long-term solid waste disposal capacity of the community and the City of Los Angeles.

2) *To designate lands at appropriate locations for t various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2010* in that the recommended action will allow the expansion of the landfill to accommodate the solid waste disposal needs of existing residential, commercial, and industrial land uses and for the future growth of the community and City of Los Angeles.

3) *Provide for the location and programming of public services and utilities and coordinate the phasing of public facilities with private development* in that the recommended action will allow the expansion of a privately operated landfill consistent with several comprehensive solid waste facility studies including: the *City of Los Angeles Source Reduction and Recycling Element (City SRRE),*

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2 *Supplemental Report - Amendments to CPC 94-0356 (CPR) City Planning Commission Report, January 26, 1995.*

the *City of Los Angeles Solid Waste Management Policy Plan (CiSWMPP)*, the *City of Los Angeles Solid Waste Management Plan*, the *County and City Solid Waste Management Action Plan(s)*, the *Solid Waste Management and Disposal Options in Los Angeles County*, the *Integrated Solid Waste Management System for Los Angeles County*, the *Los Angeles County Countywide Siting Element (CSE)*, the *County of Los Angeles Source Reduction and Recycling Element*, and the *Los Angeles County Countywide Integrated Management Plan*.

4) *Encourage open space for recreation uses and promote the preservation of views, natural character, and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region* in that the recommended action would allow the landfill expansion in area that does not adversely impact the open space character of the surrounding residential. The natural character and topography of the perimeter ridgelines and the proposed 100 acre buffer to the south are views enjoyed by the surrounding community. The buffer area is planted with over 10,000 trees including 1,367 coastal live oaks trees. Conditions of approval ensure revegetation programs to establish a native oak woodland community to enhance the natural character of the area. In addition, as part of the County CUP approval, the project proponent is setting aside land as open space.

Lastly, the Code requires the industrial uses of a landfill to occur within the inner M3 which is a 500-foot buffer around the perimeter of the landfill operation. This area will provide additional visual and noise buffer for the residential community to the south and recreational area to the west.

Relationship to the Added Area. The recommended action, to amend the general plan designation of the Added Area from Open Space to Heavy Industrial, is to avoid creating an island of the most restrictive land use designation surrounded by the least restrictive Community Plan designation. The permittee cannot locate the landfill footprint less than 500 feet from the Added Area.

The recommended action does not create an industrial/residential conflict because it is not reasonably foreseeable that the Added Area will be developed. According to Chicago Title, it appears that the property has not been insured by a title company. It is landlocked and has remained vacant and unused since 1927. It was purchased with full knowledge of its lack of access. In fact, the Director's Deed (83-431375) states, "There shall be no abutter's rights of access appurtenant to the above-described real property in and to the adjacent State freeway. The above-described real property is landlocked and without any direct access to the freeway or any public or private road. The State of California is without obligation or liability to provide access to the said real property."

Relationship to 100 Acre Buffer: The buffer area will retain its current "Open Space" designation with A1-1-K-O zone classification.

B. **Open Space Plan**

Background of the Open Space Plan. The City's Open Space Plan map designates the subject site and Added Area as "Desirable Open Space." [3] The Plan defines "Desirable Open Space" as: "... land which possesses open space characteristics which should be protected and where additional development controls such as proposed in this Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to insure the usefulness, safety and desirability of adjacent lands, and to maintain the overall health, safety, welfare and attractiveness of the community".[4]

The Desirable Open Space designation, as applied to the subject site and Added Area, indicates lands where appropriate regulatory measures should be taken to ensure continued maintenance of the open space character or to ensure that development does not conflict or destroy its open space character. The designation, goals,

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3 As shown on the map, City Plan Case No. 24533, adopted June 1973. It is noted that landfill disposal on the subject site began in March 1958 and ended April 1991.

4 *Open Space Plan*, pg. 2

objectives, policies, and programs of the Plan are directed toward the regulation of privately owned lands both for the benefit of the public and for protection of individuals from the misuses of these lands.

It is stated in the Plan that "It is not the intent of this Plan to prohibit development of desirable open space if such development or desirable open space is consistent with the unique characteristics of land so designated."[5]

Conformance to the Open Space Plan. The applicant has requested an amendment to the Open Space Plan to eliminate the "Desirable Open Space" designation. An amendment is not necessary and therefore, the recommended action is to retain the designation based on the following justifications:

One, the Plan allows the proposed landfill in the Desirable Open Space designation. It provides guidelines for the order of importance in creating, preserving, conserving, and acquiring of open areas. It states "Areas ... should be maintained as open space in order to provide for public health and safety. This includes lands needed for life support systems such as the water supply, water recharge, water quality protection, wastewater disposal, solid waste disposal, air quality protection, energy production and noise prevention. Natural drainage channels, flood plains, fire hazard areas, airport clear zones and geological hazard areas are also open space necessary to the maintenance of public safety".[6] The recommended action, to not amend the Open Space Plan, will not impede the proposed landfill that would accommodate City-generated solid wastes and provide additional solid waste disposal capacity in a canyon area that has primarily been disturbed by 30 plus years of prior landfilling activities.

Two, the recommended action includes [Q] conditions that incorporate the FSEIR mitigation measures to protect the environment during and after the active landfill. In addition, conditions of approval include a requirement for the project proponent to contact the City and Santa

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5 *Ibid.*, pg. 2

6 *(Open Space Plan,* pp. 14-15) (Underline added)

Monica Mountain Conservancy after closure and post closure activities for potential consideration for open space.

Lastly, the intent and purpose of the Open Space Plan would be furthered by this action coupled with the County's 1993 approval to operate a landfill immediately abutting the subject site. The recommended action would create a natural buffer of ±100 acres (Open Space designation, A1-1-K-O zone classification) along the southern perimeter of the subject site. As well as conserve the subject site for potential open space in the future. Second, as part of the County CUP, the applicant has or will dedicated over ±426 acres in East Canyon and a future dedication of road and trail easement areas in this area, totaling ±507 acres. In addition, the applicant is working with the County to obtain over ±480 acres in Bee Canyon for use as open space). These lands have been or will be dedicated as open space, thus allowing future City, County, and State hiking and equestrian trails to be joined.

Relationship to Added Area: The General Plan map amendment will include a statement that the Added Area is intended as a natural buffer area.

Relationship to 100 Acre Buffer: The buffer area will retain its current "Open Space" designation with A1-1-K-O zone classification.

C. **Citywide General Plan Framework Element.**

Background of Framework Element. The *Citywide General Plan Framework Element*, adopted in December 1996 by City Council, is an element of the City's General Plan which provides a citywide, comprehensive, long-range growth strategy and supersedes the older Concept Los Angeles and Citywide Plan elements of the General Plan. "The policies of the *Framework Element*, in all instances, are to seek solutions to public infrastructure and services deficiencies, including their expansion commensurate with the levels of demand experienced." [7]

Chapter 9 of the *Framework Element*, entitled Infrastructure & Public Services, provides the goals,

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7 *Framework Element*, pg. 9-1

objectives, and policies for thirteen infrastructure and public service systems to help support the City's population and economy as it moves into the 21st century.

> **Solid Waste Facilities** - "The City of Los Angeles generates and disposes of a significant amount of solid waste both within and outside of 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 the Integrated Waste Management Act (AB 939) which requires all cities to divert 25 percent of their waste by 1995 and 50 percent by the year 2000. Although the actions which help the City achieve the AB 939 targets will significantly reduce landfill disposal, the City will still require landfill capacity to dispose of the remaining waste."[8]
>
> " ... For the solid waste remaining after diversion, the City will have a continuing need for solid waste transfer and disposal facilities. Currently, 26 facilities within the City have Solid Waste Facilities permits. Two are landfill disposal facilities and ten are privately operated transfer stations. The remaining are city facilities such as maintenance yards. As the capacity of the landfills located in Los Angeles is very limited, more transfer facilities will be needed to transfer waste from the collection vehicles and transport it to other, more remote landfill facilities. Capacity must be provided for the waste collected by both City agencies and private collection companies ... ." [9]

Conformance with Framework Element. The recommended action conforms with the following goals of the Framework Element in that:

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[8] *Ibid.*, pg. 9-3

[9] *Ibid.*, pg. 9-3 (Underline added)

Goal 3A (Distribution of Land): *"A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, ... conserves natural resources, and provides adequate infrastructure and public resources, ..."* [10]

Goal 3J (Industrial): *"Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability."*[11]

With only one solid waste landfill currently operating in the City (i.e., Bradley West), the distribution of land uses contemplated by Goal 3A is not achieved. The proposed landfill would provide adequate infrastructure and a long-term solution to the City's diminishing waste disposal capacity. Development of the proposed project would avoid or minimize many environmental impacts associated with the development of other landfill projects located in natural undisturbed environments. Developing a landfill facility at the subject location, close to the City's wasteshed areas, would reduce impacts associated with transporting wastes to other remote landfills located out-of-County. These associated impacts would be in air quality emissions, the use of energy and natural resources, and the risk of upset conditions. In regards to Goal 3J, the proposed project is anticipated to create 35 additional full-time jobs in addition to 52 jobs created as a result of operating County Landfill and extend employment for a total span of approximately 26 years.

Goal 6A (Open Space):[12] *"An integrated Citywide/regional public and private open space system that serves and is accessible by the City's population and is not threatened by encroachment from other uses."* [13]

Public or private open space uses in the Sunshine Canyon would not be feasible for several decades due to health and safety reasons. The closure and post-closure activities on the City inactive landfill, County

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10 *Ibid.*, pg. 3.6

11 *Ibid.*, pg. 3-32

12 Also, see Finding No. 1.B (*Open Space Plan*).

13 *Ibid.*, pg. 6-2

operational landfill, and the proposed expansion in the City are incompatible uses for active recreation. The landfill may be available for active recreational uses after closure and post-closure activities.

Open space was required as part of the County Landfill Project approval. Portions of East Canyon (±507 acres) and Bee Canyon (±480 acres) were required to be dedicated and acquired for dedication, respectively. Also, the applicant modified the original request in order to maintain the Open Space designation and A-1 zone classification on the approximately 100 acres above the residential community.

Goal 9F (Solid Waste): *"Adequate collection, transfer, and disposal of mixed solid waste. The City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled, or composted is collected, transferred, and disposed of in a manner that minimizes adverse environmental impacts."* ... ***Goal 9G (Solid Waste):*** *"An environmentally sound solid waste management system that protects public health, safety, and natural resources and minimizes adverse environmental impacts."* ... ***Goal 9H (Solid Waste):*** *"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."*[14]

The City's solid waste management plans recognize the need for additional solid waste capacity even with the achievement of State mandated diversion goals.[15] Development of the proposed project would allow the safe and sanitary disposal of City-generated wastes in a manner that minimizes potential environmental impacts due to the proposed project's design, operation, environmental mitigation measures, conditions of approval, and natural features such as ridgelines and distance from sensitive uses. In addition, the proposed expansion is primarily within an area disturbed by 30 plus years of landfill operation and is adjacent to the

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[14] *Ibid.*, pg. 9-11

[15] According to Denis Keyes, Statistician for the City of Los Angeles Bureau of Sanitation, Citywide Recycling Division, the latest diversion rate for recycling is 46.6 percent in 1997.

operating County landfill.

The Final SEIR, comprehensively and exhaustively analyzed the potential impacts of the landfill and proposed nearly 200 mitigation measures to minimize such impacts. There are existing infrastructure and ancillary facilities in place to accommodate additional landfill development. The proposed project would provide a feasible, cost-effective solution to the City to meet its waste disposal capacity needs and minimize environmental impacts that would otherwise result from similar development at other natural, undisturbed sites and the environmental and economic impacts of transporting our waste to remote locations.

Relationship to Added Area: None

Relationship to 100 Acre Buffer: None

D. **City-Collected Refuse Disposal Plan.**

Background of the Refuse Disposal Plan. The 1972, *City-Collected Refuse Disposal Plan* was prepared as a general guide for the City's landfill site acquisition program and refuse disposal operations. The Plan contains several landfill siting criteria: [16]

- accessibility by refuse trucks avoiding travel through residential areas,
- suitability of reclaimed land for subsequent use,
- relationship of the site to the freeway system, and
- availability of suitable screening from adjacent property.

Conformance with the Disposal Plan. The recommended action is in conformance with the siting criteria outlined in the *Disposal Plan* in that:

One, the Final SEIR analyzed the traffic impacts of the proposed use and concluded that the proposed project would not have significant traffic impacts for local residential streets. Due to its location near six

16 *Refuse Disposal Plan*, pg. 4

freeway systems and with the landfill entrance on San Fernando Road which is a major arterial street, travel through residential streets will be avoided. The residential streets will continue to be used for collector (curb-side) trucks only. Furthermore, Balboa Avenue has a truck weight limit of 6,000 pounds which effectively prohibits refuse trucks larger than curb-side trucks.

Two, following its estimated 26-year operational life span and estimated 30-year mandated post-closure maintenance period, the site could be suitable for a variety of open space or recreational uses.

Three, the site is suitably screened from adjacent properties. To the north and west, surrounding adjacent land uses include undeveloped mountainous terrain. To the west and southwest, vacant property known as Aliso Canyon and East Canyon adjoin the site. The applicant is conserving a buffer of approximate 100-acres of private open space to the south that will be used for existing environmental control systems, and oil extraction and storage uses. O'Melveny Park lies southwest of the 100-acre buffer. Areas to the east, along San Fernando Road, adjacent to the I-5 Freeway, are the MTA/SCRRA Rail Line as light industrial uses.

The subject site is topographically isolated from surrounding land uses. The ±100 acre open space area located along the southern perimeter of the site has undergone extensive revegetation, having been planted with over 10,000 trees. This open space area ranges in elevation from 1,425 to 1,975 feet MSL. This elevation is 100 to 600 feet -higher than the elevation of existing residential areas located to the south, which are approximately 1,300 to 1,400 feet MSL. At final fill, the proposed landfill footprint would be located ±700 feet from the six trailers located east of the landfill entrance, across San Fernando Road. Additionally, the proposed landfill footprint would be located ±1,700 feet from the closest residential development (Timber Ridge in Granada Hills). The existing perimeter ridgeline, open space area, and portions of the existing inactive landfill are located between these uses, thus forming an effective screening between residential uses and the proposed landfill operations.

In addition, the maximum vertical height of the landfill

at buildout would result in a final fill elevation (at its top deck area) of 2,000 feet MSL on a ±30 acre interior area that is well removed from surrounding ridge lines. Due to its physical location within the interior of Sunshine Canyon, the top deck of the landfill footprint would be effectively shielded from public views from Granada Hills. The higher elevations of the landfill would be visible from the following locations: motorists traveling westbound on the I-210 Freeway, distant views from Sylmar to the southeast, and from upper elevations of the hiking and equestrian trail in O'Melveny Park during final sequencing of the proposed Project. However, as noted in the FSEIR, this would not be a significant impact.

Relationship to Added Area: None

Relationship to 100 Acre Buffer: None

E. **Highways and Freeways Element.** Dedications and improvements, as outlined in the conditions of approval and as per Bureau of Engineering, will assure compliance with the City's street improvement standards pursuant to Municipal Code Section 17.05.

2. **Relation to and Effect upon the General Plan and Plans Being Prepared.** (City Charter, Section 97.2(1)(a):

A. Infrastructure and Public Services Systems Plan.

Background of the City Solid Waste Management Plan. The City's 1972 Refuse Disposal Plan and its policies related to solid waste disposal are in the process of being updated and revised as part of the Solid Waste Management Plan which will be incorporated into an Infrastructure and Systems Element as called for the in General Plan Framework Element.

In June 1988, the City of Los Angeles Board of Public Works adopted the City of Los Angeles Solid Waste Management Action Plan (City Action Plan). In part, it supported the County's Action Plan policies of managing solid waste in the County through public and private operations and facilities, provided 50 years of permitted landfill capacity to be held in public ownership, and encouraged implementation of residential and commercial

recycling, composting, and household hazardous waste programs.

In response to the City Action Plan and the termination of the City's attempts to site waste-to-energy facilities as an alternative to landfilling, the City Council authorized the development of a 30-year CiSWMP. This plan identifies ways to manage City waste over the next 30 years. It consists of the following:

City of Los Angeles Solid Waste Management Plan, Phase I Report: Existing Conditions (CiSWMP) (August 1989) This report provided an analysis of existing solid waste conditions. It included an inventory and evaluation of existing solid waste management facilities, analyzed current costs of solid waste management services, and characterized the City's waste stream and its permitting process for solid waste management facilities.

City of Los Angeles Solid Waste Management Plan, Phase II Report: Component Alternatives (CiSWMP) (December 1989) This report evaluated a variety of options for each major component of the solid waste management system. The components analyzed included waste reduction, recycling, waste collection, waste transportation and transfer, waste processing facilities, and landfilling. Landfill disposal options were based on a review of proposed or potential landfill expansions and new landfill sites that were previously identified.

City of Los Angeles Solid Waste Management Plan, Phase III Report: Description of Solid Waste Management System Alternatives (CiSWMP) (December 1989) This report combined feasible component options from the Phase II report into several comprehensive waste system alternatives. Each combination included waste reduction, recycling, collection, transportation, and disposal components.

City of Los Angeles Solid Waste Management Plan Draft Program Environmental Impact Report (CiSWMP) (July 1990) This report summarized major characteristics that included each component of the solid waste management alternatives considered by

the City. Environmental impacts were discussed for each component, and alternatives and mitigation measures were provided for impacts. The CiSWMP Draft Program Environmental Impact Report (DPEIR) summarized major characteristics of waste management alternatives considered for the City. The DPEIR provided an overview of program impacts and mitigation measures and a general context for the waste management program under consideration by the City. The City concluded that, as individual facilities were proposed and sited, the DPEIR would be supplemented by site-specific environmental documents for each potential facility. The DPEIR served as an umbrella document and presented the environmental analysis of those policy choices identified by the City.

City of Los Angeles Solid Waste Management Policy Plan (CiSWMPP) (October 1993) The CiSWMPP addressed solid waste collection and disposal services necessary for residents, commercial establishments, and industrial operations over a 30-year period. It provided citywide diversion goals and disposal capacity needed over that period. The CiSWMPP set a goal of 70 percent diversion in the year 2020.

City of Los Angeles Source Reduction and Recycling Element (City SRRE) (October 1994) The City SRRE established an integrated waste management hierarchy that included source reduction, recycling and composting, and environmentally safe transformation and land disposal of solid wastes. The SRRE described how the City would meet its waste diversion goals of 25 percent by 1995 and 50 percent by the year 2000.

Conformance with the City Solid Waste Management Plan. The recommended action conforms to the "Local Disposal" Option of the City Solid Waste Management Plans that will form the basis for the future Infrastructure and Public Service Systems Plan, an element of the general plan, in that the number of potential sites is diminishing leaving the City portion of Sunshine Canyon as the current foreseeable viable alterative.

Chapter 6 of the October 1993 *Phase IV Report, Solid Waste Management Policy Plan* sets forth Objective 3.3

regarding Disposal Facilities which states:

> *"It is the objective of the City of Los Angeles to identify, evaluate, and secure by the year 2000 adequate disposal capacity to accommodate projected waste requiring disposal to the year 2020 with an optional reserve capacity in the year 2020 for 20 years of additional disposal. Waste requiring disposal shall be calculated assuming achievement of Goal 1 [Maximum Waste Diversion]."* [17]

To achieve this objective, the Plan presents three policies to secure adequate disposal capacity:

1. A policy of Local Disposal,
2. A policy for Remote Disposal, and
3. A policy for Other Disposal Methods.

The policy of The Remote Disposal calls for the transportation of City waste, either by rail or truck, to remote locations outside the County of Los Angeles, provided such disposal is environmentally safe, technically feasible, and publicly acceptable. The policy describes proposed disposal sites in Riverside, San Bernadino and Imperial counties. With respect to the policy for pursuing Other Disposal Methods, the Plan states that although several have been evaluated, none appear feasible due to implementation, environmental or financial issues.

The remaining policy, Local Disposal, states:

> Policy 3.3.1 Local Disposal: "It is the policy of the City of Los Angeles that the City shall work closely with the Los Angeles County Department of Public Works, the Los Angeles County Sanitation Districts, other jurisdictions, and private firms to identify and secure additional disposal capacity in and/or outside the county to meet the needs of the City of Los Angeles." [18]

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[17] October 1993 *Phase IV Report, Solid Waste Management Policy Plan.*

[18] The October 1993 *Phase IV Report, Solid Waste Management Policy Plan*

This policy recognizes that even with successful implementation of the City's Maximum Waste diversion goals and programs through source reduction, recycling, and composting programs, the City will have inadequate disposal capacity within its borders to dispose of all waste generated in the City. Recognizing that the siting of landfills is extremely difficult and lengthy, the policy provides that the City will look to the expansion of existing landfills, in addition to working with the County to jointly develop landfill capacity.

The list of potential sites that fulfil objectives of the Local Disposal options is diminishing. The report states:

> "Expansion of Existing Landfills. Four landfills in the Los Angeles area that accept City-generated waste have the potential for expansion: Lopez Canyon, Bradley West, Chiquita Canyon and Sunshine Canyon ... . The City will continue to monitor the expansion efforts of these landfills quarterly and reevaluate their potential use for disposal of City-generated waste." [19]

However, the four landfills mentioned in this policy as having the potential for expansion are limited as noted in the Los Angeles County's June 1997 *Countywide Siting Element* (CSE) and as noted below:

> **Lopez Canyon**. This City-owned landfill, located in Lake View Terrace, had accepted up to 4,000 tpd of solid waste and ceased operation in June 1996.
>
> **Bradley West**. This landfill, located in the Tujunga area, was granted a variance by the City in July 1996 to increase its daily permitted waste intake from 7,000 to 10,000 tpd. During 1995, this facility had an average disposal intake of 4,604 tpd. The landfill is currently accepting approximately 7,000 tpd of waste and it is projected to reach full capacity in the year 2000.[20]

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19 *Phase* IV Report, Solid Waste Management Policy Plan, pp. 6-6 and 6-7

20 Los Angeles County's June 1997 *Countywide Siting Element*, pg. 3-1

Chiquita Canyon. This landfill is located in the northwestern Santa Clarita Valley in an unincorporated portion of Los Angeles County. On February 25, 1997, the landfill's Conditional Use Permit was modified to allow for a landfill expansion to occur on 229 acres and provide a total of 23 million tons of disposal capacity. The operator is limited to a maximum daily disposal intake of 5,000 tons per day, six days per week and the facility has a life expectancy of about twelve years based on this maximum rate. [21]

Sunshine Canyon. Located in the northwest San Fernando Valley, this 1100-acre canyon owned by BFI, includes the City landfill, which ceased operations on September 21, 1991 and the County Landfill, which commenced operations in August 1996 and is permitted to accept up to 6,600 tpd (6,000 average tpd) of waste in addition to inert materials withing the County jurisdiction. Given the amount of waste accepted at the County Landfill since August 1996 and the authorized disposal of nearly 2 million tons per year, the landfill capacity of approximately 17 million tons could be exhausted as early as 2006. [22]

2. **Substantial Conformity with Public Necessity, Convenience, General Welfare and Good Zoning Practice.** (City Charter, Section 97.2(1)(b):

Public Necessity

Public necessity for the proposed project is addressed in several comprehensive waste management planning documents developed and adopted by both the City and County[23]. These

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21 *Ibid.*, pg. 7-18

22 County CUP 86-312(5)

23 The plans are: *City of Los Angeles Source Reduction and Recycling Element (City SRRE)*, the *City of Los Angeles Solid Waste Management Policy Plan (CiSWMPP)*, the *City of Los Angeles Solid Waste Management Plan*, the *County and City Solid Waste Management Action Plan(s)*, the *Solid Waste Management and Disposal Options in Los Angeles County*, the *Integrated Solid Waste Management System*

planning documents outline solid waste management policies. Further, they demonstrate the need for the most technically and environmentally feasible expansion of existing solid waste landfills within the Los Angeles region to ensure sufficient solid waste disposal capacity for residential, industrial and commercial sectors. As stated in the City Solid Waste Management Policy Plan (October 1993), even with successful implementation of the City's Maximum Waste diversion goals and programs through source reduction, recycling, and composting programs, the City will have inadequate disposal capacity within its borders to dispose of all waste generated in the City.

Recognizing that the siting of landfills is extremely difficult and lengthy, the City Solid Waste Management Plan policies provide that the City will look to the expansion of existing landfills, in addition to working with the County to jointly develop landfill capacity. The document specifically mentions the expansion of Sunshine Canyon.

The California Integrated Waste Management Act of 1989 (i.e., AB 939 *Public Resources Code Section 40000 et seq.*), requires the City to provide at least 15 years of disposal capacity within its own jurisdiction or establish long-term guarantees for such waste disposal outside of its jurisdiction in order to provide for the public safety. The Final SEIR [24], indicates that three landfills have recently closed and four of the seven remaining Class III landfills in Los Angeles County are expected to close or reach capacity within the next 10 years. Their closure has and will decrease the City's existing disposal capacity and place additional demands on existing landfill facilities located in-County and increase the need for future waste to be transported to out-of-County landfills that have disposal capacity.

Convenience

The importance of having a landfill in proximity to City and

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for Los Angeles County, the Los Angeles County Countywide Siting Element (CSE), the County of Los Angeles Source Reduction and Recycling Element, and the Los Angeles County Countywide Integrated Management Plan.

24 Table 2.3-1 (Revised) *Remaining permitted Disposal Capacity of Existing Solid Waste Disposal Facilities in the County of Los Angeles* (See Final SEIR, pp. 2-7 through 2-9). Also, see Appendix A-1 attached to the Commission report.

County generated waste streams is stated in the *Options Report*, *County Action Plan*, *CiSWMP*, *Integrated Solid Waste Management System Draft Program EIR*, *County SRRE*, and *CSE*. (Refer to the Draft SEIR, Section 4.7.3, *Solid Waste Management Plans*, pp. 4-273 through 4-281.)

General Welfare

Approval of the recommended action will provide a landfill within the City jurisdictional boundaries, governed by conditions of approval of the grant, and under the City's control. This is in contrast to, by the year 2000, no public or private landfills will be operating within the City (with the possible exception of the Bradley Landfill for 2-3 years); and by 2006, four of the remaining Class III landfills in the Los Angeles region are expected to close or reach capacity. Due to these events, when the City is faced with a shortfall in solid waste disposal capacity and must use landfills outside the City, it may lose local control of managing its solid waste program.

The recommended action would provide adequate infrastructure and a long-term solution to the City's diminishing waste disposal capacity. Furthermore, developing a landfill facility at the subject location, close to the City's wasteshed areas, would reduce impacts associated with transporting wastes to other remote landfills located out-of-County. These associated impacts would be in air quality emissions, the use of energy and natural resources, and the risk of upset conditions.

Environmental protection and control systems for the Project meet or exceed all Federal, State and local requirements. Construction design and implementation employ the latest materials and design, and operational conditions will be more restrictive than the prior operated City Landfill. For these reasons, and because of the significant physical separation between the proposed project and the nearest residential land uses, the proximity of existing freeway corridors, the topography and geography of the site, and the fact that the site has accommodated landfilling for a 30+ year period.

Good Zoning Practice

Expanding the landfill on a site in the City which has been disturbed for 30+ years is preferred to developing of other potential landfill sites in undisturbed areas presently under

consideration.

The infrastructure and conditions needed for a landfill are already in place in Sunshine Canyon to accommodate the expansion. The access road and ancillary facilities that currently support the existing County Landfill will be used. Scale house, scales, administrative offices, caretaker facilities, lunchroom/locker room, general maintenance and control buildings, equipment maintenance and storage buildings, and certain environmental protection and control systems (i.e., leachate treatment plant and storage tanks, surface drainage systems, landfill gas (LFG) collection system and water storage tank) currently being used for landfilling operations in the County would continue to be used and eventually connected or relocated to the City portion of the project site.

ZONE CHANGE AND ADDITIONAL FINDINGS

1. Zone Change (L.A.M.C. Section 12.32). The recommended action is to change the zone classification from A1-1-K-0 to [T][Q]M3-1-0 on approximately 394 acres used for the landfill footprint, ancillary uses including a 500-foot M3 buffer around the inner M3 area.

   The M3 zone classification is a corresponding zone to the General Plan designation of "Heavy Industrial". The applicant did not request a permanent T and Q. However, the recommended action is for [T] Permanent and [Q] Permanent classifications. Most applications are granted with temporary Ts and Qs, which pursuant to the Los Angeles Municipal Code allows six years including extensions for requirements add to the new zone to be satisfied or guaranteed. A permanent zone classification, pursuant to Section 12.32.K of the Code, eliminates this time limit. An exception, as here, is made because of the complexity of the development and phasing of the project may require a longer period.

   The recommended zone change is not adversely affected by any applicable specific plans or plans being prepared. The recommended action is in conformance with public necessity, convenience, general welfare and good zoning practice ,as noted in Finding No. 3, in that the zone change will allow optimal use of the site.

   Relationship to Added Area: The project proponent requested a zone change from A1-1-K-0 to M3-1 on the Added Area. The recommendation is to not consider this request because it was not applied for by the owner or initiated by the City. To ensure proper planning, it would be more effective to rezone the area when a project is known to be even possible. At that time, the decision-makers can evaluate environmental and land use issues.

   The recommended action does not create an industrial/residential conflict because it is not reasonably foreseeable that the Added Area will be developed. According to Chicago Title, the property appears never to have been insured by a title company. It is landlocked and has remained vacant and unused since 1927. It was purchased with full knowledge of its lack of access. In fact, the Director's Deed (83-431375) states, "There shall be no abutter's rights of

access appurtenant to the above-described real property in and to the adjacent State freeway. The above-described real property is landlocked and without any direct access to the freeway or any public or private road. The State of California is without obligation or liability to provide access to the said real property."

Relationship to the 100 Acre Buffer: None

2. Any City required installation or upgrading of street lights, if necessary to complete the City street improvement system, is to increase night safety along the streets that adjoin the subject property.

3. The subject project, which is in Los Angeles County, will have an impact on fish and wildlife resources or habitats upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2. The recommended project is not exempt from the Fish and Game Fee.

4. Modifications to the Environmental Mitigation Measures. Modifications of the proposed mitigation measures are necessary for the following reasons:

   a. Mitigation measures relating to fugitive dust are supplemented by Condition No. C.3 (Fugitive Dust) to provide additional mitigation of the air quality impacts and model conditions applied to the County Landfill.

   b. Mitigation measures relating to grading are supplemented by Condition No. C.4 (Grading) to clarify the process for approval of grading areas outside of and above the cut and fill shown on Exhibit No. E-4B and to model conditions applied to the County Landfill.

   c. Mitigation measures relating to litter are supplemented by Condition No. C.6 (Litter) to provide additional mitigation of air quality and nuisance impacts and model conditions applied to the County Landfill.

   d. Mitigation measures relating to revegetation are supplemented by Condition No. C.8 (Revegetation) to provide additional mitigation of earth resources, surface and groundwater, biological resources, and model conditions applied to the County Landfill.

   e. Mitigation measures relating to Transportation and Circulation are supplemented by [T] Conditions

(Transportation and Circulation) to modify and clarify the process for when the improvements shall be made.

f. Mitigation measures relating to wetlands and riparian habitat are supplemented by Condition No. C.9 (Riparian habitat) to provide additional mitigation of wetlands and riparian habitat through a 2:1 off-site replacement program giving preference to placing the off-site mitigation in the immediate vicinity of the landfill or an urbanized area whereby providing outdoor experience and education within proximity of a larger population.

g. Mitigation measures relating to oak trees are supplemented by Condition No. C.7 (Oak Trees) to provide additional mitigation to control the rate of oak tree removal and model conditions applied to the County Landfill.

5. The proposed project has been <u>further restricted by the conditions of approval</u>. Such limitations are necessary to protect the best interests of, and to assure a development more compatible with the surrounding property. The conditions are tailored to the specific issues of the site and drafted to ensure that development proceeds in an attractive, orderly and harmonious fashion and in conformance with the general plan. The reasons of the additional conditions are as follows:

[T] Conditions relating to infrastructure and municipal services are recommended to ensure that the proposed project is properly developed and coordinated with traffic/circulation, sewers, police, fire, and other City services.

[Q] Conditions Nos. A.7 and C.1, relating to the Mitigation and Monitoring Program, are recommended to ensure that the recommended mitigation measures in the Final SEIR are requirements of the proposed project.

[Q] Conditions Nos. A.6, B.2.d.2).e), relating to Annual Reports and Phasing enable continuous monitoring of the conditions of approval in order to protect the environment and the public health, safety, and welfare of citizens of the City.

[Q] Conditions Nos. A.4 and D, relating to enforcement are to place the permittee on notice of the City's authority to compel compliance with the conditions in order to protect the environment and public health,

safety, and welfare of its citizens.

[Q] Condition No. A.8, relating to bonding or other security, ensures that the City will be able to initiate mitigation measures, if the permittee does not respond in a reasonable manner to compliance requests.

[Q] Conditions on "Design and Development" relating to signs and graffiti removal are to promote an industrial development that is attractive, safe for patrons, and to discourage factors that may degrade the visual environment.

[Q] Conditions for a Community Protection Program are to guarantee that interested parties are informed of the permittee's development, maintenance, and compliance with conditions of this approval which will ensure concerns are addressed early, before they grow into controversy.

[Q] Conditions on "Design and Development" relating to Limitation/Prohibition on Uses and the acceptance of waste was added to prohibit the acceptance of waste originating from outside the County in order to conserve waste capacity and ensure that jurisdictions within the County of Los Angeles will be able to maintain compliance with AB 939 by providing waste capacity for at least the next 15 years. Also, the condition is adopted in order to be consistent with a similar condition placed on the County Landfill through the December 8, 1995 Settlement Agreement made by and between the City of Los Angeles and Browning-Ferris, Industries of California, Inc.

CEQA FINDINGS

1.0 INTRODUCTION

1.1 CEQA Findings

The Guidelines for the Implementation of the California Environmental Quality Act (State CEQA Guidelines), codified in the California Code of Regulations (CCR), promulgated pursuant to CEQA (as amended), and the City of Los Angeles CEQA Guidelines (City CEQA Guidelines) provide that "[n]o public agency shall approve or carry out a project for which an environmental impact report has been completed which identifies one or more significant environmental effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more written findings for each of those significant effects" (State CEQA Guidelines, § 15091). As identified in the State CEQA Guidelines, possible findings include the following:

1. changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment;

2. changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; and

3. specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the final environmental impact report.

With respect to those significant effects that are subject to the latter finding, the public agency shall further identify specific overriding economic, legal, social, technological or other benefits of the pending project before the agency decision-makers that outweigh the significant effects of that project on the environment. Pursuant to CEQA and the State CEQA Guidelines, required findings shall be supported by substantial evidence in the administrative record.

These CEQA Findings, which relate to the Final Subsequent Environmental Impact Report (Final SEIR) for the Sunshine Canyon Landfill, State Clearinghouse Number 92041053, set forth the

environmental basis for current discretionary actions by the City of Los Angeles (City) and future discretionary actions that may be undertaken by the County of Los Angeles (County) and other Responsible Agencies for the implementation of the proposed Sunshine Canyon Landfill Project (herein the "City/County Landfill" or the "project").

References to specific statutes, ordinances and regulations shall include any successor statutes, ordinances and regulations. Please refer to the List of Acronyms and Abbreviations and Glossary of Terminology for the definition of such terms used in these guidelines.

1.2 Document Format

This document is comprised of the following sections:

Section 1 presents an introduction to the CEQA Findings.

Section 2 provides a summary of the proposed project, a statement of project objectives, and an overview of discretionary actions required for the project.

Section 3 presents a summary of those activities and events that have preceded the consideration of the CEQA Findings by the City as part of the environmental review and public participation process.

Section 4 sets forth findings regarding those environmental impacts that were initially identified in the City's Initial Study (Initial Study); the Draft Subsequent Environmental Impact Report, Sunshine Canyon Landfill, State Clearinghouse Number 92041053 (Draft SEIR); and the Final Subsequent Environmental Impact Report, Sunshine Canyon Landfill, State Clearinghouse Number 92041053 (Final SEIR), which were determined by the City not to be relevant to the proposed project or were determined to clearly not manifest at levels that were deemed to be significant.

Section 5 sets forth the significant or potentially significant effects of the proposed project that can feasiblely mitigated to a less than significant level through the imposition of specified mitigation measures included in the project's Mitigation Reporting and Monitoring Program (MRMP).

Section 6 sets forth findings regarding the significant or potentially significant environmental impacts that may or will result from the construction and/or operation of the proposed

project and which the City has determined cannot feasibly be mitigated to a less than significant level.

Section 7 provides findings regarding those alternatives to the project that were examined in the Draft SEIR, considered by the City Planning Commission and City Council as part of their deliberations on the proposed project and its environmental documentation, and which were not recommended for selection by the City Council for implementation.

Section 8 contains the findings regarding the MRMP for the proposed project, and findings regarding other CEQA considerations, including Irreversible Environmental Changes and Growth Inducing Impacts of the project.

Section 9 consists of the Statement of Overriding Considerations that sets forth the City's reasons for finding that specific economic, legal, social, technological and other considerations associated with the proposed project outweigh the project's potential unavoidable significant environmental effects.

The findings set forth in each section herein are supported by and based on evidence contained in the administrative record of the proposed project.

1.3 Custodian and Location of Records

The environmental documents and other materials that constitute the administrative record for the City's actions upon the proposed project are maintained and located at the following address:

City of Los Angeles
Department of City Planning
Environmental Review Section
221 N. Figueroa Street, 15th Floor
Los Angeles, CA 90012-2601

This department is the official custodian of the administrative record for the proposed project.

2.0 PROJECT SUMMARY

The following information provides an overview of the project's location and operations, the discretionary actions required for project implementation, and a statement of specific project objectives.

2.1 Regional Location/Project Setting and Access

The project site is located within the northwest Los Angeles region and within the corporate jurisdiction of the City of Los Angeles and County of Los Angeles ([County] Fractional Sections 23 and 24, Township 3 North, Range 16 West, San Bernardino Base Meridian in the County). The project site is further defined within the Northwest Valley Subregional planning area of the City. The project site is included within the City's Granada Hills-Knollwood Community Plan Area (CPA) and the County's Santa Clarita Valley Areawide General Plan.

2.1.1 Project Site Location and Setting

The project site address is 14747 San Fernando Road, Sylmar, California. Generally, the project site is surrounded by unincorporated areas of the County to the north and west and the communities of Granada Hills and Sylmar to the south and east, respectively. The project site is approximately ¾ mile southwest of the intersection of the Golden State Freeway (I-5) and Antelope Valley Freeway (SR-14) multilevel interchange. More specifically, the entrance to the project site is situated ¾ mile northwest of the intersection of Balboa Boulevard and San Fernando Road in the City.

2.1.2 Project Site Area

The general site area in Sunshine Canyon includes ±494 acres in the City and ±608 acres in the County. Of this total of ±1,102 acres, approximately 451 acres would be used as the footprint of the City/County Landfill (see below).

2.2 Overview of The Proposed Project

The City is evaluating a proposal that consists of the development, operation, maintenance and monitoring of a Class III nonhazardous solid waste landfill (herein the "City/County Landfill" or the "project"). A ±194 acres portion of the City/County Landfill footprint is located within the City portion of Sunshine Canyon and provides an estimated net airspace disposal capacity of 55 million tons within the City. In order to facilitate the design of the City/County Landfill, an area of approximately 42 acres within the County portion of Sunshine Canyon would also be jointly developed. This acreage would be engineered to ultimately connect, both vertically and horizontally, to the proposed landfill in the City and the existing operational County Landfill (landfill footprint of ±215 acres).

As originally proposed, the City and County landfill areas would have been operated separately, thereby providing an average capacity of 5,000 tons per day (tpd) in the City in addition to the currently authorized 6,000 tpd in the County; and, within 18 to 24 months following the commencement of landfilling operations in the City, the City and County landfilling operations would have been combined into a single landfill operation with one working face, which would allow an average waste intake rate of 11,000 tpd, with a daily maximum of 12,100 tons.

The approved alternative, however, is to combine landfilling operations into a single working face immediately upon the authorization of landfilling in the City and County portions of the Canyon. This combined development of land within both jurisdictions would result in one landfill footprint being constructed in Sunshine Canyon. The landfill footprint would eventually encompass a total of ±451 acres and would result in a net waste disposal capacity of 90 million tons of potential disposal capacity, comprised of 55 million tons in the proposed landfill within the City and 35 million tons within the County. Of the total County capacity, 17 million tons would be in the permitted and operational County Landfill and 18 million tons would be within the additional ±42 acres and its airspace developed within the County. This combined City/County development would provide approximately 26 years of disposal capacity, assuming an average disposal rate of 11,000 tpd and 66,000 tons per week. This proposed landfill footprint would abut and encompass ±80 acres of the existing inactive landfill located in the City.[25]

It is anticipated that concurrent with project approval, which will require separate project entitlements from the City and County, these jurisdictions will enter into some form of agreement to exercise authority over the entire project site. Such an agreement would authorize the joint development and operation of a single landfill within both jurisdictions of Sunshine Canyon.

The proposal also consists of developing and operating numerous ancillary areas and facilities to support landfilling operations at the City/County Landfill, such as the environmental learning center. Except for the movable recycling facilities, all of these proposed uses would be external to the proposed landfill footprint and located within the City portion of Sunshine Canyon.

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[25] This inactive landfill ceased operation on September 21, 1991, due to the expiration of its zoning variance (ZA 17804). This existing landfill is comprised of two separate waste management units consisting of a total of ±205 acres and containing approximately 25 million tons of solid waste.

The proposed City/County Landfill would also entail the relocation of certain of the ancillary facilities that currently support the existing County Landfill. These include the scale house, scales, administrative offices, caretaker facility, lunchroom/locker storage, maintenance and control buildings, and certain environmental protection and control systems (i.e., leachate treatment plant and storage tanks, surface drainage systems, and water storage tank).

Although the original proposal envisioned that the relocation of these facilities, except the scale house, scales, maintenance and control buildings, and leachate treatment plant and storage tanks, would occur approximately 18 to 24 months following the commencement of landfilling operations within the City, at the time landfilling operations would be combined at a single working face area, the preferred alternative of immediately commencing the combined operations upon obtaining governmental entitlements would require such relocation when the City and County areas have been prepared for the receipt of waste. The relocation of all other facilities (i.e., scale house, scales, maintenance and control buildings) and environmental control systems (i.e., leachate collection and treatment facility and storage tanks, and water tanks) located within the County would occur within a 2- to 3½-year period.

2.3 Primary Purpose and Objectives of the Proposed Project

The primary purpose of the City/County Landfill is to provide additional solid waste disposal capacity to meet the anticipated short-, mid- and long-term disposal needs within the Los Angeles region. The development of the City/County Landfill would include both project-specific development and solid waste planning objectives. These objectives exist within the broader context of State-mandated policies and adopted County and City integrated solid waste management policies and goals developed by these agencies for an effective and coordinated approach to short-, mid- and long-range integrated waste management planning.

2.3.1 Development Objectives

The project proponent has identified a number of objectives for the proposed project. These objectives include, but may not be limited to, the following:

- develop a solid waste landfill on project proponent-owned land within the City and County jurisdictions that is primarily disturbed due to extensive landfilling operations that have taken place during a 30-year period;

- develop a landfill footprint within the City to connect with land in the County (±42 acres) and the operational County Landfill, thus providing combined landfilling operations at a single landfill footprint in Sunshine Canyon;
- perform landfilling operations within a single landfilling area in either jurisdiction using a cut-and-cover fill method for landfilling;
- ensure the proponent's commitment to meeting environmental, health and safety goals, as well as to exceed regulatory standards and requirements during landfilling construction, operation and closure;
- reduce the project proponent's long-term capital outlay for site infrastructure by utilizing existing onsite infrastructure improvements, including utilities, an improved site entrance for ingress/egress of traffic, an onsite access road, improved scale facilities and check-in area (for weighing and accounting for the wastes to be deposited), surface drainage improvements, and other environmental protection and control systems;
- effectively utilize the project proponent's existing transfer stations/material recovery facilities (MRFs), solid waste collection company services, and other related facilities in the Los Angeles region to support the operation of the proposed City/County Landfill Project;
- generate 35 new full-time jobs within Los Angeles County at the project site and provide numerous short-term construction jobs during each sequence of landfill development; and
- provide cost-effective, short-, mid-, and long-term solid waste disposal capacity at the project site for residences and businesses within the Los Angeles region.

2.3.2 Solid Waste Objectives

The development of the proposed project exists within the context of solid waste objectives adopted by the City and County. Furthermore, these objectives include, but may not be limited to, the following:

- provide efficient solid waste management and disposal capacity to the City and County by developing a landfill facility to avert an identified short-term and potential future long-term solid waste disposal capacity shortfall;
- provide both City and County jurisdictions the opportunity for long-term solid waste disposal capacity;
- recover, recycle and/or reuse to the extent practicable certain of the waste materials that would otherwise be disposed of at the City/County Landfill by providing a form of green waste/wood waste and other materials recycling;

- minimize impacts on air quality within the South Coast Air Basin (SCAB) by providing additional disposal capacity within the Los Angeles region, thereby reducing emissions from transporting refuse longer distances;
- provide cost-effective disposal options for the City, County and private haulers at a landfill facility within the region to minimize transportation costs;
- minimize significant impacts on environmental resources associated with the development of new landfill sites (i.e., proposed sites located within undisturbed canyon areas or remote desert locations) by using areas of the existing inactive landfill and other areas within Sunshine Canyon that are primarily disturbed and that have infrastructure in place to readily accommodate future development; and
- facilitate local and regional efforts directed toward attaining solid waste disposal capacity objectives for the City and County of Los Angeles contained in the California Integrated Waste Management Act of 1989 (A.B. 939), the *City of Los Angeles Source Reduction and Recycling Element* (City SRRE), the *City of Los Angeles Solid Waste Management Policy Plan* (CiSWMPP), the County and City Solid Waste Management Action Plan(s), the Integrated Solid Waste Management System for Los Angeles County, the *Los Angeles County Countywide Siting Element* (CSE), the *County of Los Angeles Source Reduction and Recycling Element* (County SRRE), and formally executed agreements between the County and the City that identify the need for the maximum technically and environmentally feasible expansion of landfill sites.

2.4 Discretionary Actions

The development of the proposed City/County Landfill would be subject to numerous discretionary actions, permits and approvals from federal, State, regional and local agencies. The City, as the Lead Agency, has the discretionary authority over initial project approvals and entitlements (e.g., GPA/ZC, Oak Tree Permit, etc.) within its jurisdiction. Upon certification of the Final SEIR by the Lead Agency, Responsible Agencies such as the County would use this document in their decision-making and permitting process. Table 2.4-1 presents a summary of all known permits and discretionary actions that would be required for the proposed project.

In addition, various ministerial permits required for the proposed project would be issued by various City and County departments and agencies. These permits would be necessary to facilitate infrastructure and building improvements (e.g., fire, electrical, plumbing, sewer, drainage, flood control, etc.).

Table 2.4-1
SUMMARY OF REGULATORY PERMITS /DISCRETIONARY ACTIONS

Agency	Permit or Review
Federal	
U.S. Department of the Army Corps of Engineers (Corps)	Nationwide Permit No. 26
State	
California Integrated Waste Management Board (CIWMB)	Solid Waste Facilities Permit
California Department of Fish and Game (CDFG)	Streambed Alteration Permit
State Water Resources Control Board (SWRCB)	Water Quality Certification
Regional	
Los Angeles Regional Water Quality Control Board (LARWQCB)	Waste Discharge Requirements Compliance with Federal Municipal Solid Waste Landfill Wetlands Siting Regulation
South Coast Air Quality Management District (SCAQMD)	Authority to Construct and Permit to Operate
County	
Los Angeles County Solid Waste Management Committee/Integrated Waste Management Task Force (SWMC/IWMTF)	Finding of Conformance
County of Los Angeles Regional Planning Commission and Board of Supervisors	Conditional Use Permit Working Arrangement with City
City	
City of Los Angeles Planning Commission and City Council	Certification of Final SEIR Mitigation Monitoring and Reporting Program General Plan Amendment Zone Change Working Arrangement with County
City of Los Angeles, Department of Public Works, Bureau of Sanitation, Industrial Waste Division	Industrial Waste Permit

Table 2.4-1
SUMMARY OF REGULATORY PERMITS /DISCRETIONARY ACTIONS

City of Los Angeles, Department of Environmental Affairs, Local Enforcement Agency (LEA)	Solid Waste Facilities Permit

3.0 ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION PROCESS

Numerous actions have been undertaken by the City to facilitate public participation during the environmental review of this project, including the following:

- An Initial Study (dated July 25, 1991) and/or the Notice of Preparation (NOP) was disseminated to agencies, organizations, and those requesting notification in accordance with 15082 of the State CEQA Guidelines. A 30-day predraft circulation period was initiated by the City Planning Department on April 11 through May 11, 1992. Responsible Agencies, interested parties, and organizations were encouraged to submit comments on the proposed project.

- The NOP for the proposed project was sent to over 10,000 property owners and occupants located within a two-mile radius of the project site boundaries to also solicit comments on the proposed project. Approximately 170 interested parties (e.g., City departments, the County, adjacent cities/counties, and Responsible Agencies) received a copy of the NOP/Initial Study by certified mail.

- On April 29, 1992, a public scoping meeting was held at John F. Kennedy High School in Granada Hills, California, to describe the proposed project, define the environmental review process, and solicit input from the general public concerning relevant environmental issues. Notification regarding the public scoping meeting was sent to numerous federal, State, regional, and local agencies. In addition, the City notified residents within a two-mile radius of the project site.

- Subsequent to the scoping meeting, the City independently reviewed the preliminary findings contained in the Initial Study prepared for the proposed project and, based on these findings, determined that implementation of the project had the potential to result in significant environmental impacts.

- On July 11, 1997, the City completed its independent review of the Draft SEIR, State Clearinghouse Number 92041053. The two-volume Draft SEIR is comprised of Volume I - Draft Subsequent Environmental Impact Report and Volume II - Technical Appendices. These documents provide information concerning the City's preliminary findings about the direct, indirect, and cumulative environmental impacts resulting from construction and operation of the proposed project. The Draft SEIR was prepared in accordance with CEQA and the State CEQA Guidelines and has reflected the independent judgment of City

staff concerning the proposed project and its environmental implications resulting from project implementation.

- On July 24, 1997, pursuant to the noticing obligations delineated in State CEQA Guidelines, the City prepared a Notice of Completion (NOC) and Notice of Availability (NOA) for the Draft SEIR. The NOC and Draft SEIR were then forwarded to the Governor's Office of Planning and Research in that agency's role as State Clearinghouse. Receipt of the NOP by the State Clearinghouse (on July 24, 1997) commenced the beginning of a 90-day public review period. That period officially concluded on October 31, 1997; however, comments received after this date were incorporated into the Final SEIR. In accordance with CEQA and the State CEQA Guidelines, the City also transmitted copies of the NOC and Draft SEIR to Responsible Agencies, organizations, and interested individuals located within the San Fernando Valley area, and libraries within the Los Angeles region. In addition, based on the City's noticing requirements, an NOA was published on July 24, 1997, in the Los Angeles Times (a newspaper of general circulation). The NOA was also published in both the Signal and Daily News on July 24, 26, and 27 and on August 2 and 3, 1997.

Written comments were received by the City during the public review period. These comments were assembled by the City and under the direction of the City were responded to by the environmental consultant within the Final SEIR. Written responses to those comments that raised issues regarding the environmental effects of the proposed project were incorporated into the Final SEIR, pursuant to Section 15132 of the State CEQA Guidelines.

4.0 ENVIRONMENTAL EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT WITHOUT MITIGATION MEASURES

4.1 Determinations Made Regarding Environmental Issues

Based on the information developed in the preparation of the Final SEIR and the record in this matter, the City finds that the following potential environmental effects of the project are insignificant without the imposition of mitigation measures:

Air Quality (Health Risk Analysis) - Section 4.2.9 of the Draft SEIR

A health risk assessment (HRA) was conducted to evaluate the carcinogenic and noncarcinogenic risks associated with toxic air contaminant (TAC) emissions from the Sunshine Canyon Landfill. The risks due to the

cumulative emissions from both the "City" and "County" portions of the project were calculated.

The approaches and methodologies used in this risk assessment were from the document entitled, "Air Toxics Hot Spots Program, Revised 1992 - Risk Assessment Guidelines", prepared by the AB 2588 Risk Assessment Committee of the California Air Pollution Control Officers Association (CAPCOA), October 1993. Input assumptions were coordinated with the staff of the South Coast Air Quality Management District (SCAQMD). The CAPCOA procedures for risk assessments from airborne contaminants is the methodology recommended for use by the SCAQMD. All emission estimates used to calculate risk values were from monthly analyses of landfill gas and from periodic emission source tests of the existing flare conducted pursuant to SCAQMD requirements.

Per the requirements of the SCAQMD, the HRA addressed a total of 18 substances on the SCAQMD Rules 1150.1 and/or 1401 lists for the landfill risk evaluation. Of the 18 substances, 10 are considered carcinogenic and were evaluated as part of the cancer risk evaluation. The noncancer health effects evaluation addressed 17 of the 18 substances for chronic impacts, and 7 of the 18 substances for acute impacts

The lifetime carcinogenic risk was estimated for an individual assumed to reside continuously for 70 years at the off-site location of maximum ground-level concentration for the maximum exposed individual (MEI). The chronic and acute health risks were calculated in terms of a "hazard index". This index is calculated by dividing the predicted maximum short- (acute) and long-term (chronic) pollutant exposures by an established safe exposure level called the Reference Exposure Level (REL).

Individual Cancer Risk. Excess cancer risk was calculated by assuming the MEI remains outdoors for 24 hours per day for 365 days per year, for 70 years. While a 70 year exposure assumption is the standard assumption for a CAPCOA health risk assessment, the excessively conservative (over-predictive) nature of this assumption needs to be recognized.

The worst-case MEI exposure was calculated at 0.96 in one million (the predicted chronic exposure for 70 years of LFG emissions). A risk of one in a million is considered less than significant. Risks up to ten in a million are considered acceptable if toxics best available control

technology (T-BACT) is used to reduce emissions. Flares are considered T-BACT for landfills. The excess cancer risk is thus below the "de minimus" insignificance threshold, and far below the allowable exposure for a T-BACT equipped source.

Chronic Health Risk. The TACs considered in this assessment are known to potentially affect seven organs/ systems in the human body. Non-cancer effects are calculated through a ratio of the TAC exposure to a published level determined to have no observable health effect (the REL). The sum of all the individual ratios for every identified pollutant emitted by a source is called the health hazard index (HHI). An HHI of 0.5 is considered a potentially significant impact that would require additional analysis. If the HHI is less than 0.5 (below 50 percent of the "safe" exposure level), no additional analysis is necessary. The Final SEIR demonstrated that the HHI for any individual target receptor location in the human body was well below the significance level of 0.5. Although HHI's are not strictly additive, the combined threat to all organs/systems was estimated at 0.011, which is well below the 0.5 HHI significance threshold. Accordingly, chronic non-cancer health effects from landfill proximity are less than significant.

Acute Health Hazard. The acute health hazard was similarly calculated as the chronic HHI. The acute HHI from the seven compounds with an acute health threat was calculated to be 0.16, which is below the 0.5 HHI significance threshold for acute non-cancer health impacts. Therefore, acute health impacts are considered less than significant.

Noise (Construction Noise Impacts) - Section 4.5.1 of the Draft SEIR

Although construction noise levels, primarily from heavy equipment, would result in a short-term increase to existing ambient noise levels near the closest receptor (located 1,700 feet southwest of the nearest point of the construction area onsite) from 52.4 dBA to 54 dBA this would not be considered a significant increase since construction noise levels would not exceed 75 dBA within 500 feet of a residential zone (as stated in the City Noise Ordinance No. 161, 574).

Noise levels would also increase primarily as a result of traffic generated by construction worker commute trips

(approximately 70 trips during the a.m. and p.m. peak hours). The main point of potential impact would be at the landfill entrance because all construction workers would use this access roadway and certain receptors are located directly across the street, along San Fernando Road. It is anticipated that 70 trips would be added to the existing 1,970 vehicles that already use San Fernando Road during the a.m. peak hour. An additional 70 vehicles would add less than 0.2 dBA to the peak hour traffic noise (and far less to the CNEL). This impact would not be considered audible or present a significant noise impact on sensitive receptors in the immediate area. The total project contribution to the p.m. peak hour traffic noise level would be considered even less since the existing p.m. peak hour traffic volumes are greater than a.m. peak hour volumes. Therefore, traffic-generated ambient noise impacts would not be considered significant since the proposed project would not (1) raise the ambient noise CNEL by 3 dBA (barely perceptible) if the existing noise level exceeds 65 dBA CNEL at a receptor location or (2) raise the ambient CNEL by more than 5 dBA (a clearly perceptible change) and remain under 65 dBA CNEL at a receptor location.

Land Use (City General Plan Elements) - Section 4.7.2 of the Draft SEIR

The following City General Plan Elements were analyzed for consistency with the proposed project and determined not to be significantly impacted:

Citywide General Plan Framework Element. The proposed project would be consistent with Goals 3A, 3J, 6A, 9F, 9G, and 9H and therefore would not result in significant impacts nor require additional mitigation measures.

City-Collected Refuse Disposal Plan. Development of the proposed project would conform to this Plan's criteria regarding access, haul routes, postclosure use, and availability of suitable screening from adjacent property and therefore would result in a less than significant level of impact.

Open Space Plan. The proposed project would comply with goals and policies of the Open Space Plan, as described below, and therefore would not result in a significant impact on this plan nor require additional mitigation measures. The proposed project would enhance the ±100 acre open space area along the southern perimeter of the project site and maintain the current Open Space land use

designation of this area. Although the proposed City/County Landfill project would not add hiking/ equestrian trail areas to City's existing hiking and trail system, the project proponent did dedicate over ±426 acres in East Canyon and will arrange for additional dedication of road and trail easement areas in this area in the future. The total dedication in East Canyon will encompass ±507 acres. In addition, the project proponent is in the process of obtaining over ±480 acres in Bee Canyon for open space dedication as part of County Landfill approval. These lands have been and will be dedicated as open space, thus allowing future City, County, and State hiking and equestrian trails to be joined.

The remaining ±394 acres of the project site (in the City) proposed for a general plan amendment and zone change from Open Space to Industrial and from A1-1-K-O to M3-1-O, respectively, to permit the development, operation, and monitoring of a Class III nonhazardous landfill in Sunshine Canyon, has been found to conform to provisions and policies of the Open Space Plan relating to the preservation of open space in order to provide for the public health and safety, including lands needed for solid waste disposal. The plan recognizes the importance of maintaining open space, such as lands necessary for "water quality protection, wastewater disposal, solid waste disposal, air quality protection, energy production, and noise prevention," by assigning to such lands the first priority for creation, preservation, conservation, and acquisition.[26] Implementation of the proposed project would accommodate City-generated wastes and provide for the development of additional disposal capacity in a canyon area that has been disturbed due to 30 years of prior landfilling activities.

Land Use (Solid Waste Management Plans) - Section 4.7.3 of the Draft SEIR

The following City and County solid waste management plans were analyzed in the Draft SEIR: *Solid Waste Management Status and Disposal Options in Los Angeles County, Los Angeles County Solid Waste Management Action Plan, City of Los Angeles Solid Waste Management Action Plan, City of Los Angeles Solid Waste Management Plan, City of Los Angeles Solid Waste Management Policy Plan, City of Los Angeles Source Reduction and Recycling*

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26 *Ibid.*, p. 14.

Element, Integrated Solid Waste Management System for Los Angeles County, Los Angeles County Source Reduction and Recycling Element, Los Angeles County Countywide Integrated Waste Management Plan, and *Los Angeles County Countywide Siting Element.* These plans either identified the need to provide additional solid waste disposal capacity within Los Angeles County or specifically identified the expansion of Sunshine Canyon Landfill as a way to meet this need, therefore the proposed project would be consistent with these plans.

Natural Resources - Section 4.8 of the Draft SEIR

Proposed landfill operations would not involve the development of new oil or gas wells or the reuse of existing wells. The operation of the proposed project would not result in the depletion of these natural resources or active wells. Similarly, no gravel or soil extraction activities are proposed and, with the exception of excavation for the placement of refuse and obtaining cover material, no excavation of subsurface materials is proposed. Therefore, the project will not result in any significant impact on natural resources.

Risk of Upset (Transmission Lines) - Section 4.9.8 of the Draft SEIR

Based on information provided by SCE, exposure levels to electrical and magnetic fields (EMF) greater than those encountered at home would only occur when individuals are positioned within approximately 35 feet from the edge of the two existing 66 kilovolt (kV) electrical transmission lines that traverse the site. At that distance, depending on the elevation of the transmission lines, magnetic levels of 5 mG or greater can be anticipated. Based on typical landfill operations, workers and heavy equipment operators would not be expected to spend any significant amount of their time proximate to these lines or within their easements. A hauler depositing waste would only be within this area for a short period (approximately 5 to 7 minutes) to dispose of a waste load. Therefore, no substantial evidence exists to indicate that a significant health risk attributable to EMF would impact landfill workers or other affected parties when project-specific activities place those individuals in proximity to either the Newhall or West Saugus transmission lines.

Population - Section 4.10 of the Draft SEIR

Environmental impacts were determined not to be significant in the Initial Study and Checklist dated July 25, 1991. Additionally, the proposed City/County Landfill Project will not result in the relocation of any persons from the project site. No permanent residential units are planned for development as part of the proposed project. The implementation of the proposed project will not induce indirect demands for additional residential housing units in the local project vicinity or within the region. Construction and preconstruction activities are limited to the duration of project development. Job opportunities associated with operation of the proposed project are anticipated to be provided by the existing labor force in the immediate area and/or region. As a result, the City has determined that no additional analysis is warranted in the Draft SEIR.

Housing - Section 4.11 of the Draft SEIR

Environmental impacts were determined not to be significant in the Initial Study and Checklist dated July 25, 1991. Additionally, the implementation of the proposed project is not expected to create an additional demand for residential housing or affect existing housing stock in either the project vicinity or region. Furthermore, implementation of the proposed project is not expected to significantly impact the availability of rental housing in the Granada Hills-Knollwood Community Planning Area (CPA) or County Santa Clarita Valley area. Implementation of the proposed project would create direct and indirect short- and long-term employment opportunities. The extent of the proposed project employment opportunities is not significant and can be accommodated by the region's existing labor force. As a result, the proposed project is anticipated to have only a minimal effect on existing housing markets in the Los Angeles region; therefore, no additional analysis of this topical issue is provided in the Draft SEIR.

Implementation of the proposed City/County Landfill Project is not anticipated to impact the property value of existing residential units proximate to the project site. A residential valuation study was prepared by Dr. Chapman Finley of JurEcon, Inc., for the Sunshine Canyon Landfill County Expansion entitled *An Evaluation of the Sunshine Canyon Landfill's Impact on the Value of Homes in Adjacent Residential Neighborhoods* (November 1988) and provided in the *Draft Environmental Impact Report,*

Sunshine Canyon Landfill Extension, Responses to Comments, Volume A, Appendix 7. Based on this study, which compared neighborhoods adjacent to the project site with four similar residential areas located at specified distances from the site, it was determined that the existing inactive landfill (when operational) had no discernible economic impact on property values in the immediate area. A similar study was conducted for the Puente Hills Landfill during its environmental review. Findings of that study concluded that property values near that landfill were not impacted as a result of landfill development or operation. Results of both of these studies are summarized in the Draft SEIR, Volume II, Appendix C14. It is expected that development of the proposed City/County Landfill Project would have no significant impact on the resale value of residential homes in the project vicinity; therefore, no further analysis is included in the Draft SEIR.

Transportation and Circulation (Los Angeles County Congestion Management Program) - Section 4.13.2 of the Draft SEIR

Since a.m./p.m. peak-hour project-generated trips are below the threshold of 150 or more trips, as stated in the Congestion Management Program Traffic Impact Analysis warrants and procedures, no analysis was performed and no mitigation is required. The peak-hour project-related traffic assignments indicate that the proposed City/ County Landfill Project will add a maximum of 73 trips in either direction along the I-5 Freeway during the a.m./ p.m. peak hours.

Transportation and Circulation (Construction-Related Traffic) - Section 4.13.3 of the Draft SEIR

Construction-related traffic impacts on adjacent roadway networks will be minimal, short term, and of limited duration and therefore would not significantly impact transportation and circulation. During construction activities, it is anticipated that onsite personnel would not exceed 70 persons. Based on one person per vehicle, approximately 140 trip ends would be generated daily (i.e., 70 inbound and 70 outbound). In addition construction-related vehicles would generate up to 16 trips (eight inbound trips and eight outbound trips).

Transportation and Circulation (Access Roadway in Sunshine Canyon) - Section 4.13.5 of the Draft SEIR

As part of implementation of the proposed City/County Landfill Project, the existing access roadway will be used until realignment of the roadway is required to accommodate the development of landfilling areas within the project site. During this development, the access road would be progressively shortened and realigned toward the mouth of Sunshine Canyon. Realignment would also result in the landfill entrance being relocated approximately 50 feet southward of its present location. The final realignment of the access roadway would parallel the I-5 Freeway. Realignment of the access roadway would not result in additional grading and construction-related impacts beyond those described for earth resources, air quality, and noise within the Draft SEIR.

Transportation and Circulation (Public Transportation - Bus Lines, Rail and Light Rail) - Section 4.13.6 of the Draft SEIR

The proposed City/County Landfill Project would be consistent with the goals and policies of the Regional Mobility Element (RME)[27] and would not impact bus lines or rail and light rail service as discussed below.

Bus Lines. The proposed project is not anticipated to impact and/or affect any of the localized bus routes during construction or operation of the landfill facility since no service routes are located on roadways adjacent to the project site.

Rail and Light Rail. Due to the distance of the project site from existing rail lines and stations, the development and operation of the proposed project are not expected to disrupt service or impact the existing or proposed rail lines within the immediate area.

Public Services (Police) - Section 4.14.2 of the Draft SEIR

Environmental impacts were determined not to be significant in the Initial Study and Checklist dated July 25, 1991. Development of the proposed City/County Landfill Project would require a minimal increase in service calls due to the presence of onsite security, existing perimeter fencing, and the remote location of

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27 *Regional Mobility Element*, Southern California Association of Governments. June 1994.

the project site within a canyon area. In addition, the City Police Department was contacted as part of the Notice of Early Consultation and Notice of Preparation process to assess any potential impact resulting from project implementation. The Police Department responded that it does not foresee an impact on its services and recommended that security measures be incorporated into the project.[28] This correspondence is included in the Draft SEIR, Volume II, Appendix A14.

Public Services (Hiking and Equestrian Trails) - Section 4.14.5 of the Draft SEIR

Although the development of the proposed project would not be compatible with the development of two potential hiking/equestrian trails within Sunshine Canyon (as identified in the Rim of the Valley Trail Corridor Master Plan), even without implementation of the proposed project, these trails could not be developed due to the operation of the County Landfill. The development of hiking and equestrian trails in Sunshine Canyon with or without the development of the proposed project would be in conflict with existing, heavy industrial uses that occur as a result of landfilling operations.

The Master Plan identifies these potential trails as having the lowest rated priority for State acquisition. Highest acquisition priority has been given for the development of a trail in East Canyon. In response to regional hiking and equestrian trail needs, the County required that the project proponent dedicate acreage in East Canyon and upper Bee Canyon for hiking and equestrian uses. This dedicated acreage will provide regional hiking and equestrian trail linkage by connecting City-, County-, and State-proposed trails. The development of this trail connection within East Canyon and upper Bee Canyon would preclude the need for hiking and equestrian trails in Sunshine Canyon. No significant impacts on hiking/equestrian trail usage are anticipated as result of implementing the proposed project.

Hikers and equestrians utilizing the upper elevations of the existing O'Melveny Park hiking and equestrian trail would have limited views of the landfill at the latter stages of project development. No significant impacts to

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[28] Captain David J. Kalish, City of Los Angeles Police Department, Planning and Research Division. Letter. August 11, 1992.

these trail users are anticipated after the implementation of dust, litter and aesthetic mitigation measures previously described.

Upon closure of the landfill, a final revegetation program would be implemented and a thick layer of native vegetation consisting of grasses, brush, and trees would be planted to blend in with the surrounding hillside topography. Potential impacts would be mitigated to a less than significant level upon the permanent closure of the landfill facility. Any impacts on hiking and equestrian trail users at the O'Melveny trail would therefore be eliminated. The proposed project would not have a significant impact on future users of the proposed County Gavin Canyon Trail since this proposed trail would not be located on BFI property and would be separated from the project site by an intervening ridgeline. Therefore, hiking and equestrian users on this proposed trail would not have a direct view of disposal operations.

Public Services (Libraries) - Section 4.14.6 of the Draft SEIR

The topical issue of libraries was determined not to be significant in the Initial Study and Checklist dated July 25, 1991. Implementation of the proposed project is not expected to create additional demand on library services and/or resources contained therein due to the type of use (industrial versus residential) and the distance of the project site to the nearest libraries therefore no additional mitigation is required. The closest libraries within the City's jurisdiction include the Granada Hills Branch located at 10640 Petit Avenue and the Sylmar Branch located at 13059 Glenoaks Boulevard. These libraries are located approximately 5 miles from the project site.

Energy Conservation (Fossil Fuels) - Section 4.15 of the Draft SEIR

During construction approximately 2,914 gallons of fossil fuels (e.g., diesel fuel for heavy equipment and delivery trucks and gasoline for worker vehicles) would be consumed by the proposed project on a daily basis. During project operations, approximately 6,710 gpd of diesel fuels would be consumed by transfer trucks and refuse collection trucks and by operating heavy equipment during daily landfilling operations. During project operations, approximately 325 gpd of gasoline would be

consumed on a daily basis by local delivery waste-hauling trucks, landfill employee commute trips, and local service vehicles. Overall, during the operation of the proposed City/County Landfill Project, approximately 7,035 gpd of fossil fuels (diesel fuel and gasoline) would be consumed on a daily basis.

Since fuel consumed by existing transfer trucks and collection vehicles is already being expended during the collection and disposal of refuse within the region these trips are not actually considered new or augment the use of fuel. Additionally, because refuse haulers and the public would generally seek the most proximate location in which to deliver refuse, both an economic cost and fuel savings are expected. Given the size of the project and project needs, this amount of fossil fuel consumption is not considered wasteful, inefficient, or an unnecessary consumption of energy since onsite operational equipment is only used as warranted and employee trips are considered necessary therefore no additional mitigation measures are required.

Utilities (Natural Gas) - Section 4.16.2 of the Draft SEIR

Environmental impacts were determined not to be significant in the Initial Study and Checklist dated July 25, 1991. Natural gas lines are not located on the project site nor are any planned extensions to existing gas lines in the project vicinity being proposed.

Utilities (Communication Systems) - Section 4.16.3 of the Draft SEIR

Environmental impacts were determined not to be significant in the Initial Study and Checklist dated July 25, 1991. Based on the regional and local availability of communication infrastructure, telephone service can be readily extended to the project site by fiber optic cable that presently services the operational County Landfill.

Utilities (Sewers) - Section 4.16.5 of the Draft SEIR

Environmental impacts were determined not to be significant in the Initial Study and Checklist dated July 25, 1991. Refer also to the Draft SEIR, Appendix A7 and correspondence received from the County Sanitation

Districts of Los Angeles County.[29] The County Landfill currently has a septic leach field system for septic waste generated onsite. This system would be adequate to serve 35 additional employees, in addition to the 52 employees currently employed at the County Landfill. Therefore, development of the City/County Landfill would not result in further demand on the local or regional sewer system.

Utilities (Solid Waste) - Section 4.16.7 of the Draft SEIR

Solid waste disposal was determined not to be a significant issue in the Initial Study and Checklist because implementation of the proposed project would not result in a significant amount of solid waste generation. However, as a result of project development, construction debris would be generated during construction phasing and would include the following: vegetation removed for excavation and debris generated during construction. Additionally, during grading operations, noncompatible soils and oversized materials may require removal. All materials would be disposed of at the County Landfill or reused until the proposed project is deemed operational.

All construction and demolition wastes would include, but may not be limited to, inert solids comprised of rock, concrete, brick, sand, soil, asphalt, and sheetrock. The project proponent would utilize recyclable inert materials since these materials can be reused in other construction applications. Materials such as concrete, asphalt, dirt, and wood waste would be stockpiled and recycled. It is expected that no substantial volumes of inert materials would be generated and that, to the greatest extent possible, materials generated would be recycled onsite or disposed of at the County Landfill therefore no additional mitigation measures are required.

In addition, City/County Landfill employees would generate approximately 618 pounds (or 0.309 ton) of solid waste per day. Administrative/employee buildings would be provided with recycling bins. Solid wastes not recycled would be landfilled onsite. Therefore, no impacts on solid waste disposal (i.e., onsite) are anticipated.

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29 David B. Lambert, Project Engineer, Financial Planning and Property Management Section, County Sanitation Districts of Los Angeles County. Letter. April 28, 1992.

Cultural/Scientific Resources (Historical Resources) - Section 4.19.3 of the Draft SEIR

This topical issue was determined not to be significant in the Initial Study and Checklist since no historically significant structures exist on the project site.

5.0 SIGNIFICANT OR POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

The City has determined, based on the threshold criteria for significance initially presented in the Draft SEIR and subsequently presented in the Final SEIR, that the environmental effects listed below will clearly not exceed levels that have been determined by the City to be significant or, if significant, feasible mitigation measures have been identified in the SEIR that will result in the avoidance or substantial reduction of those effects to a less than significant level.

5.1 EARTH RESOURCES

5.1.1 Description of Potential Significant Effect: The proposed project would result in substantial grading and excavation that would alter the existing onsite topography and vegetation.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 1:** All grading activities shall be performed in accordance with the provisions of Division 70 of the City of Los Angeles Building Regulations, CCR Title 14, and with the rules and regulations as established by the City Department of Building and Safety.

b. **Mitigation Measure No. 2:** Areas outside of and above the cut and fill as shown on the conceptual grading plan shall not be graded, except for development of ancillary facilities or other related improvements. Additional grading may be necessary for slope stability or drainage purposes. Prior to undertaking any grading activities, the Department of Building and Safety shall be notified and approve any additional grading based on engineering studies (in accordance with CCR Title 14) provided by the project proponent and independently evaluated by the Department of Building and Safety.

c. **Mitigation Measure No. 3:** During excavation, any unsuitable material encountered below the base grade for the landfill, including alluvium, organic material, and landslide debris, shall be removed. Engineered compacted fill shall be placed in those areas to restore the base grade for liner system construction. Excess material not used immediately for cover material shall be stockpiled onsite for future use. The unsuitable material shall be excavated, a portion at a time, as the working area of the landfill progresses to avoid opening large sections of potentially unstable material. A buffer area (i.e., 50 -100 horizontal feet or as deemed appropriate to maintain safe working conditions) shall be used between the active cells receiving waste and areas under excavation. In accordance with CCR Title 14, certified engineering geologist shall delineate the limits of the unsuitable material and associated "backcuts" to facilitate removals during excavation. Removal shall not occur during the rainy season (October 1 - April 30) or when the ground is saturated unless performed under the direction and specifications of a certified engineering geologist.

d. **Mitigation Measure No. 4:** Grading that allows for construction of ancillary facilities outside of the landfill footprint or that has the potential to impact property beyond the boundary of the landfill shall be approved by the Department of Building and Safety.

e. **Mitigation Measure No. 5:** All grading activities shall be in compliance with specific requirements provided in a comprehensive geotechnical report prepared specifically for the proposed project, including provisions for excavation approved by the Department of Building and Safety, City Engineer, City Local Enforcement Agency (LEA) and other Responsible Agencies.

f. **Mitigation Measure No. 6:** Revegetation and erosion control procedures on all exposed slopes shall be implemented. The erosion controls to be implemented at the site shall include soil stabilization measures and revegetation in accordance with the approved revegetation plan as approved by the City Building and Safety Department. Interceptor ditches shall be designed to divert storm runoff to a sedimentation basin.

g. **Mitigation Measure No. 7:** Prior to the initiation of grading activities, the project proponent shal

undertake, if necessary, reabandonment procedures as required by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to grading identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Project development would necessitate site grading to remediate existing geologic conditions; remove and recompact areas of noncompacted soil; remove debris, site vegetation, and other deleterious materials; and accommodate the development of landfill footprint, ancillary facilities, building pads, and internal circulation system.

2. Site grading for the proposed combined City/County Landfill footprint would result in the direct development of ±451 acres. Preliminary earthwork estimates for the proposed City/County Landfill footprint would include approximately 10,044,500 cubic yards (cu. yd.) of excavation material. Rough grading quantities would be balanced onsite.

3. Excavated soils would be used onsite for uses such as the liner foundation layer, liner operations layer, daily cover, intermediate cover, and the vegetative or erosion control layer of the final cover.

4. Development of the landfill would modify the physical form of the land area as construction occurs to the designated contour elevation of 2,000 feet above mean sea level (MSL) within the City portion of Sunshine Canyon within defined boundaries. The final landfill form would result in a small, relatively flat deck, providing a landfill crown area with side slopes tapering down to base-grade elevations in all directions. To the greatest extent feasible, this type of man-made feature would be engineered, constructed, and revegetated (i.e., interim and final) to blend in with natural landform relief of the surrounding mountainous terrain.

5. Grading activities have the potential to affect previously abandoned oil and gas wells within Sunshine Canyon unless they are identified, tested, and possibly reabandoned in accordance with standards and procedures set forth by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources.

Reference: For a complete discussion of impacts relating to Earth Resources (Grading Activities), please see Section 4.1.1 of the Draft SEIR and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

Geologic Hazards - Mudflow and Landslide

5.1.2 **Description of Potential Significant Effect**: Grading and excavation for project development have the potential to uncover and affect landslide material.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 8**: When excavating for the landfill operation, if a landslide is encountered, all material constituting that landslide shall be removed. Excess landslide material not used immediately for cover material shall be stockpiled onsite for future use. If necessary, the landslide area shall be excavated a portion at a time to avoid opening large sections of potentially unstable material. A buffer area shall be maintained between the active landfill cells receiving waste and areas under excavation to remove overburden soils, landslide debris, and weathered bedrock. A qualified geologist shall delineate the limits of the landslide during excavation. Landslide removal shall not commence when the ground is saturated, unless removed under the direction and specifications of a certified engineering geologist.

b. **Mitigation Measure No. 9**: Areas of excavation and areas of loose soil (i.e., around haul roads, etc.) shall be stabilized to prevent erosion before the onset of the rainy season.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to

landslides identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Landslides have been identified within Sunshine Canyon (both City and County jurisdictions) by aerial photograph interpretation, detailed field mapping, and mapping of features exposed during site operations. The landslides are composed of matrix materials that include unconsolidated clay, sand, and boulders that enclose various sizes of sandstone, shale, and conglomerate blocks. The lithologic characteristics and positioning of the landslide masses indicate origins within the Towsley Formation. Landslide morphology appears to be controlled by slip along bedding planes or weak seams parallel to the bedding. Due to the favorable orientation of the geologic strata bedding, the footprint of the proposed City/County Landfill is relatively free of landslides.

2. One large landslide deposit was mapped in the area of the City/County boundary. The long axis of the landslide trends approximately southeasterly, and the maximum depth of the slide in that location ranges from approximately 40 to 70 feet. The landslide is a bedding plane block slide with movement along the bedding planes. The slide plane of this landslide is relatively shallow and will be excavated from the top down and completely removed. Construction that would occur within the landslide area would involve excavating the affected soils and ensuring that there are no resulting impacts on slope stability. The only other mapped landslide within the City is located southeast of the existing inactive landfill, and its removal would not impact project development.

Reference: For a complete discussion of impacts relating to Earth Resources (Mudflow and Landslide, including lithologic history), please see Section 4.1.2 of the Draft SEIR and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

Geologic Hazards - Seismicity

5.1.3 **Description of Potential Significant Effect:** Potential seismic hazards would include primary fault rupture,

secondary ground rupture, and strong shaking.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 10**: The landfill facility shall be designed and constructed to meet CCR, Title 14, Division 7, Chapter 3, Article 7.8, § 17777 (Final Site Face) and CCR, Title 23, Division 3, Chapter 15, Article 4, § 2547 (Seismic Design) requirements "to withstand the maximum probable earthquake without damage to the foundations or to the structures which control leachate, surface drainage, erosion, or gas." Design consideration shall include strong ground shaking and secondary ground rupture. In addition, the project proponent shall comply with RCRA, Subtitle D, 40 CFR Part 258, Subpart B, § 258.13 (Fault Areas) which states "new municipal solid waste landfill units and lateral expansions shall not be located within 200 feet (60 meters) of a fault that has had displacement in Holocene time . . ." The landfill design and seismic analysis will be reviewed by the RWQCB.

b. **Mitigation Measure No. 11**: An operations checklist shall be used by a registered engineering geologist for surveys following all earthquake events measuring 5.0 on the Richter scale or greater near the project site. A comparison of operating parameters and site conditions before and after major earthquake events shall be made to verify that systems are operational as designed. Final designs for major engineered structures shall be based on the results of the detailed stability analyses of potential seismic events.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to seismic activity identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. The most significant geologic hazard to the proposed project would be the potential for moderate to severe seismic shaking and associated ground rupture that is

likely to occur during the design life of the Sunshine Canyon Landfill project. The project site is located in the highly seismic Southern California region within the influence of several fault systems that are considered active or potentially active. The San Fernando-Sierra Madre Fault, with a site-to-source distance of 3.0 miles is the closest fault to the project site. In addition to known faults that could impact the site, recent research indicates that "blind faults" (faults that apparently have not broken the surface and display little or no surface expression) may underlie the Los Angeles Basin and adjacent areas.

2. Strong shaking can result in damage to the landfill waste containment system due to seismically induced displacement of the waste mass. Strong shaking can also induce landsliding in natural geologic materials that could, in turn, result in damage to the landfill containment systems (i.e., the liner, cover, leachate collection and removal, gas extraction, and surface water drainage systems).

Reference: For a complete discussion of impacts relating to Earth Resources (Seismicity), please see Section 4.1.3 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; Topical Issue 1: Seismicity and Topical Issue 2: Landfill Stability During Northridge Earthquake.

Geologic Hazards - Liquefaction

5.1.4 **Description of Potential Significant Effect**: Potential ground failure due to liquefaction could occur at the project site.

Mitigation Measures: Based on the analysis presented in the Final SEIR the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 12**: Alluvium in the canyon bottoms beneath the footprint of the waste containment system and beneath ancillary structures shall be excavated and, if necessary, replaced with compacted structural fill during construction. A qualified geologist shall be onsite during construction activities to observe removal and replacement of alluvium and verify that all alluvium within the landfill footprint has been removed prior to placement of any compacted fill or

construction of any containment system elements.

b. **Mitigation Measure No. 13**: The landfill facility shall be designed and constructed in accordance with RCRA, Subtitle D, 40 CFR, Part 258, Subpart B, § 258.14 (Unstable Areas) so that there would be no liquefaction-related impacts.

c. **Mitigation Measure No. 14**: The landfill facility shall be designed and constructed in accordance with CCR, Title 23, Division 3, Chapter 15, Article 3, § 2530(d) (Classification and Siting Criteria), which requires that "all containment structures at waste management units shall have a foundation or base capable of providing support for the structures and capable of withstanding hydraulic pressure gradients to prevent failure due to settlement, compression, or uplift as certified by a registered civil engineer or certified engineering geologist."

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to liquefaction identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Ground failure due to liquefaction is a process whereby water-saturated, loosely consolidated, cohesionless sediments lose strength and subsequently fail due to the strong shaking from earthquakes. The hazards associated with liquefaction range from minimal ground cracking to sand boils, lateral spreads, and slumping. At the project site, the potential occurrence of liquefaction is limited chiefly to the water-saturated alluvium located at depths of less than 30 feet in the canyon bottoms. These alluvial deposits would be removed during site preparation.

Reference: For a complete discussion of impacts relating to Earth Resources (Liquefaction), please see Section 4.1.5 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

Geologic Hazards - Slope Stability

5.1.5 **Description of Potential Significant Effect**: Potential slope failure could occur in the steeper areas within Sunshine Canyon.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 15**: Final maximum refuse slope gradient at the site shall be no steeper than 2H:1V (horizontal to vertical) for the landfill.

b. **Mitigation Measure No. 16**: Final cut-and-fill slopes shall have an overall slope gradient no steeper than 1.5H:1V.

c. **Mitigation Measure No. 17**: Final slopes shall be engineered to have a static factor of safety of at least 1.5.

d. **Mitigation Measure No. 18**: Survey monuments shall be installed around the perimeters of the outer fill areas at points where they would not be subject to disturbance by landfill development. The exact spacing, location, and characteristics of the survey monuments shall be submitted to and approved by the City LEA.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to slope failure identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related feasible mitigation measures are presented in support of these findings:

1. Several small to moderate landslides occurred within the County portion of Sunshine Canyon following the 1971 San Fernando earthquake. Several small rock falls occurred within the City portion of Sunshine Canyon, and several small to moderate landslides occurred in steep drainage areas within the County portion following the 1994 Northridge earthquake. However, all engineered cut-and-fill slopes remained stable during both the San Fernando

and Northridge events.

2. Although the natural slopes on the site are considered to be relatively stable, the past occurrences of seismically induced slope failures suggest that there is a potential for future slope failures in the steeper areas within Sunshine Canyon. Little evidence has been found by consulting geologists that might indicate the presence of recent downslope failures in the larger, older landslide deposits. The absence of instability in the older landslide deposits indicates that their present configurations are in static equilibrium.

3. Canyon slopes at the project site are sometimes steeper than 1H:1V (horizontal to vertical), although they are typically 2H:1V. Stability analysis of existing landslides indicates that, unless adverse (out-of-slope) bedding conditions are present, 1H:1V slopes in the native material are stable under both static and seismic loading. When adverse bedding is present, slope angles of 2H:1V or flatter may be required to provide adequate static stability. Pseudo-static stability analyses for seismic loading and observations of the performance of slopes at the site during the San Fernando and Northridge earthquakes indicate that, when natural slopes at the project site have adequate static stability, the slopes perform well under seismic loading.

Reference: For a complete discussion of impacts relating to Earth Resources (Slope Stability), please see Section 4.1.6 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 2: Landfill Stability During Northridge Earthquake.

5.2 AIR QUALITY (ODOR)

5.2.1 Description of Potential Significant Effect: Waste materials received daily at the proposed landfill and landfill gases (LFGs) resulting from decomposing wastes have the potential to emit detectable odors.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 29:** The natural biological processes that generate odors in a landfill through anaerobic decomposition cannot be prevented or avoided

However, the LFGs shall be prevented from escaping to the atmosphere through the use of control measures. These measures include using daily and intermediate cover material over deposited wastes, filling any surface cracks with clean dirt as necessary, and extracting LFG through the use of an LFG collection and recovery system and destroying collected gases by combustion.

b. **Mitigation Measure No. 30**: Operational techniques shall be used to control odor sources at the landfill. The size of the working face shall be limited so that the area of waste exposed to the atmosphere is kept to a minimum.

c. **Mitigation Measure No. 31**: Solid waste shall be compacted within 1 hour of its arrival at the working face.

d. **Mitigation Measure No. 32**: The LFG collection and recovery system shall be installed in phases as each portion of the landfill site is filled. The final system shall contain a network of gas extraction wells, collection system piping, and flaring facilities. Because the LFG generation begins at lower levels of volume and increases during the landfill site life, the gas will be flared initially until sufficient quantities are available for processing into electricity.

e. **Mitigation Measure No. 33**: If an odor problem should develop, appropriate control measures shall be implemented. These measures include the application of daily cover material or more frequent application of the cover material to seal the landfill surface, or adjustments to the wells, equipment, and operation of the LFG collection and recovery system.

f. **Mitigation Measure No. 34**: To ensure that odors are kept to a minimum, the following odor/LFG monitoring program shall be implemented for the proposed landfill project. The monitoring program shall comply with the requirements of SCAQMD Rule 1150.1 and include the following:

- Sample Probe Installation: One monitoring probe per 1,000 feet of landfill perimeter shall be installed to identify potential areas of subsurface LFG migration. These probes shall be monitored to ensure that large quantities of LFG do not vent offsite through subsurface soils.

- Integrated Landfill Surface Samples: The landfill surface shall be monitored to ensure that the average concentration of total organic compounds over the landfill surface does not exceed SCAQMD's standard of 50 ppm.

- Ambient Air Samples: 24-hour integrated gas samples and required meteorological data shall be taken to assess any impact the landfill is having on the ambient air quality at the landfill perimeter.

- Instantaneous Landfill Surface Monitoring: Spot checks on the landfill surface shall be made to determine the maximum concentration of total organic compounds measured as methane, measured at any one point on the surface of the landfill does not exceed the SCAQMD's standard of 500 ppm.

- Regular Monitoring and Annual Testing: LFG concentrations at perimeter probes, gas collection system headers, the landfill surface, and in ambient air downwind of the landfill shall be monitored once per month or less frequently (but no less than quarterly) as required by the SCAQMD. The LFG collection system shall be adjusted and improved based on quarterly monitoring data and annual stack testing results.

g. **Mitigation Measure No. 35**: LFG flaring systems shall be sited as required by the SCAQMD and constructed using BACT. The flames shall be totally contained within the stack. Flame arresters shall be provided to the satisfaction of the City Local Enforcement Agency. To the extent technically and economically feasible, gas recovered at the landfill site shall be converted to energy or developed for other beneficial uses rather than flared.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to odors identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Two potential sources of odors are generally associated with most landfilling operations. The first source of odor is directly related to the specific types of refuse brought to the landfill prior to emplacement, compaction, and the application of daily cover material. The second source of odor is from the methane-related gases produced from the anaerobic (oxygen-free) microbial decomposition of organic matter in refuse that produces natural LFGs.

2. The first potential source of odor is primarily based on factors that include the type of materials comprising waste, age of the refuse, acidic content of the waste (pH level), moisture content in the refuse, degree to which the refuse is compacted at the landfill, particle size, temperature, and degree of mixing and types of organics present.

3. The proposed landfilling operations are located at sufficient distances from the potential receptors (residential) and separated by sufficient terrain (1,700 feet to the nearest residence) so that no odor nuisance from refuse emplacement should occur. Additional barriers include the inactive landfill, which is approximately 300 feet in height, and a ±100 acre buffer area. These two features pose sufficient screening and distance to inhibit the transmission of odors beyond the project site boundaries.

4. Carbon Dioxide (CO_2) (38 to 46 percent) and methane (53 to 60 percent) are the two main constituents of the natural LFGs produced, neither of which has a perceptible odor to humans. However, trace amounts of other gases that are malodorous are also produced during anaerobic decomposition. As the natural gases are generated within the landfill cells, internal landfill cell pressures move the gases within and away from the landfill along paths of least resistance. Generally, anaerobic processes begin locally and are then followed by the depletion of oxygen in isolated pockets. Processes peak in CO_2 production which typically occurs approximately 11 to 40 days after refuse emplacement. The methane-forming microorganisms begin formation approximately 1 to 2 years after landfilling. Odors can occur when the landfill surface, due to differential waste settlement, subsidence, or cracks, allows the LFG to escape into the atmosphere.

Reference: For a complete discussion of impacts relating to Air Quality (Odor Impacts), please see Section 4.2.13 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 4: Landfill Gas Generation and Odor Control.

5.3 SURFACE AND GROUNDWATER

5.3.1 **Description of Potential Significant Effect**: Implementation of the proposed project would change the existing surface water patterns and hydrologic conditions at the project site. Construction grading and the removal of surficial vegetation would remove existing barriers that currently act to dissipate (i.e., slow down and reduce) water runoff from the site. As a result, the proposed project has the potential to increase the surface water runoff and peak discharge, increase erosion and sediment transport, and decrease surface water quality due to increased sediment loads.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 36**: To ensure that infiltration of surface water into the closed landfill cells is minimized, surface runoff shall be intercepted and diverted around the landfill. The method of diversion used at the project site shall include the use of lined interceptor ditches placed along the edges of the landfill areas. This system of ditches shall flow into monitored sedimentation basins. After sediment content has been reduced, surface waters shall flow into the existing flood control channel directly east of the project site entrance.

b. **Mitigation Measure No. 37**: As development of the site proceeds, surface drainage systems shall be maintained so that surface runoff is diverted away from working slopes and isolated from landfilled refuse. Onsite drainage channels would be designed per CCR, Title 23, Division 3, Chapter 15, Article 3, § 2533(C), and County of Los Angeles Public Works Department, Flood Control Division requirements.

c. **Mitigation Measure No. 38**: Permanent bench drainage ditches shall be installed when final cover is placed on

completed portions of the landfill. These ditches shall be lined. Temporary unlined drainage facilities consisting of diversion ditches (V-ditches) where necessary shall directly intercept natural surface runoff. Any intermittent channel flow in the existing canyon bottom shall be captured, channelized, and conveyed into Sedimentation Basin A. Diversion ditches shall convey surface runoff from the undisturbed areas to the permanent perimeter ditches for safe transport around the landfill footprint. Surface covers of various types, from mulches to vegetation, shall be used to retard erosion from areas of disturbance. In addition, areas of disturbance shall be kept at a minimum during active filling operations.

d. **Mitigation Measure No. 39:** As filling operations progress upward in elevation and laterally across the canyon, both permanent and temporary drainage facilities shall be used to provide appropriate drainage protection. The lower-elevation portions of the landfill working face shall be placed under final cover as soon as final grade is attained, and bench ditches shall be installed that will connect to adjacent, permanent perimeter ditches. These ditches shall connect directly to the temporary diversion drainage ditches that will protect the active landfill areas from natural surface runoff.

e. **Mitigation Measure No. 40:** In order to monitor the effectiveness of those measures designed to prevent pollution from entering the offsite stormwater system, the project proponent shall be required to apply for coverage under the SWRCB's General Construction Activities Stormwater Permit Programs.

f. **Mitigation Measure No. 41:** The surface water collection system shall be designed to collect runoff and collect/ retain suspended solids. Water leaving the sedimentation basins shall be monitored in accordance with NPDES requirements.

g. **Mitigation Measure No. 42:** Surface water quality shall be monitored by collecting water samples from the sedimentation basins to ensure that water quality protection standards (contaminant levels) as determined for the site by the LARWQCB are not exceeded.

h. **Mitigation Measure No. 43:** Sediment shall be cleaned out of the sedimentation basins after every significant

storm.

i. **Mitigation Measure No. 44**: The final landfill cover shall be compacted and graded with a minimum 3-percent gradient to preclude percolation of rainwater and direct surface water runoff away from the landfilled refuse and into drains that ultimately discharge into the monitored sedimentation basins.

j. **Mitigation Measure No. 45**: An erosion control plan would be implemented by the project proponent to prevent stormwater pollution from construction activity. Construction materials, equipments and vehicles would be stored or parked in areas protected from stormwater runoff. Construction material loading and unloading would be in designated areas to minimize any washout due to stormwater runoff. Pre-construction controls would be implemented to include the use of a sandbagging system, including sandbag check dams and sandbag desilting basins, which would be used to limit runoff velocities and minimize sediment in stormwater runoff.

k. **Mitigation Measure No. 46**: A preventive maintenance program would be implemented by the project proponent including inspection of facility equipment, systems, and stormwater management devices to detect conditions that may cause breakdowns or failures resulting in discharge of materials into stormwater. This program applies to the onsite drainage ditches; rip-rap; berms and dikes; dust control; silt fences; diversion grading; and pavement surfaces. Each system and piece of equipment would be inspected monthly. Procedures for inspection would vary due to the piece of equipment or system. However, the major elements of the inspection program would include checking for cracks or structural failures, inspecting parts or pieces of equipment nonfunctioning, checking for the degradation or deterioration of operating units, and investigating the need for cleaning or emptying units.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to surface water identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of the

findings:

1. A small portion of the project site (i.e., near the bottom of the canyon where the creek flows offsite) is designated in Zone A in the 1980 version of Panel 0005C of the floodplain maps. Zone A is classified for a 100-year floodplain.

2. Surface water runoff from precipitation, flow from tributary channels, and erosion caused by these flows converge at the mouth of Sunshine Canyon near the landfill entrance. Currently, surface water from within the upper reaches of Sunshine Canyon is collected in the County Landfill sedimentation basin and periodically monitored under the stormwater monitoring plan for the operational County Landfill. This sedimentation basin was designed to control the sediment load transported by surface water runoff and contain the ultimate peak discharge from both a 50-year, 96-hour storm event (the Los Angeles County standard) and a 100-year, 24-hour storm event (the State Water Resources Control Board [SWRCB] standard).

3. Offsite, surface water from the project site flows underneath San Fernando Road into an 8-foot-wide box culvert that is maintained by the City Bureau of Engineering (BOE). The culvert is approximately 120 feet long and releases surface water into the Weldon Canyon Flood Control Channel, which is located directly east of the site entrance across San Fernando Road. This channel is part of the City's flood control system. Drainage in this channel flows south for approximately 2 miles and then passes through a debris basin located directly west of the Los Angeles Reservoir. After passing through this basin, surface water enters the Bull Creek Flood Control Channel located approximately 3.5 miles south of the project site. This channel is owned, operated, and maintained by the County Department of Public Works (DPW), Flood Control Division. Surface water then enters the Sepulveda Dam approximately 11 miles south of the project site. This dam is owned, operated, and maintained by the U.S. Army Corps of Engineers (Corps). Both the Bull Creek Flood Control Channel and the Sepulveda Dam have sufficient volume capacity to accommodate regional stormwater flows.

4. The existing inactive landfill has numerous drainage control improvement features, such as benches,

interceptor ditches, and concrete drainage channels, t divert surface water runoff away from the landfill. These control improvements are maintained regularly and closely monitored during the rainy season so that any necessary repairs or maintenance can be performed in an expeditious manner. Any areas of ponding or erosion damage on the existing inactive landfill are repaired upon discovery and as weather permits.

5. All wastewater discharges in the Los Angeles region whether of surface or groundwaters are subject to Waste Discharge Requirements (WDRs), which are submitted and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). In addition, the U.S. Environmental Protection Agency (USEPA) has delegated responsibility to the State and LARWQCB for implementation of the federal National Pollutant Discharge Elimination System (NPDES) program. The WDRs for discharges to surface waters also serve as NPDES permits. These programs are intended to regulate controllable discharges. It is illegal to discharge wastes into any waters of the State without obtaining appropriate WDRs or NPDES permits.

6. Basic NPDES component requirements include discharg limitations, standard requirements and provisions outlining the discharger's general discharge requirements and monitoring and reporting responsibilities, and a monitoring program to collect and analyze samples and submit monitoring reports to the LARWQCB.

7. The general NPDES permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that emphasizes stormwater best management practices (BMPs). New dischargers must submit a Notice of Intent (NOI) and develop and implement an SWPPP prior to commencement of operations. All dischargers must prepare, retain onsite, and implement an SWPPP. The NOI is a standard set of forms (including an accompanying site plan) that provides basic information about the landfill facility, its location, and potential for stormwater discharge. In general, the SWPPP describes site conditions and activities that identify sources of pollution that may affect stormwater discharge quality, describes appropriate stormwater management practices that would reduce pollution in stormwater discharges, certifies that nonstormwater discharges have been eliminated, and provides annual verification throug

onsite inspection that all elements of the SWPPP are in compliance. The SWPPP for the operating County Landfill is retained onsite.

8. The project site is within the 900-square-mile (sq. mi.) Los Angeles River Watershed Basin and the Sunshine Canyon watershed. The Los Angeles River is the major drainage system in this basin. The upper reaches of the river carry urban runoff and flows from the San Fernando Valley. Below the Sepulveda Dam, flows are dominated by tertiary-treated effluent from several municipal wastewater treatment plants. Because the watershed is highly urbanized, urban runoff and illegal dumping are major contributors to water quality impairment. See also the Responses to Comments in the Final SEIR, Topical Issue

Reference: For a complete discussion of impacts relating to Surface and Groundwater (Surface Water), please see Section 4.3.1 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 5: Stormwater Runoff Control Measures.

Groundwater

5.3.2 **Description of Potential Significant Effect**: Leachate from saturated refuse has the potential to migrate and degrade the existing groundwater quality. In addition, the installation of a 12,000-gallon underground tank diesel fuel storage tank has the potential to degrade existing groundwater, if ruptured.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 47**: In compliance with the Resource Conservation and Recovery Act (RCRA), Subtitle D, 40 CFR, Part 258, Subpart D, § 258.40 (Design Criteria), the proposed City/County Landfill shall install a composite liner system consisting of two components: (1) the upper component shall consist of a minimum 30-mil flexible membrane liner (FML), and (2) the lower component shall consist of a low-permeability soil layer equivalent to at least a 2-foot layer of compacted low-permeability soil with a hydraulic conductivity of no more than 1×10^{-7} centimeters per second. If an FML component consisting

of high-density polyethylene is utilized, it shall be at least 60 mils thick. If a thinner soil barrier layer of lower permeability is utilized, it shall have equal or superior containment capability. The FML component shall be installed in direct and uniform contact with the underlying low-permeability soil component. In addition, the landfill shall have a LCRS that shall consist of either a granular layer 1-foot minimum in thickness or a geosynthetic alternative with an equivalent flow capacity, and a minimum 2-foot thick protective soil cover over which refuse will be placed. There shall also be a protective toe berm at the landfill terminus.

b. **Mitigation Measure No. 48**: In accordance with RCRA, Subtitle D, 40 CFR, Part 258, the composite liner system that shall be placed under the entire landfill footprint, including the canyon bottom and side slopes. Design details of each site-specific liner system to be constructed shall be described in detail in the project proponent's ROWD for the landfill facility. The liner systems shall be constructed and field tested in accordance with strict quality assurance/quality control (QA/QC) procedures pursuant to criteria submitted to and approved by the LARWQCB prior to construction.

c. **Mitigation Measure No. 49**: Areas of natural groundwater seepage shall be intercepted by the installation of a subgrade gravel drainage blanket. A series of underdrains shall be placed in areas where seeps and springs have been identified, and they shall collect and convey any water from these sources to the sedimentation basin. In the event any chemical constituents are in the seep water, the seep waters will be sampled, analyzed, collected, and then sent either to the onsite leachate treatment facility or offsite for proper treatment and disposal. The nature and source of the seep would be investigated, including additional sampling and laboratory testing.

d. **Mitigation Measure No. 50**: The LCRS shall be installed at the base and side slopes of the landfill. This system shall be designed and installed to collect generated leachate for disposal consistent with LARWQCB requirements. The collection system shall consist of a filter rock blanket embedded with a system of collection pipes or a geosynthetic alternative that collects and transports the fluid to a holding tank. In accordance with RCRA, Subtitle D, 40 CFR, Part 258, the collecti

systems shall be designed to limit the hydraulic head on the liner to less than 12 inches. Collection pipes shall be sized and spaced to reduce the hydraulic head in the leachate collection system as specified in the WDRs. Leachate shall be recovered and treated onsite. The treated leachate shall be sampled on a regular basis to affirm suitability for reuse onsite.

e. **Mitigation Measure No. 51**: Final design and operating conditions for the leachate removal and treatment system shall be as specified by the LARWQCB in the proposed landfill's WDRs. The LCRS shall be designed and installed in accordance with CCR, Title 23, Division 3, Chapter 15, Article 4, § 2543 (Leachate Collection and Removal Systems), which requires that the LCRS be designed, constructed, maintained, and operated in a manner that collects and removes twice the maximum anticipated daily volume of leachate from the waste management unit.

f. **Mitigation Measure No. 52**: A gas collection layer shall be placed beneath the liner system where it overlies the existing inactive landfill to mitigate the potential for LFG migration.

g. **Mitigation Measure No. 53**: The existing groundwater monitoring wells located within the City portion of Sunshine Canyon shall continue to be monitored during the development of the proposed project. The monitoring system may be revised as construction progresses in the areas where wells are located as approved by the LARWQCB.

h. **Mitigation Measure No. 54**: A preliminary closure/postclosure plan shall be provided as part of the operating permit for the landfill. Closure regulations are contained in the CCR, Title 23, Division 3, Chapter 15, Article 8 (Closure and Postclosure Maintenance), § 2580 (General Closure Requirements) et seq. Completion of landfilling operations will occur once final approved elevations are reached.

i. **Mitigation Measure No. 55**: The design, operation, and final closure of the landfill project shall be monitored by the City LEA, CIWMB, and LARWQCB to ensure that the landfill will not create significant environmental impacts on local or regional water supplies.

j. **Mitigation Measure No. 56:** Application of daily, intermediate, and final covers in accordance with applicable regulatory requirements shall aid to restrict leachate formation by inhibiting the infiltration of water into the landfill waste prism.

k. **Mitigation Measure No. 57:** Dust control water shall be applied to wet only the upper soil surface.

l. **Mitigation Measure No. 58:** The project shall be operated as a Class III landfill and shall not accept hazardous materials or liquid waste. Further restrictions will be identified in the future WDRs required prior to project development.

m. **Mitigation Measure No. 59:** Underground diesel fuel storage tanks will be installed, monitored, and inspected in compliance with CCR Title 23, Division 3, Chapters 16 and 17, and City of Los Angeles Municipal Code Sections 57.31.34 through 57.39.18. Underground tanks would be double-walled and have sufficient secondary containment and a leak interception and detection system to prevent fluid migration.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to groundwater quality identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. The site is located within the San Fernando Hydrologic Subarea of the San Fernando Valley Groundwater Basin, Sylmar Subbasin. Volatile organic compounds (VOCs) and nitrates from industry, subsurface sewage disposal, and past agricultural activities are the primary pollutants of the San Fernando Valley Groundwater Basin. Designated potential beneficial uses of groundwater within the subarea include municipal, industrial, and agricultural water supply.

2. Groundwater at the project site generally flows in a south to southeast direction toward the mouth of Sunshine Canyon. Results of the drilling program and subsequent water level readings indicated that confined groundwater

conditions may exist at numerous locations within the project site. Groundwater in the uppermost aquifer occurs under unconfined conditions in the alluvial sediments and generally under confined conditions in the top weathered zone of the Towsley Formation. The lower bedrock zone was found to occur under confined conditions. Available groundwater studies indicate that potentially limited groundwater resources lie beneath the project site. Any possibility for groundwater migration has been effectively cut off due to the installation of the groundwater extraction trench across the bottom of Sunshine Canyon. The trench is approximately 200 feet long and is located across the access roadway near the southeast toe of the inactive landfill. This system is part of a comprehensive groundwater monitoring system (recognized by LARWQCB Board Order No. 87-158) implemented for the existing inactive landfill. This trench also serves to intercept drainage from the County Landfill.

3. Numerous springs and seeps have been discovered primarily in the County portion of Sunshine Canyon. The potential exists for these springs and seeps to occur within the project site. Generally, these springs and seeps are exposed during construction, grading, and removal of the alluvial materials during excavation activities. A subdrain system was installed beneath the operating County Landfill to capture and control springs and seeps and convey water into the existing sedimentation basin.

4. Currently, 22 groundwater monitoring wells are installed at the project site to monitor groundwater conditions and water quality. Since installation, groundwater has been sampled and analyzed quarterly for possible contamination. This network also includes leachate monitoring wells and a groundwater extraction trench. Results of the testing on both surface and groundwater samples indicated that the waters of the Sunshine Canyon watershed are of poor quality and unfit for use as a drinking water source. Concentrations of constituents in the groundwater, including chloride and VOCs, have been detected at the project site.

5. The vadose zone is monitored quarterly by five lysimeters that have been installed within Sunshine Canyon. The vadose zone is defined as the area below the landfill and above groundwater where water may be present or suspended in the weathered bedrock or soil. The presence or

absence of this water is monitored through the use of lysimeters, which are special wells designed to permit the measurement of water that may be in the pores of the soil or weathered bedrock above the groundwater zone. These wells provide monitoring of the alluvial deposits to detect seasonal flow within Sunshine Canyon. Quarterly monitoring results (since lysimeter installation) have indicated that no liquid or moisture is present. For the proposed City/County Landfill, lysimeters will not be part of the landfill's groundwater monitoring network. Instead, the vadose or unsaturated zone will be monitored with perimeter gas probes placed outside the liner system and into the gravel subdrain. Monitoring at the County Landfill is accomplished by sampling the underdrain system outfall points instead of lysimeters. For both areas, sampling is performed quarterly and findings are reported to the LARWQCB.

6. Excess water use or water spreading at or near the landfill may result in leachate generation and have an adverse impact on the existing groundwater conditions. Excess water used for irrigation on slopes to support vegetative growth and dust control could create the potential for leachate formation within the landfill mass.

Reference: For a complete discussion of impacts relating to Surface and Groundwater (Groundwater), please see Section 4.3.2 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; Topical Issue 6: Hydrogeologic Relationship between Sunshine Canyon and the San Fernando Valley Groundwater Basin, Topical Issue 7: Groundwater Protection, Topical Issue 8: Landfill Liner Design, and Topical Issue 9: Leachate Generation, Collection, and Treatment.

5.4 BIOLOGICAL RESOURCES

Vegetation and Wildlife Habitat

5.4.1 Description of Potential Significant Effect: Development of the proposed project would disturb existing plant communities, sensitive wildlife species, and habitat that supports sensitive plant or wildlife species.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

Venturan Coastal Sage Scrub

a. **Mitigation Measure No. 60:** A detailed conceptual mitigation plan shall be prepared by the project proponent and contain specific information on planting, maintenance, and monitoring. A revegetation plan that includes coastal sage scrub restoration can feasibly occur onsite. The implementation of this plan will provide onsite mitigation greater than 1:1 to offset the loss of coastal sage scrub.

b. **Mitigation Measure No. 61:** Surface soils and seed sources will be gathered from areas of the project site and spread within onsite mitigation areas.

Slender Mariposa Lily

c. **Mitigation Measure No. 62:** A conceptual mitigation plan for transplanting relocated lilies shall be developed by consulting biologists. That plan shall describe transplantation techniques, monitoring, and provide data required by Responsible Agencies during a 5-year monitoring period.

San Diego Horned Lizard

d. **Mitigation Measure No. 63:** Impacts on the San Diego horned lizard can be mitigated to a level of less than significant by restoring coastal sage scrub habitat. This will create a temporal loss of the species, but the population should recover following restoration of this habitat. Topsoils should be selected that are friable to suit lizard habitat requirements.

California Gnatcatcher

e. **Mitigation Measure No. 64:** Surveys shall be conducted for California gnatcatchers prior to onsite grading to determine the status of this species within development areas. Surveys shall be conducted in accordance with USFWS protocol and, if present, a Section 10(a) permit from the USFWS would be obtained by the project proponent. If grading activities occur during the nesting season (i.e., March through July), a federally permitted biologist will survey areas of project development to determine whether the species is present. If California gnatcatchers are present, onsite grading activities shall cease until USFWS officials are

notified. Either additional coastal sage scru restoration or the purchase of suitable offsite habitat will be required if California gnatcatchers are found onsite.

Least Bell's Vireo

f. **Mitigation Measure No. 65:** Surveys shall be conducted for Least Bell's vireo prior to onsite grading to determine the status of this species within development areas. Surveys shall be conducted in all areas of potential habitat. If this species is present onsite, a Section 10(a) permit from the USFWS would be obtained by the project proponent. If grading activities occur during the nesting season (i.e., April through July), a biologist will survey areas of project development to determine if the species is present. If present, onsite grading activities shall cease until USFWS officials are notified.

Western Burrowing Owl

g. **Mitigation Measure No. 66:** Preconstruction surveys shall be conducted by a consulting biologist at least 30 days prior to project grading to determine if the species i within the project site. If surveys indicate the presence of western burrowing owls, a relocation program shall be implemented.

Migratory Bird Treaty Act

h. **Mitigation Measure No. 67:** To prevent the loss of an active migratory bird nest, vegetation shall not be cleared during the breeding season (i.e., March 15 to August 1). If vegetation clearing needs to occur, surveys shall be conducted by biologists to determine active migratory bird nests. All active migratory bird nests shall be protected until the young become independent.

Raptor Nests

i. **Mitigation Measure No. 68:** If habitat removal is proposed during the raptor breeding season (i.e., March to July), a survey shall be conducted for active nesting areas. If active nests are found, no construction activity shall take place within 500 feet of an active nest until the young have fledged. The 500-foo

perimeter around each active nest shall be fenced. Trees containing nests shall only be removed during the non-breeding season.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to biological resources identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Twenty-five biological surveys have been conducted for the project site between 1978 and 1996.

2. The following plant communities have been identified on the project site: arroyo willow series (4.8 acres), southern willow scrub (1.9 acres), mulefat scrub (1.5 acres), Coast live oak woodland (45.3 acres), Southern California black walnut woodland (1.9 acres), Venturan coastal sage scrub (160.0 acres), chamise chaparral (9.5 acres), big-cone Douglas fir forest (3.1 acres), and nonnative grassland (19.7 acres). In addition, three other areas comprised of ornamental plantings (9.0 acres), the existing landfill (278.9 acres), and a mitigation area (0.3 acres) are located within the project site.

3. Ten species of amphibians are associated with the identified onsite habitats. These include five species of newts and salamanders, three species of toads, and two species of tree frogs. Of these, four species were observed, including ensatina (*Ensatina eschscholtzi*), black-bellied slender salamander (*Batrachoseps nigriventris*), western toad (*Bufo boreas*), and Pacific chorus frog (*Pseudacris regilla*).

4. Five species of lizards were observed onsite, including the western fence lizard (*Sceloporus occidentalis*), side-blotched lizard (*Uta stansburiana*), San Diego horned lizard (*Phrynosoma coronatum blainvillei*), coastal western whiptail (*Cnemidophorus tigris multiscutatus*), and southern alligator lizard (*Gerrhonotus multicarinatus*).

5. Ninety-four bird species were observed, and an additional 49 species were identified as potentially occurring in the project boundaries. Birds commonly observed in the arroyo willow series and southern willow scrub habitats include black phoebe (*Sayornis nigricans*), black-headed grosbeak (*Pheucticus melanocephalus*), bushtit (*Psaltriparus minimus*), lesser goldfinch (*Carduelis psaltria*), Bewick's wren (*Thryomanes bewickii*), song sparrow (*Melospiza melodia*), and house finch (*Carpodacus mexicanus*). The Coast live oak woodland habitat supports a wide diversity of birds, including the western scrub-jay (*Aphelocoma californica*), acorn woodpecker (*Melanerpes formicivorus*), Nuttall's woodpecker (*Picoides nuttallii*), plain titmouse (*Parus inornatus*), and phainopepla (*Phainopepla nitens*). Coastal sage scrub provides habitat for many species, including the California quail (*Callipepla californica*), Bewick's wren, California towhee (*Pipilo crissalis*), and lesser goldfinch. Bird species commonly observed in the chamise chaparral habitat include Anna's hummingbird (*Calypte anna*), western scrub-jay, Bewick's wren, bushtit, wrentit (*Chamaea fasciata*), and spotted towhee (*Pipilo maculatus*). Within the nonnative grasslands, the red-tailed hawk (*Buteo jamaicensis*), common raven (*Corvus corax*), mourning dove (*Zenaida macroura*), and house finch were commonly observed. Birds commonly identified in the existing inactive landfill and ornamental planted areas include the rock dove (*Columba livia*), Say's phoebe (*Sayornis saya*), common raven, house finch, lesser goldfinch, Anna's hummingbird, and mourning dove.

6. The following raptor species were observed onsite: the white-tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperii*), red-shouldered hawk (*Buteo lineatus*), red-tailed hawk, golden eagle (*Aquila chrysaetos*), American kestrel (*Falco sparverius*), prairie falcon (*Falco mexicanus*), and turkey vultures (*Cathartes aura*). In addition, the northern harrier (*Circus cyaneus*) was observed adjacent to the project site.

7. Seventeen species of mammals were observed, and 38 additional species are considered to be potentially occurring. Mammals most commonly observed include the western gray squirrel (*Sciurus griseus*), California ground squirrel (*Spermophilus beecheyi*), Merriam's chipmunk (*Tamias merriami*), desert cottontail (*Sylvilagus audubonii*), racoon (*Procyon lotor*), and mule deer

(*Odocoileus hemionus*).

8. During field surveys, two sensitive plant species were located onsite: the southern California black walnut (*Juglans californica* var. *californica*) and the slender mariposa lily (*Calochortus catalinae* var. *gracilus*).

9. Forty-seven sensitive wildlife species are known to occur or potentially occur onsite. During field surveys, the following 10 sensitive species were observed: coastal western whiptail (*Cnemidophorus tigris multiscutatus*), San Diego horned lizard (*Phrynosoma coronatum blainvillei*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), yellow warbler (*Dendroica petechia*), California horned lark (*Eremophila alpestris actia*), loggerhead shrike (*Lanius ludovicianus*), Cooper's hawk, golden eagle, white-tailed kite, and prairie falcon.

10. The proposed project would impact ±3 acres of arroyo willow series, ±0.3 acre of southern willow scrub, ±31 acres of Coast live oak woodland, ±0.3 acre of black walnut woodland, ±82 acres of Venturan coastal sage scrub, ±5 acres of chamise chaparral, ±3 acres of big-cone Douglas fir trees, ±9 acres of nonnative grasslands, ±0.7 acre of ornamental plantings, ±0.3 acre of mitigation area, and ±125 acres of the existing inactive landfill. Total project impact is ±259 acres.

11. Two populations of slender mariposa lily would be directly impacted by project development. These populations are located within the northern portion of the project site within City jurisdiction.

12. Development of the project within the City portion of Sunshine Canyon could potentially disturb suitable habitat for the San Diego horned lizard.

13. Because disturbances would occur to sensitive plant communities, such as the Venturan coastal sage scrub and this habitat is suitable for California gnatcatchers, potential impacts may result. However, no gnatcatchers have been observed onsite during the numerous field surveys that have been conducted by consulting biologists.

14. Potential breeding habitat for the least Bell's vireo exists onsite within the southern willow scrub and arroyo

willow series habitats. This species was not observed during focused field studies conducted by consulting biologists.

15. Potential breeding habitat exists onsite for the western burrowing owls. This species was not observed during field studies by consulting biologists.

16. Potential impacts could occur to native migratory birds and their nests during the breeding season.

17. Project development could result in the removal of active raptor nests.

18. The removal or alteration of wildlife habitats within the project site would result in the loss of small mammals, reptiles, amphibians, and other animals of slow mobility that live in these habitats, primarily within the proposed development limits of the landfill footprint, ancillary facilities, and related areas. More mobile wildlife species that currently occupy or use the project site would be forced to move into remaining areas of open space or other habitats, consequently increasing competition for available resources in those areas. This situation could result in the loss of individual wildlife populations that cannot successfully compete.

Reference: For a complete discussion of impacts relating to Biological Resources (Vegetation and Wildlife Habitat), please see Section 4.4.1 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 10: Sensitive Biological Habitats.

Wetlands and Riparian Habitat

5.4.2 **Description of Potential Significant Effect**: Streamzones and wetland areas located within the proposed landfill footprint and external to that area (to provide for ancillary facility construction) would be graded, filled, or disturbed as a result of landfilling.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 69**: Potential candidate mitigation sites have been identified by the project proponent in conjunction with resource agencies for

consideration to compensate for impacts on riparian and wetland resources as a result of project development. These sites include Bull Creek, Bee Canyon and East Canyon, which are located proximate to the project site. Prior to the development of any detailed mitigation plans and drawings, the final selection will be determined cooperatively by the CDFG, Corps, SWRCB, and other regulatory agencies in conjunction with the City and project proponent.

b. **Mitigation Measure No. 70:** If a potential candidate site is unavailable, the project proponent would purchase wetland credit through an established mitigation bank. The project proponent would be required to pay an amount established by the mitigation bank developer (i.e., public, non-profit, or private entity) as compensatory mitigation.

c. **Mitigation Measure No. 71:** Under the direction of the Corps, the project proponent would seek authorization under Regional General Permit No. 41, which would allow the mechanized removal of invasive, exotic plants (e.g., giant reeds [*Arundo donax*] and salt cedar [*Tamarix* spp.]) from waters of the U.S., including wetlands within the jurisdiction of the Los Angeles District of the Corps.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to wetland and riparian habitat identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. A streamzone assessment was conducted in 1995 that identified the presence of drainage courses, hydrophytic vegetation, and hydric soils (indicating potential Corps jurisdiction) and identified two types of riparian habitat: arroyo willow riparian forest (woodland) and southern willow scrub. The total extent of riparian habitat remaining within the City portion of the Sunshine Canyon project area is approximately ±5.0 acres, and the potential jurisdictional waters of the United States and wetlands totaled approximately 4.20 acres.

2. Development of the proposed City/County Landfill would

include the removal of ±2.95 acres of jurisdictional waters, wetlands, and riparian habitat. Impacts on these resources would occur as a result of the construction and excavation for the landfill footprint, ancillary facilities, and environmental control features, which would prevent the reestablishment of replacement resources on site. Mitigation in the form of acquisition of potential mitigation sites or the purchase of wetland credit through an established mitigation bank will result in no net loss of wetland habitat.

Reference: For a complete discussion of impacts relating to Biological Resources (Wetlands and Riparian Habitat), please see Section 4.4.2 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 12: Wetlands.

Native and Nonnative Tree Resources

5.4.3 **Description of Potential Significant Effect**: Implementation of the proposed project would require the removal of 675 native and nonnative trees.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 72**: Native tree species shall be replaced at a 2:1 (replacement:removal) ratio, consisting of 15-gallon or 5:1 3-gallon container trees. Mitigation trees shall be planted prior to impacted trees being removed, thus allowing trees to grow to specimen size in the field. A specimen-size tree shall be defined as a 15-gallon tree with a minimum trunk caliper of 1 inch measured 1 foot above ground. All mitigation trees shall be specimen size within 1 year after tree removal.

b. **Mitigation Measure No. 73**: Nonnative tree species shall be replaced at a 2:1 ratio, consisting of 3-gallon Coast live oak trees. A total of 100 24-inch box and 25 36-inch box size Coast live oak trees shall be planted in areas identified by the City. These trees shall be natural in form. The total mitigation tree count obtained using the 5:1 replacement ratio shall be reduced by 125 trees to account for the inclusion of these larger trees.

c. **Mitigation Measure No. 74**: Mitigation tree planting shall occur within the 100± acre open space area located south of the existing inactive landfill. Appropriate planting locations shall be selected within the buffer area based on soil type, steepness of the slope, and aspect (i.e., location and/or direction of the sun).

d. **Mitigation Measure No. 75**: Prior to tree planting, the mitigation site shall be prepped to create an environment favorable for native and nonnative tree growth and survival. The initial step in tree planting is to clear away unwanted grass, weeds, or brush. A minimum 3-foot radius of vegetation shall be cleared around the planting location. All planting holes shall be dug to a minimum depth of 24 inches. If soil conditions cannot accommodate the minimum depth, planting holes shall be relocated to a more suitable location. Trees will be spaced 15 to 20 feet in a random, nongeometric pattern. Row or grid spacing will be avoided to provide a natural look to the mitigation planting.

e. **Mitigation Measure No. 76**: A poultry wire screen with 1-inch-diameter holes shall be installed around the outside wall of the tree planting hole and folded closed on the bottom. The screen shall extend downward to enclose the root ball of the tree that will protrude 1 foot above final grade.

f. **Mitigation Measure No. 77**: Backfill material shall be used for planting material and shall consist of loose friable soil. The planting shall be backfilled to a depth that allows the root crown of the plant to be even with or slightly higher than the surrounding grade. All planting locations shall be preirrigated to ensure that moisture levels are at or near capacity.

g. **Mitigation Measure No. 78**: Prior to tree planting, all containers shall be thoroughly soaked. Once at the mitigation site, trees shall not be removed from their containers until all site preparation work has been completed. The wire cage shall be installed around the planting hole, and backfill material shall be filled to one-half the depth of the root wod. A 27-gram Agriform fertilizer tablet shall be placed approximately 1 inch from the root wod. Backfilled soil shall be tamped and soaked to remove any air pockets.

h. **Mitigation Measure No. 79**: Following tree planting, the

area shall be mulched with either wood chip or recycled green waste. The mulch shall be applied in an even layer approximately 6 inches or more in thickness.

i. **Mitigation Measure No. 80:** Drip irrigation shall be provided for all planted trees to ensure adequate growth and allow year-round planting. The irrigation system shall include a liquid fertilizer injection system to maintain optimum plant health and growth.

j. **Mitigation Measure No. 81:** The irrigation system shall utilize plastic polyvinyl chloride piping as its main supply lines. Distribution lines shall consist of ½-inch-diameter polyethylene drip tubing. Water shall be delivered to the plants via conventional drip spot emitters. Vortex emitters rated at 1 to 3 gallons per hour shall be used for the emitters. All irrigation water shall be filtered through a "Y" filter containing a 150 mesh screen. The irrigation systems shall be controlled automatically with remote battery-powered controllers and electrical irrigation valves. Watering frequency and duration shall be adjusted as necessary, depending on soil condition, weather, and plant requirements. To assure successful establishment and survival of the mitigation trees, a 3-year monitoring and maintenance program shall be implemented. Each year, the mitigation planting shall be monitored for growth and survival.

k. **Mitigation Measure No. 82:** An annual monitoring report shall be prepared and submitted to the City Department of Public Works, Street Tree Division, by the project proponent. This report shall detail the growth and survival record for each mitigation tree planted. The report will provide an accounting of the number of trees required for mitigation versus the number of qualifying trees planted. Maintenance recommendations will be included in the annual report.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to native and nonnative tree resources identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. A tree assessment report was prepared to identify the removal of indigenous oaks and other trees as a result of project development. This report was prepared by registered professional foresters in consultation with the City Forester using the City of Los Angeles Oak Tree Ordinance and oak tree reporting requirements (Ordinance 153,478; Article 6, Chapter IV) as the basis for the field evaluation of all trees that were surveyed.

2. There were 675 trees of qualifying size identified in the survey area. Of that total, 24 tree species were identified. Coast live oak is the dominant tree species and comprises 81 percent of all inventoried trees.

3. Approximately 45 percent of surveyed Coast live oak trees had evidence of fire damage. In addition, 42 percent of canyon live oaks, 8 percent of big-cone Douglas fir, 25 percent of sycamore, 57 percent of black walnut, and 67 percent of big-leaf maple trees also exhibited signs of fire damage.

4. Of the Coast live oak trees surveyed, 38 percent were observed with fire damage in their trunk cavities. Over 52 percent of canyon live oak trees have trunk cavities.

5. The primary disease observed in the survey area was heart rot. Heart rot was observed in Coast live oak trees (36 percent), canyon live oak trees (47 percent), and sycamore trees (75 percent).

6. Native and nonnative tree resources that would be removed as a result of project development include approximately 545 Coast live oaks, 19 canyon live oaks, and 14 Southern California black walnut trees. See also the Responses to Comments in the Final SEIR.

Reference: For a complete discussion of impacts relating to Biological Resources (Native and Nonnative Tree Resources), please see Section 4.4.3 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; Topical Issue 11: Oak Trees and Douglas Fir Trees and Topical Issue 13: Closure of Existing Inactive City Landfill.

5.5 NOISE

Operational Noise Impacts

5.5.1 **Description of Potential Significant Effect:** Increased noise levels may be audible to nearby sensitive receptors as a result of additional traffic due to heavy construction equipment, worker commute trips, and delivery trucks associated with project development.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 83:** Landfilling operations shall be limited to the hours from 6:00 a.m. to 6:00 p.m., Monday through Friday, and from 7:00 a.m. to 2:00 p.m. on Saturday. However, the landfill entrance gate shall be open to waste-hauling vehicles at 5:00 a.m., Monday through Friday, and at 7:00 a.m. on Saturday to provide for truck and vehicle queuing. Because of the proximity of the landfill site to residential areas, citizens, small commercial, and private users of the landfill shall be encouraged by the project proponent (e.g., onsite signage, flyers, mailers) to use alternate routes (other than Balboa Boulevard).

b. **Mitigation Measure No. 84:** All landfill equipment shall be equipped with air flow silencers on intake systems and low-noise mufflers on exhaust systems that shall be properly maintained.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to noise identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. The construction sequencing of the proposed project would not significantly impact the existing ambient noise levels at any of the selected noise-reading locations. Noise would also be produced by construction workers and delivery trucks accessing the site. Truck traffic is projected to be approximately eight trucks per day, and construction worker traffic is projected to be 70 vehicles per day. The main point of potential impact would be at the landfill entrance at San Fernando Road because all construction workers would use this acces

roadway and certain receptors are located directly across the street. It is anticipated that 70 trips would be added to the existing 1,970 vehicles that already use San Fernando Road during the a.m. peak hour. An additional 70 vehicles would add less than 0.2 dBA (decibels on an A-weighted scale) to the peak hour traffic noise (and far less to the community noise equivalent level [CNEL]). This impact would not be considered audible or present a significant noise impact on sensitive receptors in the immediate area.

2. The intervening ridgelines within Sunshine Canyon and the extended distance between the project site and residential receptors serve as an effective buffer and shield these areas from any potential noise impacts originating from landfilling operations. Noise is further masked by existing noise sources from the freeway and other nonlandfill-related urban noise sources. The nearest residential unit (southwest of the project site) is located approximately 1,700 feet from the southernmost portion of the proposed landfill footprint area. This receptor is effectively shielded from the project area by a ±100 acre landscaped open space area and an intervening ridgeline.

3. The noise emanating from the existing, inactive landfill (associated with routine maintenance) is not audible to the residential developments located south of the project site unless maintenance equipment is operating near the top deck area of the existing landfill.

4. All proposed operational activity related to the proposed project would take place within the confines of Sunshine Canyon and below existing ridgelines. Therefore, any sound from landfilling operations would be blocked from these areas by the existing landfill, intervening terrain, and landscape berming within the ±100 acre open space area. Any landfill operation noise that may be audible at the trailers located across from the landfill entrance would be attenuated by the extended distance and masked by existing I-5 Freeway, railroad, and wood chopping operational noise. Therefore, any potential noise impacts associated with landfill operations would be from increased truck traffic located in proximity to noise receptor locations.

Reference: For a complete discussion of impacts relating to Noise (Operational Noise Impacts), please see Section 4.5.2 of

the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 14: Noise.

5.6 LIGHT AND GLARE

5.6.1 **Description of Potential Significant Effect**: Development of the proposed project would result in the addition of new light sources onsite.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measure has been identified and will be incorporated into the project:

a. **Mitigation Measure No. 85**: All lighting shall be shielded and directed onto the site. No floodlighting shall be located that can be seen directly by adjacent residents, motorists on adjacent public streets or highways, or pilots within the "airport approach zone." This condition shall not preclude the installation of low-level security lighting.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to additional light sources identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Existing sources of light on the project site are associated with both interior and exterior usage, such as administrative/office structures; the nursery area; security lighting at the landfill entrance, scale house area, certain environmental control systems; and vehicles used for security. Existing light sources do not create or cause a significant impact on motorists or residents because of location and distance from these uses.

2. The proposed project would require the relocation of several onsite building structures, such as the administrative/general office, the scale house area, and the environmental control center. The relocation and/or the development of new environmental control features, such as the flaring stations and leachate treatment plant, will require lighting for security and maintenance

purposes. Therefore, several new light sources would be created onsite. Onsite security lighting and security operations would reintroduce both limited night-lighting (stationary) and other associated lighting (vehicle headlights) during nightly security patrols. Because the landfill would only be operational during daytime and early evening hours, very low levels of onsite nighttime illumination is anticipated to be of very limited duration and confined to specific maintenance areas at the project site.

3. Because the project site is located within an "Airport Approach Zone," the following use restrictions would apply:

   No illuminated or flashing advertising or business sign, billboard or any other structure shall be installed or maintained within an airport hazard area which would make it difficult for flyers to distinguish between said lights and the aeronautical lights of the airport, or which would result in glare in the eyes of the pilot and impairment of visibility or otherwise endanger the landing, taking off or maneuvering of aircraft.[30]

4. Because of the distance of the onsite light sources from adjoining uses and the low intensity of the light sources, both light and glare created on the project site (within both City and County jurisdictions) would not be visible to surrounding areas. Project lighting would not be visible offsite to area residents during nighttime hours because of the intervening topography and existing ±100 acre open space area that separates the project site from near-site receptors. Over 10,000 trees have been planted in this open space area, and most are now over 15 feet tall.

Reference: For a complete discussion of impacts relating to Light and Glare, please see Section 4.6 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

5.7 LAND USE

Community Plan and Zoning Designations

[30]/City of Los Angeles Municipal Code, Chapter I, Article 2, § 12.5 (Airport Approach Zoning Regulations).

5.7.1 **Description of Potential Significant Effect**: Potential sensitive land uses include six trailers located immediately east of the landfill entrance across San Fernando Road (and ±700 feet from the proposed landfill footprint). Additionally, the closest residential house (Timber Ridge Drive in Granada Hills) would be located ±1,700 feet south of the proposed landfill footprint.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measure has been identified and will be incorporated into the project:

a. **Mitigation Measure No. 86**: Maintain and enhance the 100 acre± open space area in the southern portion of the site by implementing revegetation programs in conjunction with onsite programs.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to sensitive land uses identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts are presented in support of these findings:

1. A general plan amendment/zone change is requested for the project site within the City jurisdiction to permit the uses proposed. The requested general plan amendment is from Open Space to Heavy Industrial. The corresponding zone change request is from A1-1-K-0 (Agricultural, Height District 1, Oil District Overlay) to M3-1-0 (Heavy Industrial, Height District, Oil District Overlay).

2. The proposed City/County Landfill footprint's maximum vertical height at buildout would result in a final fill elevation (at its top deck area) of 2,000 feet MSL. The perimeter ridgeline along the southern boundary of the project site (near the City/County boundary) rises to a maximum elevation of about 2,150 MSL. Elevations in this area would effectively block interior views of the final fill areas from the south and southwest, especially residential uses located in the community of Granada Hills.

3. The project site is topographically isolated and lies within a portion of the Santa Susana Mountains. The ±100 acre open space area located along the southern perimet

of the project site has undergone extensive revegetation and has been planted with over 10,000 trees. Many of these trees are native and are over 15 feet high. This open space area elevates several hundred feet higher (i.e., ranging in height from 1,425 to 1,975 feet MSL) than existing residential areas located to the south (i.e., approximately 1,300 to 1,400 feet MSL). The existing perimeter ridgeline, open space area, and portions of the existing inactive landfill are located between these uses, thus forming an effective transition between residential use and proposed landfill operations and activities.

Reference: For a complete discussion of impacts relating to Land Use (Community Plan, General Plan, Area Plan, and Zoning Designations), please see Section 4.7.1 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; Topical Issue 13: closure of Existing Inactive City Landfill and Topical Issue 22: Compatibility with Residential Uses.

5.8 RISK OF UPSET

Hazardous Materials

5.8.1 Description of Potential Significant Effect: The inadvertent acceptance of hazardous waste at the proposed landfill has the potential to result in significant impacts on facility workers (e.g., dermal exposure or inhalation) if hazardous waste identification, training, and handling procedures are not properly implemented. Household hazardous waste (HHW) materials removed from the waste stream and stored onsite have the potential to result in impacts on facility workers if proper handling and storage procedures are not used. The proposed operation of the landfill also has the potential to result in small spills of potentially hazardous liquids used during landfill operations.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 87**: The landfill shall be operated as a Class III landfill; no liquid, acutely hazardous, radioactive material, or infectious medical wastes will be accepted.

b. **Mitigation Measure No. 88**: Haulers disposing of drums (i.e., 55-gallon) shall have drums triple-rinsed with tops and bottoms removed prior to acceptance.

c. **Mitigation Measure No. 89**: Notices shall be posted at prominent locations onsite to notify waste haulers about hazardous waste policies of the landfill operator and to inform haulers that hazardous waste cannot be disposed of at the facility. Signage shall help inform waste haulers of the rules and regulations governing the disposal of hazardous waste.

d. **Mitigation Measure No. 90**: A refuse inspection program that includes direct visual inspection, remote television monitors to inspect incoming rolloff-type loads and open-top vehicles, and radiation detecting devices, shall be implemented by the landfill operator to prohibit the illegal dumping or disposal of liquids and hazardous wastes at the landfill.

e. **Mitigation Measure No. 91**: The landfill operator shall implement a hazardous waste load-checking program. This program shall include inspecting random loads for hazardous wastes in a segregated area of the landfill, and landfill employees shall scan waste materials as they are being unloaded at the active working face. Hazardous waste load checks at the proposed City/County Landfill will be 1.5 load checks per 1,000 tons of solid waste received at the landfill for the first year of operation. However, after the first year of operation, BFI may request that the City LEA decrease the required load checking frequency to one load check per 1,000 tons of waste received at the City/County Landfill.

f. **Mitigation Measure No. 92**: If hazardous waste materials are discovered, emergency response shall include worker identification and notification procedures, cordoning off the area, and notifying the Cal-EPA, DTSC. Once hazardous waste is identified, the material shall be removed, containerized, and temporarily stored onsite, if safe to handle. In the unlikely event that acutely hazardous material is discovered, the immediate area will be evacuated, and a qualified hazardous waste hauler shall be contacted for immediate collection and disposal of the material at a permitted Class I hazardous waste landfill. After any such incident, all necessary reports shall be completed and filed by the landfill operator with the following agencies: City of Los Angeles Polic

Department, County of Los Angeles Office of the District Attorney, Environmental Crimes Unit, City of Los Angeles Fire Department, City of Los Angeles Department of Environmental Affairs, and the LARWQCB.

g. **Mitigation Measure No. 93:** Landfill employee training programs on hazardous waste detection shall be conducted. These programs shall be presented during preemployment and for subsequent annual review for all employees.

h. **Mitigation Measure No. 94:** The spill response program shall be part of required training for all facility employees. In the event of a spill, containment is paramount. All landfill employees shall be trained to use dirt and/or other absorbent materials to pick up and/or contain small spills of oils, solvents, and/or other materials that may be harmful to the public, facility workers, or the environment. Training in the use of personal protective equipment, fire extinguishing aids (e.g., hoses or extinguishers), and spill containment/mitigation (e.g., absorbents) shall be provided.

i. **Mitigation Measure No. 95:** Full-time inspectors shall be employed onsite for inspection of waste materials. Full-time inspectors shall be deemed by the City to be qualified through training and experience to perform assigned duties.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to hazardous wastes identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. The proposed project would be designed as a Class III nonhazardous landfill facility and would not be a generator of repository for hazardous wastes. No hazardous, acutely hazardous, radioactive, infectious medical, or liquid wastes will be accepted at this facility.

2. The landfill operator would implement a hazardous waste load-checking program at the project site similar to the program that currently exists at the operational County

Landfill. This program would include employees visually inspecting incoming waste-hauling loads at the scale house area and using remote television monitors to inspect incoming rolloff-type loads and open-top vehicles. Radiation-detecting devices, would also be used at the scale house area to prevent the unauthorized disposal of hazardous waste materials.

3. The County Landfill operation currently provides signage at the landfill entrance informing waste haulers that the facility is designated as a Class III nonhazardous landfill site. Signage informs waste haulers of the rules and regulations governing the disposal of hazardous waste.

4. It is expected that small volumes of HHWs would remain undetected and be disposed of at the proposed landfill. These wastes are generally inadvertently mixed in with residential solid wastes by residential customers. However, approximately 46 percent of all refuse entering the project site would be delivered via transfer trucks. These transfer trucks would haul residual (i.e., nonrecyclable) waste materials from transfer stations/material recovery facilities (MRFs). All transfer stations/MRFs have existing load-checking programs in-place. At these facilities, HHW, if found, is manually sorted and picked out of the waste stream and disposed of properly. In some cases, this material can be recycled.

5. The operation of the proposed project would include the use and storage of a limited volume of potentially hazardous liquids including hydrocarbon condensate, motor oil, diesel fuel, cleaning solvents, propane (as a liquid), and ammonia.

Reference: For a complete discussion of impacts relating to Risk of Upset (Hazardous Materials), please see Section 4.9.1 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 16: Hazardous Materials.

Vectors

5.8.2 **Description of Potential Significant Effect:** The proposed project has the potential to attract different types of vectors (e.g., rodents, scavenging birds, and insects) to the project site.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 96**: The landfill operator shall monitor the site on a regular basis for vector activity. In addition, the site shall be inspected by the City LEA on a regular schedule. Corrective measures shall be immediately taken should a vector problem be detected.

b. **Mitigation Measure No. 97**: Vectors (bird activity) shall be effectively eliminated by stringing wire or monofilament line (15 to 20 pound test) above the active landfill working areas at intervals of 100 to 150 feet, or by other approved means. This disrupts the birds' circling patterns to the extent that they do not attempt to land or congregate to feed on the refuse.

c. **Mitigation Measure No. 98**: Flies shall be controlled at the project site by a trap-and-destroy program. The use of sprays shall be avoided to the fullest extent possible.

d. **Mitigation Measure No. 99**: Rodent-related problems shall be controlled by operational techniques that are in accordance with recommendations from the City LEA and the Cal-EPA.

e. **Mitigation Measure No. 100**: Operational techniques shall be utilized to limit vector activity, including compacting waste at the landfill active working face, properly applying cover material; keeping the active working face as small as safely possible given the type and number of landfill equipment, properly grading interim fill surfaces and final fill slopes, and eliminating ponding areas at the project site.

f. **Mitigation Measure No. 101**: All equipment shall be in good condition and cleaned in a frequency and manner so as to prevent the propagation or attraction of flies, rodents, or other vectors, and the creation of nuisances.

g. **Mitigation Measure No. 102**: Items used at the landfill facility that could attract vectors (e.g., food, seed, office supplies, etc.) shall be stored in closed containers and/or within an enclosed structure. These containers shall be inspected regularly and be disposed

of if they appear to be an attraction to any vectors.

h. **Mitigation Measure No. 103:** Salvaged materials generated onsite or imported shall be placed away from storage areas, and other activity areas, and limited to a volume approved by the City LEA, local land use authority, or other approval agencies, minimizing the harborage or attraction of flies, rodents, or other vectors, and the creation of nuisances.

i. **Mitigation Measure No. 104:** All buildings, paved areas, landscaped areas, and perimeter areas shall be inspected regularly for signs of vectors. Any building openings, ground holes, and deficiencies shall be repaired as they are discovered during routine inspections to prevent the intrusion of any ground vectors.

j. **Mitigation Measure No. 105:** In the event that vectors may occur onsite, appropriate measures shall be implemented (e.g., the use of a professional exterminator).

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to vectors identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Nonnative species of rodents such as the brown (Norwegian) rat, black (roof) rat, and house mouse are considered to be disease-carrying vectors and can inhabit landfill areas. In addition, common scavenging birds such as pigeons, crows, and sea gulls can be found at landfill facilities. Several species of insects associated with solid waste can be responsible for the spread of disease. Flies are typically associated with landfill areas, and mosquitos can also pose problems, particularly if standing or slow-moving water exists within the site area. Additionally, the German cockroach, oriental cockroach, brown-banded cockroach, American cockroach, long-tailed silverfish, cat flea, house fly, and the Argentine ant are common pests.

2. Certain types of vectors, such as rodents and insects, can be transported to the site via collection vehicles or self-haul trucks. Generally, the materials contained in curbside collection vehicles are continuously compacted prior to disposal at any facility. The residual solid waste materials from transfer stations/MRFs are also densely compacted into transfer trucks. These trucks are either enclosed or tarped prior to transport. General compaction densities would inhibit vector migration.

3. If a food source is available at the landfill for common scavenging birds such as pigeons, crows, and sea gulls, this could result in food and other wastes being carried to nearby properties, and feathers and excrement being deposited in proximity to the point of origin. Ticks, mites, lice, and fleas associated with the birds could transmit disease to humans.

4. Effective operational and QA/QC procedures would be provided by the project proponent to ensure that the proper coverage of landfilled waste materials would be performed on a daily basis. Similar to the existing County Landfill vector control practices, all waste materials brought to the site would be unloaded at an active working face area, compacted, and covered with at least six inches of clean soil by the end of the working day. Approximately 1,400 pounds of compaction per cubic yard would be obtained by the project proponent, thus achieving greater refuse density per volume measurement and reducing potential vector impacts from providing a food source or habitation.

5. Many items that would be stored and used at the landfill facilities (e.g., administrative and employee ancillary buildings) could have the potential to attract vectors (e.g., food, seed, office supplies), but will stored in closed containers and/or within an enclosed structure. See also the Responses to Comments in the Final SEIR,

Reference: For a complete discussion of impacts relating to Risk of Upset (Vectors), please see Section 4.9.2 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 17: Vector Prevention and Control.

Litter

5.8.3 **Description of Potential Significant Effect**: Solid waste landfills have the potential to generate litter, which could result in potential nuisance or aesthetic impacts. Because the project site is located in the eastern edge of the Santa Susana Mountains near the entrance of the Newhall Pass area, wind conditions within this area could potentially transport litter offsite. The proposed construction and operation of the City/County Landfill have the potential to generate fugitive dust and create offsite migrating litter onto land uses if not properly mitigated.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 106**: The landfill site shall be operated to minimize litter generation through implementation of the following measures: compaction of waste at the working face (i.e., 1,400 pounds of compaction per cu. yd.); waste materials covered with at lease 6 inches of clean, compacted soil or approved alternative daily cover by the end of the working day; and maintenance of the active working face areas as small as safely possible given the type and quantity of landfill equipment.

b. **Mitigation Measure No. 107**: Litter and debris shall be contained within the landfill property boundaries by the use of secondary litter fences (located along the outside perimeter of the landfill) and by portable litter fences placed adjacent to the active working face areas.

c. **Mitigation Measure No. 108**: The landfill operator shall inform owners of registered vehicles, by signage, to comply with vehicle tarping requirements under § 23114 and 23115 of the California Vehicle Code. Those waste haulers who repeatedly violate this code shall not be allowed to dispose of their waste loads at the facility or shall be fined until corrective measures are taken.

d. **Mitigation Measure No. 109**: On a once a week basis, or as needed, the landfill operator shall mobilize cleanup crews to provide litter pickup services within the O'Melveny Park area, along Balboa Boulevard and San

Fernando Road, and in other residential areas located in proximity to the landfill, that may be affected by offsite litter migration. On a daily basis, the cleanup crews shall inspect the surrounding area to assess if more frequent cleanups are required.

e. **Mitigation Measure No. 110:** Landfill employees shall watch for any illegal dumping activities on or around the project site. The landfill litter control crew shall provide cleanup service for areas surrounding the project site.

f. **Mitigation Measure No. 111:** The administrative offices shall be equipped with a radio dispatch system that can quickly engage crews to respond to perceived litter complaints in the surrounding neighborhoods.

g. **Mitigation Measure No. 112:** The onsite City LEA shall inspect the landfill on a regular basis, at which time the effectiveness of the litter control program shall be documented and any necessary improvements shall be made, including

- Landfill personnel shall continuously patrol the access road to the scales from the time the landfill opens until the time of closure in the evening.

- Improperly covered or contained loads that may result in a significant release of litter shall be immediately detained and the condition corrected, if practical, before the load proceeds to the active working face areas. If correction cannot be made, the load shall be conducted under escort to the working face.

- All debris found on or along the landfill entrance and working face access roads shall be immediately removed.

- Operating areas shall be located in wind-shielded portions of the landfill during windy periods.

- Litter fences shall be installed in operating active working face areas, as deemed necessary by the LEA.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to fugitive dust and litter identified in the Final SEIR to a less than significant level..

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Sources of litter associated with operation of a landfill facility include waste materials blown from or dropped by refuse-hauling vehicles en route to a landfill or at the landfill site, waste blown or scattered litter dislodged from the active working face by the wind or the movement of landfill equipment, and unauthorized or illegal dumping.

2. The strongest winds generated within the Santa Susana Mountains are during short-term episodes of "Santa Ana" wind conditions. Santa Ana conditions are prevalent in Southern California during the fall through spring and average approximately 5 to 10 episodes a year.

3. The operational County Landfill uses an extensive litter control program with specific preventative and response measures to control windblown litter and debris onsite and, if necessary, within the vicinity of the landfill site. Similar litter control measures would also be implemented for the proposed project.

4. A ±100 acre open space area is located between the proposed landfill working face areas and the nearest residential unit in Granada Hills. In addition, 25-foot-high secondary litter fences would be located along the southern perimeter of the project boundary to alleviate offsite litter migration.

Reference: For a complete discussion of impacts relating to Risk of Upset (Litter), please see Section 4.9.3 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 18: Litter Control.

Employee Safety and Site Security

5.8.4 Description of Potential Significant Effect: The proposed project has the potential to result in seriou

workplace accidents due to the movement of heavy equipment and refuse vehicles, exposure of workers to hazardous substances, potential fire hazards, and accidents to workers performing maintenance or repair work on heavy machinery.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 113**: The landfill operator shall implement an IIP program in compliance with CCR, Title 8, § 3203, designed to protect employees from work-related hazards associated with operation of the landfill site. Unsafe or unhealthful work conditions, practices, or procedures shall be immediately corrected by the landfill operator.

b. **Mitigation Measure No. 114**: Each supervisor or manager shall conduct regular periodic inspections to identify less-than-adequate or unsafe working conditions, improper or unsafe work practices, or procedures in their work areas. The maintenance supervisor shall be notified of needed repairs or corrective measures using a "safety inspection report" form. Additional inspections shall be accomplished whenever new processes, procedures, substances, or equipment are introduced into the workplace or when a supervisor becomes aware of a new, potential, or previously unrecognized hazard.

c. **Mitigation Measure No. 115**: Appropriate inspection checklists shall be developed, used, and maintained to accurately reflect various exposures in different work areas. Daily observation of the workplace environment by employees, supervisors, managers, and the safety director shall occur. Discrepancies shall be reported. Records of inspections, deficiencies, and corrective measures shall be maintained in the safety/maintenance offices.

d. **Mitigation Measure No. 116**: If a problem or discrepancy is identified, an inspection report shall be prepared. The report shall identify the priority assigned to each discrepancy, as follows: Priority One, resolve the problem immediately; Priority Two, resolve the problem by the end of the working day; Priority Three, resolve the problem within 48 to 72 hours; and Priority Four, resolve the problem within 1 week as soon as the part(s) and/or materials are available. Unsafe work practices shall be

interrupted immediately by the observing supervisor. Appropriate training shall be implemented. If the unsafe practice continues, progressive discipline shall be employed.

e. **Mitigation Measure No. 117:** Communication of safety and health methods to employees shall include verbal communication with employees at quarterly safety meetings; small group meetings conducted by first-line supervisors with their respective employee groups that shall be weekly "tailgate," "toolbox," or operations and safety meetings; written safety and health issues posted on employee bulletin boards; safety posters; suggestion boxes for employees to anonymously utilize; and action by management to evaluate and implement the pertinent employee safety suggestions.

f. **Mitigation Measure No. 118:** Accident/injury reports, inspections, and findings, including corrections and training records, shall be kept for 3 years. The OSHA Log 200 shall be retained by the landfill operator for a period of 5 years. Medical records for those employees involved in handling of hazardous wastes shall be maintained for a period of 30 years after employment termination.

g. **Mitigation Measure No. 119:** First-aid kits shall be located in dispatch, maintenance, scale houses, and corporate administrative offices, in addition to all supervisor vehicles. These kits shall contain "Band-Aids," bandages, sprays, miscellaneous ointments, and minor treatment supplies. These supplies are intended for treatment of small or nonserious cuts, burns, scrapes, etc. Injuries requiring medical attention shall be treated at the Holy Cross Medical Center. This hospital shall also provide ambulance service.

h. **Mitigation Measure No. 120:** The landfill operator shall implement an emergency action plan in compliance with CCR, Title 8, § 3220. This plan shall designate emergency escape routes and procedures, rescue and medical duties, methods for reporting fires and other emergencies; and names of persons and departments to contact during an emergency.

i. **Mitigation Measure No. 121:** The landfill operator shall implement a fire prevention plan in compliance with CCR, Title 8, § 3221. Components of this written fi

prevention plan shall include potential fire hazards and their proper handling and storage procedures; potential ignition sources (i.e., welding or smoking), their control procedures, and the type of fire protection equipment or systems that can control a fire involving them; names or regular job titles of those responsible for maintenance of equipment and systems installed to prevent or control ignitions or fires; and names or regular job titles of those responsible for the control of accumulation of flammable or combustible waste materials.

j. **Mitigation Measure No. 122:** In compliance with CCR, Title 8, § 3314, lockout/blockout procedures shall be implemented at the proposed project. Machinery or equipment capable of movement shall be stopped and the power source deenergized or disengaged; if necessary, the moveable parts shall be mechanically blocked or locked out to prevent inadvertent movement during cleaning, servicing, or adjusting operations. If the machinery or equipment must be capable of movement during this period in order to perform the specific task, the designated station manager or supervisor shall minimize the hazard of movement by providing and requiring the use of extension tools or other methods to protect employees from injury. Prime movers, equipment, or power-driven machines equipped with lockable controls or readily adaptable to lockable controls shall be locked out or positively sealed in the "off" position during repair work and setting-up operations. The operator shall provide a sufficient number of accident prevention signs or tags and padlocks, seals, or other similarly effective means to safely conduct repairs.

k. **Mitigation Measure No. 123:** Personal protective equipment shall be provided to all operations employees and will include hard hats, heavy gloves, ear plugs, dust masks, safety boots, goggles, and safety vests.

l. **Mitigation Measure No. 124:** The landfill operator shall comply with all applicable safety ordinances contained in the City of Los Angeles Municipal Code.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to employee safety identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Based on existing State law, every California employer must establish, implement, and maintain a written injury and illness prevention (IIP) program. A copy of that program must be maintained at each workplace or at a central worksite if the employer maintains nonfixed worksites. The requirements for establishing, implementing, and maintaining an IIP program consist of the following eight elements: (1) responsibility, (2) compliance, (3) communication, (4) hazard assessment, (5) accident and exposure investigation, (6) hazard correction, (7) training and instruction, and (8) recordkeeping.

2. The project proponent shall ensure that emergency medical services would be available for all project employees. In addition, the project proponent shall ensure the availability of a suitable number of appropriately trained persons to render first aid and readily available first-aid kits shall be provided.

3. The project proponent shall inform all employees of the procedures to follow in case of injury or illness. Proper equipment for the prompt transportation of the injured or ill person to a physician or hospital where emergency care is provided, or an effective communication system for contacting hospitals or other emergency medical facilities, physicians, ambulance, and fire services, shall be provided.

4. Procedures for investigating workplace accidents and hazardous substance exposures would be implemented by landfill management personnel. These procedures would include the following: (1) visiting the accident scene as soon as possible and interviewing injured workers and witnesses, (2) examining the workplace for factors associated with the accident/exposure, (3) determining the cause of the accident/exposure, (4) taking corrective action to prevent the accident/exposure from reoccurring, and (5) recording the findings and corrective actions taken. Any unsafe or unhealthy work conditions, practices, or procedures are required to be corrected by the landfill site manager or supervisor in a timely manner dependent on the severity of the hazard.

5. Similar to the existing County Landfill operation, employees would also inform refuse haulers (if necessary) at the scale house area of the procedures for unloading solid waste materials. Flaggers shall be used onsite where barricades and warning signs cannot control the moving traffic. Flaggers shall be trained in the proper fundamentals of flagging moving traffic.

Reference: For a complete discussion of impacts relating to Risk of Upset (Employee Safety and Site Security), please see Section 4.9.4 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

5.8.5 Description of Potential Significant Effect: Potential security problems resulting from unauthorized entry could include unauthorized dumping, scavenging, vandalism, or arson.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 125**: The landfill operator shall maintain perimeter fencing in and around the site in accordance with CCR, Title 14, § 17658 to discourage illegal entry to the landfill. Where existing topography conditions create an effective barrier, no perimeter fencing shall be installed. Entrance and access gates shall remain locked when the landfill facility is not in operation. All existing perimeter fencing shall be inspected on a routine basis by the landfill operator, and necessary repairs shall be made to ensure a continued deterrent for unauthorized entry to the project site. Additionally, the landfill operator shall maintain posted "no trespassing" signage at the exterior perimeter fencing nearest the project site entrance.

b. **Mitigation Measure No. 126**: All landfill equipment shall be properly maintained and operated to minimize the health and safety impacts on landfill personnel and the public. Standby equipment shall be made available during periods of vehicle maintenance or breakdown.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to site security identified in the Final SEIR to a less than

significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. The project site is topographically isolated within the region, especially within the Sunshine Canyon area. Because of the site's physical location and surrounding steep terrain, the project area provides an effective barrier against unauthorized access.

2. The project proponent currently maintains 24-hour security personnel at the landfill entrance to prevent and deter unauthorized entry.

3. The project proponent currently maintains a perimeter 6 foot-high chainlink fence along the eastern portion of the project site next to the landfill entrance to discourage unauthorized entry by persons or vehicles. This fencing is routinely inspected (i.e., monthly) by landfill employees to ensure that it has not been damaged nor contains abnormalities such as loose fence tension or malfunctioning gates or locks, and that the fencing continues to provide a deterrent to unauthorized access to the landfill site. Annual inspections for corrosion and rust are also conducted by landfill employees. In addition, "No Trespassing" signs are posted and positioned along perimeter fencing around the site.

4. An exterior lighting system is provided around all buildings, storage areas, high-traffic, and parking areas at the project site.

Reference: For a complete discussion of impacts relating to Risk of Upset (Employee Safety and Site Security), please see Section 4.9.4 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

Human Health

5.8.6 **Description of Potential Significant Effect:** The proposed project could potentially create a significant human health impact if the proposed landfill operation were to create carcinogenic risks or other related human health impacts on surrounding area residents.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measure has been identified and will be incorporated into the project:

a. **Mitigation Measure No. 127**: A citizen's advisory committee shall be established, if deemed necessary by the City Council or Planning Commission through a project condition, to address area resident health concerns about the existing inactive and proposed City/County Landfill project. The committee's mandate shall include discussions with appropriate technical experts and regulatory agencies responsible for the onsite and offsite monitoring activities at the project site. The advisory committee would be responsible for presenting information and discussions of these regulatory agency members back to area residents through planned informational meetings.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to human health identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. A comprehensive air quality and health risk assessment was performed to specifically analyze development of the ultimate County/City Landfill (i.e., a 215-million-ton landfill within both County and City areas) within Sunshine Canyon as part of the Sunshine Canyon Landfill Extension FEIR. That assessment evaluated and analyzed cumulative impacts on air quality and potential health risks derived from operation of a total of eight flare stations. The technical analysis performed measured the existing emission rate of the operational flare station and projected emission rates for all other proposed gas flaring stations. The following contaminants were analyzed as part of this assessment: benzene, carbon tetrachloride, chloroform, perchloroethylene, trichloroethane, and vinyl chloride. The findings of this assessment concluded that cumulative project development (i.e., both County/City landfill projects) of the flare stations in Sunshine Canyon and associated impacts would be well below applicable standards (i.e., attainment pollutants) and SCAQMD criteria levels for

significance (i.e., nonattainment pollutants). Result of the risk assessment yielded a 70-year excess cancer risk level of 1.59×10^{-8}, which is far below the SCAQMD-designated acceptable level of 1.0×10^{-6} as outlined in SCAQMD Rules 212 and 1401.

2. Discussions with epidemiological professionals indicated that the proposed project would not create risks to human health if the proposed facility is operated and monitored in accordance with regulatory requirements of various public agencies (i.e., SCAQMD, LARWQCB, City of Los Angeles, etc.).

Reference: For a complete discussion of impacts relating to Risk of Upset (Human Health), please see Section 4.9.5 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; Topical Issue 25: Performance of a Health Risk Assessment and Topical Issue 27: Revised Air Quality Data.

Risk of Explosion: Landfill Gas and Collection System

5.8.7 **Description of Potential Significant Effect:** Improper operation of the LFG collection and flaring system and/or excavation of an unrecorded, abandoned well could result in an explosion.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 128:** Onsite structures shall be continuously monitored for the presence of unsafe levels of methane gas.

b. **Mitigation Measure No. 129:** If necessary, the landfill operator shall install electrical (e.g., battery backup) combustible gas detectors in habitable structures. Employees shall be trained in all applicable safety requirements to prevent any upset conditions from occurring.

c. **Mitigation Measure No. 130:** Risks associated with the gas collection and flaring system shall be mitigated through use of flexible piping, flame arrestors, sensors, and automatic shutoff controls. Numerous safety shutdown devices have been designed and installed into the flare

station, including a telephone auto-dialer, to provide emergency notification. All gas extraction equipment, including gas condensate and propane tanks, shall be adequately secured to prevent damage during a seismic event. Inspections of the gas collection and flaring system shall be performed after ground shaking from an earthquake, and necessary action shall be taken to correct any potential problems.

Abandoned Well Sites

d. **Mitigation Measure No. 131:** Equipment operators involved in excavation shall be made cognizant of the potential presence of existing unrecorded subsurface wellheads. If a wellhead (or other unidentifiable obstruction) is encountered during construction all excavation activities shall cease. The area will be cordoned off, and the landfill supervisor shall be called to determine whether the obstruction is an abandoned wellhead.

e. **Mitigation Measure No. 132:** A portable explosive gas detection device shall be used to determine whether the obstruction is a wellhead that may be leaking natural gas. If this is the case, all personnel shall be evacuated within a 500-foot radius and a representative from the California Department of Conservation, Division of Oil, Gas and Geothermal Resources shall be notified. Excavation activities shall cease until further instruction from Division of Oil, Gas, and Geothermal Resources is received. If gas is not detected, a backhoe or similar type of equipment shall be brought in to further expose the obstruction. If necessary, proper abandonment procedures will be utilized following Division of Oil, Gas, and Geothermal Resources protocol.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to risk of explosion identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Landfill operators are required by law to install an LFG collection and flaring system. The existing inactive landfill, which is in the process of landfill closure and

eventual postclosure maintenance, has an existing LFG collection and flaring system installed, which is constantly monitored and maintained by onsite landfill personnel. The LFGs collected within this system are currently flared.

2. Regulations require that onsite structures be constantly monitored to ensure there is no buildup of methane or other LFGs associated with the disposal of solid wastes. Onsite monitoring within habitable structures at the project site has not revealed any unsafe concentrations of methane gas exposure to occupants.

3. During a significant seismic event, the LFG collection and flaring system could malfunction and cause an explosion. The proposed system would be similar to the existing LFG collection and flaring system for the existing inactive landfill. As an example of how that system operated during the Northridge earthquake on January 17, 1994, the system successfully shut down, effectively reducing any potential for a risk-of-upset situation. The existing system sustained no damage and was in operation 2 days after that earthquake. The proposed LFG collection and flaring system would have similar shutoff controls to reduce any potential for LFG related explosions.

4. The project area is located adjacent to the Cascade Oil Field, and both active and abandoned well sites are located in proximity to the project site. As stated in the Los Angeles Citywide General Plan Framework Draft EIR, unrecorded wells and those improperly abandoned have been noted within the Los Angeles area. While none have been noted during past landfilling operations within Sunshine Canyon, the remote possibility does exist that an abandoned wellhead may be encountered during excavation activities.

5. Abandoned wells typically contain 10 to 25 feet of concrete at the surface and a metal cap. The potential to remove a wellhead is extremely remote due to the amount of concrete used at the surface area and the metal cap enclosure. Because heavy equipment operators are trained to recognize, both by sound and by "feel," when an object is struck, any potential obstructions would be investigated during excavation activities.

Reference: For a complete discussion of impacts relating

Risk of Upset (Risk of Explosion), please see Section 4.9.6 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

Trenches and Excavations

5.8.8 **Description of Potential Significant Effect:** Landfill employees working within trenches and excavations have the potential to be exposed to methane gas from the inactive City Landfill or from naturally occurring hydrogen sulfide gases found in areas of former oil-drilling operations.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measure has been identified and will be incorporated into the project:

a. **Mitigation Measure No. 133:** A portable explosive gas detection device shall be used in trenches and excavations to determine the presence of methane gases. If unsafe concentrations of gas exist, all employees would be immediately removed from the area of unsafe gas concentration. The safety monitor would be responsible for ensuring that appropriate worker safety equipment is operable, as well as worker education and instruction correctly implemented, to prevent the potential for methane gas explosions.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to gas exposure identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measure are presented in support of these findings:

1. Workers shall not be permitted to enter trenches or excavations where there is an oxygen deficiency or a combustible mixture of methane gas without taking precautionary measures. A landfill employee shall be designated as the safety monitor who would be trained in the use of gas-detection instruments and safety equipment.

Reference: For a complete discussion of impacts relating to Risk of Upset (Employee Safety), please see Section 4.9.4 of

the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

Airport Safety (Bird Strikes)

5.8.9 **Description of Potential Significant Effect:** The potential exists for bird/aircraft collisions due to the location of Whiteman Air Park approximately five miles southeast of the project site in Pacoima.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measure has been identified and will be incorporated into the project:

a. **Mitigation Measure No. 134:** In accordance with CCR § 17258.10 and 40 CFR Section 258.10, the project proponent will notify Whiteman Air Park and the FAA of the proposed project and projected startup date.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to airport safety identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measure are presented in support of these findings:

1. In accordance with CCR, Title 14 § 17258.10,[31] landfill facilities must address airport safety within the context of the following regulations:

> Owners or operators of new MSWLF[32] units, existing MSWLF units, and lateral expansions that are located within 10,000 feet (3,048 meters) of any airport runway end used by turbojet aircraft or within 5,000 feet (1,524 meters) of any airport runway end used by only piston-type aircraft must demonstrate that the units are designed and operated so that the MSWLF unit does not pose a bird hazard to aircraft.
>
> Owners or operators proposing to site new MSWLF

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[31]/Based on Federal Aviation Administration Order 5200.5.

[32]/Municipal Solid Waste Landfill Facility.

units and lateral expansions located within a five-mile radius of any airport runway end used by turbojet or piston-type aircraft must notify the affected airport and the Federal Aviation Administration (FAA).

The owner or operator must place the demonstration made pursuant to paragraph (a) of this section in the operating record and notify the board that it has been placed in the operating record.

2. The Whiteman Air Park supports approximately 300 operations per day. The airport is too small to support any commercial activity, and approximately 99 percent of all operations are piston-type aircraft. No recorded bird strikes at Whiteman Air Park have been attributed to past landfill operations. Because this airport verges on the 5-mile radius as denoted in CCR § 17258.10, the project proponent is obligated to notify the affected airport and appropriate FAA office.

Reference: For a complete discussion of impacts relating to Risk of Upset (Airport Safety - Bird Strikes), please see Section 4.9.7 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

5.9 TRANSPORTATION AND CIRCULATION

Traffic

5.9.1 Description of Potential Significant Effect: With the addition of project-generated traffic, 1998 level of service (LOS) conditions will deteriorate at two intersections: Roxford Street at Encinitas and the I-5 Freeway (northbound [NB] ramp), and San Fernando Road at the project entrance. Five key intersections will experience "significant" volume-to-capacity increases during the a.m./p.m. peak hours. These intersections include Roxford Street at the I-5 Freeway (southbound offramp), Roxford Street at Encinitas and I-5 Freeway (northbound offramp), San Fernando Road at Balboa Boulevard, San Fernando Road at Sierra Highway, and San Fernando Road at the project's driveway.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 135:** For those intersections where project-related traffic volumes are expected to create poor operating conditions and/or significantly impact the operating conditions of the study area intersections, mitigation is designed to improve and/or change the existing intersection geometry, thereby increasing existing intersection capacity. Capacity improvements shall include roadway widening, roadway restriping, reconfiguring roadways, or providing additional lanes to various approaches of a key intersection.

b. **Mitigation Measure No. 136:** Roxford Street at the I-5 Freeway (SB ramp)

Restripe westbound approach on Roxford Street to provide dual left-turn lanes and one through lane.

c. **Mitigation Measure No. 137:** Roxford Street at the Encinitas/I-5 Freeway (NB ramp)

Restripe northbound approach on Encinitas Avenue to provide left-turn lane, shared through/left-turn lane, and shared through/right-turn lane.

d. **Mitigation Measure No. 138:** San Fernando Road at Balb Boulevard

This key intersection features two through lanes in each direction on San Fernando Road and two northbound approach lanes, striped as an exclusive left-turn lane and an option left-right turn lane, provided on Balboa connector. A separate westbound left-turn lane, as well as protected left-turn phasing, is provided. Existing pavement widths and physical constraints (i.e., hillside encroachment) do not allow for any physical improvements, such as providing an exclusive eastbound right-turn lane on San Fernando Road for heavy existing and anticipated right-turn volumes.

e. **Mitigation Measure No. 139:** Contribute to the design, construction, and operation of the Northeast Valley Automated Traffic Surveillance and Control (ATSAC) system for this intersection. The current cost of ATSAC for the Northeast Valley System is $79,000 per intersection. The contribution to ATSAC shall be made prior to the start of construction for this ATSAC system, which is scheduled for the year 2003.

f. **Mitigation Measure No. 140:** San Fernando Road at Sierra Highway
Restripe northbound approach on San Fernando Road to provide a shared through/right-turn lane and exclusive right-turn lane and restripe the westbound approach of Sierra Highway for a 12-foot wide curb lane.

g. **Mitigation Measure No. 141:** San Fernando Road at Project Driveway
Install a new traffic signal at San Fernando Road/Project Driveway and widen and restripe the northbound approach of San Fernando Road at Project Driveway to provide a left-turn lane and through lane. Also contribute to the design, construction, and operation of the Northeast Valley ATSAC system for this intersection. The current cost of ATSAC for the Northeast Valley System is $79,000 per intersection. The contribution to ATSAC shall be made prior to the start of construction for this ATSAC system, which is scheduled for the year 2003.

h. **Mitigation Measure No. 142:** The required street improvements and signal modifications shall be guaranteed before the issuance of any building permit for this project through the B-permit process of the Bureau of Engineering, Department of Public Works, and the encroachment permit process of Caltrans (where applicable). Construction of the improvements to the satisfaction of LADOT, the Bureau of Engineering and Caltrans (where applicable) must be completed before issuance of any certificate of occupancy. Prior to setting the bond amount, the Bureau of Engineering shall require that the developer's engineer or contractor contact LADOT's B-Permit Coordinator, telephone (213) 580-5336, to arrange a pre-design meeting to finalize the proposed geometric and traffic signal designs needed for the project.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to traffic identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Regional access to the project site from waste hauling vehicles is provided via the following freeway systems: Antelope Valley (SR-14), Foothill (I-210), Simi Valley-San Fernando Valley (SR-118), Golden State (I-5), and San Diego (I-405) Freeways.

2. The transportation system that may be affected by the proposed project includes both existing local roadways and freeway systems. The following 13 key intersections were identified by the City of Los Angeles Department of Transportation (LADOT) as the locations that have the potential to be impacted by the proposed project and analyzed in the traffic impact study report: (1) Roxford Street at the I-5 Freeway (southbound [SB] offramp); (2) Roxford Street at the Encinitas Avenue/and the I-5 Freeway (northbound [NB] offramp); (3) Roxford Street at the I-5 Freeway (NB offramp); (4) Roxford Street at San Fernando Road; (5) San Fernando Road at Sepulveda Boulevard; (6) San Fernando Road at Balboa Boulevard; (7) San Fernando Road at the I-5 Freeway (SB offramp); (8) San Fernando Road at Sierra Highway; (9) San Fernando Road at Project Driveway; (10) Foothill Boulevard at Sierra Highway; (11) Yarnell Street at Foothill Boulevard; (12) Yarnell Street at the I-210 (eastbound [EB] offramp); and (13) Yarnell Street at the I-210 (westbound [WB] offramp).

3. San Fernando Road is classified as a major highway. This is a four-lane roadway (two travel lanes in each north/south direction) with a posted speed limit of 45 miles per hour (mph). Near the landfill entrance, San Fernando Road is located west of and generally parallel to the I-5 Freeway. North of the SR-14 Freeway, San Fernando Road continues as the Old Road. The average daily two-way volume on San Fernando Road near the project site is approximately 19,700 vehicles.

   Sepulveda Boulevard is classified as a major highway and is located south of the project site between San Fernando Road and Roxford Street. Sepulveda Boulevard generally has a north/south alignment, with one travel lane in each direction and a posted speed limit of 45 mph.

   Roxford Street is classified as a major highway and has one travel lane in each direction between Encinitas Avenue and San Fernando Road; however, two through lanes and a left-turn lane are provided on Roxford Street at these two intersections. The posted speed limit on

Roxford Street is 35 mph. Access to and from the I-5 Freeway is provided via Roxford Street.

Balboa Boulevard is classified as a major highway and extends south from Foothill Boulevard, crosses over the I-5 Freeway and San Fernando Road, and then continues south into the City. A connector road provides access between Balboa Boulevard and San Fernando Road. Balboa Boulevard restricts truck traffic in excess of 6,000 pounds south of San Fernando. Balboa Boulevard has two to three lanes in each direction and provides a two-way directional left-turn lane between San Fernando Boulevard and Rinaldi Street. Balboa Boulevard, located less than two miles west of the I-405 Freeway, provides an alternative north/south route that generally parallels the I-405 Freeway.

Foothill Boulevard is classified as a major highway with an east/west alignment and is located south of the I-210 Freeway. This roadway extends underneath the I-210 Freeway and parallels the I-5 Freeway northeast of that freeway. Between Sierra Highway and Yarnell Street, Foothill Boulevard includes one travel lane in each direction.

Yarnell Street is classified as a major highway and is a four-lane roadway located near the I-210 Freeway. EB and WB onramps and offramps are provided to that freeway. South of Foothill Boulevard, Yarnell Street continues as a two-lane roadway.

4. Roxford Street at the I-5 Freeway (SB onramp) operates at an existing LOS "F" during the a.m. peak hour, and San Fernando Road at Balboa Boulevard operates at an existing LOS "E" during the p.m. peak hour. The remaining key intersections all operate at LOS "D" or better.

5. Prior to the addition of cumulative and project traffic, 10 of the 13 key intersections are anticipated to operate at a LOS "D" or better during a.m./p.m. peak hours. However, the following remaining three intersections are expected to operate at LOS "E" or LOS "F" during one or both of the a.m./p.m. peak hours in 1998: Roxford Street at the I-5 Freeway (SB offramp), San Fernando Road at Balboa Boulevard, and San Fernando Road at Sierra Highway.

6. The primary source of truck traffic into and out of the landfill facility would most likely be from transfer trucks or smaller residential collection vehicles. Based on information provided by the project proponent and subsequently verified by LADOT, residual refuse brought from transfer stations will account for approximately 46 percent of the total daily waste intake into the facility. In addition, based on the maximum intake rate of 5,500 tpd, approximately 2,550 tpd of refuse (or 46 percent of the maximum daily intake) would originate from transfer stations/MRFs. It is anticipated that approximately 660 transfer trucks (daily/two-way) would be used to transport the waste from these facilities to the proposed site. Transfer trucks are typically 60 feet long and can accommodate a waste capacity of approximately 23.5 tons.

7. Curbside collection vehicles would transport approximately 2,850 tpd (or 52 percent of the maximum daily intake) of the total daily waste intake. Typical curbside collection trucks are 40 feet long and accommodate a capacity of nine tons.

8. The remaining source of transport would originate from local deliveries (e.g., landscapers, gardeners). Approximately 100 tpd (or two percent of the maximum daily intake) of the daily waste intake would be transported by these types of vehicles. It is also anticipated that, on average, approximately 125 half-ton and three-quarter-ton trucks (or self-haul trucks) would transport refuse to the project site.

9. During the a.m. peak hour, 55 percent of the project-specific traffic is expected to be inbound and 45 percent outbound; during the p.m. peak hour, the split between inbound and outbound is reversed (i.e., 45 percent inbound, 55 percent outbound). Based on these factors and assuming the maximum daily intake tonnage (5,500), the proposed project (within the City jurisdiction) is forecasted to generate 129 truck trips (i.e., 75 inbound, 54 outbound) during the a.m. peak hour and 150 truck trips (i.e., 63 inbound, 87 outbound) during the p.m. peak hour.

10. The majority of the employee-related traffic into and out of the project site is expected to occur before or after the typical a.m. and p.m. peak commuter periods. Approximately 10 inbound trips would occur in the morning

and 10 outbound in the evening. On a daily basis, the proposed project is forecasted to generate a total of 70 employee trips.

11. The project is forecasted to generate passenger car equivalents (PCEs) of 2,260 trip ends (TEs), with 245 PCE trips generated during the a.m. peak hour and 285 PCE trips generated during the p.m. peak hour.

12. The 33 related projects identified in Section 3.2 of the Draft SEIR are expected to generate a total of 68,320 daily trips (converted to PCEs). Of these trips, an estimated 5,390 total trips (3,365 inbound, 2,025 outbound) are forecasted to occur during the a.m. peak hour, and 7,570 total trips (3,115 inbound, 4,455 outbound) during the p.m. peak hour.

13. With the addition of cumulative traffic, significant impacts on traffic conditions will occur at the following three key intersections: Roxford Street at the I-5 Freeway (SB off ramp), San Fernando Road at Balboa Boulevard, and San Fernando Road at Sierra Highway.

14. As part of the key intersection capacity analysis, a queuing evaluation was performed on the following four key intersections that intersect with the I-5 Freeway: (1) Roxford Street at I-5 Freeway (SB offramps), (2) Roxford Street at Encinitas Avenue and the I-5 Freeway (NB offramp), (3) Roxford Street at the I-5 Freeway (NB offramp), and (4) San Fernando Road at the I-5 Freeway (SB offramp). The results of the queuing analysis indicate that existing ramp storage is sufficient to accommodate forecasted Year 1998 traffic volumes. Each ramp location currently provides over 1,000 feet of queuing capacity. Roxford Street at I-5 Freeway (NB offramp) would be used regularly by project-generated traffic. It is anticipated that 971 and 1,152 vehicles would use this offramp during the a.m. and p.m. peak hours, respectively. A maximum queue length for 14 vehicles per lane can be provided. This equates into a total queue length of approximately 700 feet. Approximately 1,000 feet of storage is provided at this ramp location.

15. Potential traffic impacts at three Congestion Management Program (CMP) freeway monitoring stations along the Golden State Freeway (I-5) and one monitoring station located along the San Diego Freeway (I-405) were reviewed

by the traffic consultant. Because a.m./p.m. peak-hou project-generated trips are below the threshold of 150 or more trips required for the freeway segment analysis, no additional analysis was performed. As previously presented in the traffic impact study the proposed project will add a maximum of 73 trips in either direction along the I-5 Freeway during the a.m./p.m. peak hours.

Reference: For a complete discussion of impacts relating to Transportation and Circulation (Traffic), please see Section 4.13.1 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 20: Planned Haul Routes.

Parking and Safety Concerns

5.9.2 **Description of Potential Significant Effect**: The proposed project would generate additional truck traffic along San Fernando Road, resulting in potential circulation safety problems at the landfill entrance.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measure has bee identified and will be incorporated into the project:

a. **Mitigation Measure No. 143**: Prior to issuance of any certificate of occupancy for the project, install a new traffic signal at San Fernando Road/Project Driveway and widen and restripe the northbound approach of San Fernando Road at Project Driveway to provide a left-turn lane and through lane. Also contribute to the design, construction, and operation of the Northeast Valley ATSAC system for this intersection. The current cost of ATSAC for the Northeast Valley System is $79,000 per intersection. The contribution to ATSAC would be completed prior to the start of construction for this ATSAC system, which is scheduled for the year 2003.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to circulation safety identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of thes

findings:

1. As part of the traffic study conducted for the Sunshine Canyon Landfill Extension FEIR, a safety analysis was performed to determine the potential circulation safety problems associated with truck traffic accessing the landfill entrance via San Fernando Road. In addition to a record search consisting of a computerized retrieval of traffic accident records (from 1982 through 1987), field observations were made at the landfill entrance to determine the topography and geometrics of that intersection.

2. The record search performed included information for the following intersections: 1-5 Freeway and San Fernando Road, San Fernando Road and Sepulveda Boulevard, Roxford Street and San Fernando Road, and Balboa Boulevard and San Fernando Road. The findings of this search indicated that no unusual safety problems existed at or near the landfill entrance or at these key intersections. At that time, field observations by the traffic consultant disclosed that due to the topography, narrow roadway, and adverse curvilinear alignment of San Fernando Road, the impression is perceived as a less-than-desirable section of roadway. However, the accident record statistics developed by LADOT at this time did not support this impression.

3. Since September 1991, the existing landfill within the City ceased operation and the County Landfill began operation in August 1996. Landfill entrance and roadway improvements for the County Landfill Project were made during summer 1996, and improvements to San Fernando Road were implemented by the City since 1991. Improvements along San Fernando Road have included new surface paving, restriping, curb and gutter replacement, and roadway realignment.

4. In addition, since the opening of the County Landfill, no recorded accidents relating to landfill traffic (i.e., fatal or nonfatal), either along San Fernando Road (in the vicinity of the landfill) or at these four key intersections, have occurred.

5. Field observations of all key intersections were performed as part of the traffic impact analysis for the proposed project. These observations revealed that existing pavement conditions and signs of pavement

deterioration were not evident. Visual observations indicate that potential vehicle safety hazards, such as pavement cracking, potholes in the roadways, and signs of roadway sags or humps, are not apparent. Because these observations indicate that overall conditions at these intersections are good, potential accident risks and safety hazards due to physical conditions are not expected to occur.

Reference: For a complete discussion of impacts relating to Right-of-Way and Access/Transportation and Circulation (Parking and Safety Concerns/Access Roadway), please see Sections 4.13.4 and 4.13.5 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 19: Traffic Conditions at Landfill Entrance.

Bicycle Routes

5.9.3 **Description of Potential Significant Effect:** The proposed project would generate additional truck traffic along San Fernando Road potentially increasing bicycle/truck incidents.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measure has been identified and will be incorporated into the project:

a. **Mitigation Measure No. 144:** The following mitigation measure is proposed by the project proponent to address any potential localized impact along the San Fernando Road bicycle lane from increased truck traffic at or near the project site. Signs acceptable to the City shall be posted at or near the entrance to the landfill facility. These signs shall caution the public that heavy truck traffic exists in the area.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to bicycle routes identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. The LADOT bikeways map reveals that there are no existing bike paths, lanes, or routes near the project site or along San Fernando Road, Balboa Boulevard, or Foothill Boulevard.

2. The Bicycle Plan, a part of the Transportation Element of the City's General Plan, depicts a Class II bicycle lane designation along San Fernando Road, Sesnon Boulevard, Balboa Boulevard, and Roxford Street.

3. A narrow shoulder area along San Fernando Road exists; however, this lane has not been developed to a Class II bicycle lane standard.

4. During previous operation of the City Landfill and during the current operation of the County Landfill, no significant accidents have occurred between landfill vehicles and bicyclists.

Reference: For a complete discussion of impacts relating to Right-of-Way and Access/Transportation and Circulation (Parking and Safety Concerns/Access Roadway), please see Sections 4.13.4 and 4.13.5 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 19: Traffic Conditions at Landfill Entrance.

5.10 PUBLIC SERVICES

Fire and Emergency Medical Services

5.10.1 Description of Potential Significant Effect: Development of the proposed project would introduce additional workers and structures within a high-fire hazard area, thereby potentially placing greater demands on existing fire protection and paramedic resources.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 145**: Onsite water trucks shall provide sufficient water storage and pumping capabilities to extinguish fires. Tracked dozers and scrapers shall be utilized to smother any onsite fires. Easily accessible soil stockpile areas for daily cover shall be used by landfill personnel to smother onsite fires.

b. **Mitigation Measure No. 146**: Definitive plans and specifications shall be submitted to the LAFD and requirements for necessary permits satisfied prior to commencement of landfill development.

c. **Mitigation Measure No. 147**: The project proponent shall maintain and expand existing onsite fire response capabilities by using heavy operating equipment and readily available fire-extinguishing equipment. A 200-foot long, 1½-inch-diameter fire hose shall be available on water trucks for firefighting at the landfill working face area. If necessary, earthmoving equipment shall be used to control fires by smothering fires with dirt.

d. **Mitigation Measure No. 148**: Hydrants shall be installed in conformance with LAFD requirements and Los Angeles City Fire Code § 57.09.06.

e. **Mitigation Measure No. 149**: New construction and placement of water tanks, water mains, and fire hydrants shall be completed prior to landfilling operations and shall meet final fire flow requirements determined by the LAFD.

f. **Mitigation Measure No. 150**: The project proponent shall maintain brush clearance within 100 feet of landfill operations and structures as specified in Los Angeles City Fire Code § 57.21.07 and 57.25.01. Fire-resistant native plants shall be maintained free of combustible litter (i.e., partly decayed/organic matter). These plants shall be used without restriction within this brush clearance zone.

g. **Mitigation Measure No. 151**: Fire breaks, roads, and fire trails shall be maintained by the project proponent in accordance with the Los Angeles City Fire Code § 57.09.04 and 57.25.03.

h. **Mitigation Measure No. 152**: No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

i. **Mitigation Measure No. 153**: Any person owning or having control of any facility, structure, or group of structures on the premises shall provide and maintain LAFD access.

j. **Mitigation Measure No. 154:** Access for LAFD apparatus and personnel to and into all structures shall be required.

k. **Mitigation Measure No. 155:** Construction of the realigned access roadway shall not exceed 15 percent in grade. An access road shall be constructed and maintained around the working area of the landfill for emergency access for fire fighting equipment.

l. **Mitigation Measure No. 156:** The project proponent shall temporarily close the landfill if a fire of regional significance is located near the project area and poses an imminent threat to the safety of landfill employees.

m. **Mitigation Measure No. 157:** A detailed fire response plan shall be prepared by the project proponent that incorporates LAFD requirements.

n. **Mitigation Measure No. 158:** Fire extinguishers shall be maintained in all heavy equipment, onsite work vehicles, and all structures as required by the LAFD.

o. **Mitigation Measure No. 159:** Signs shall be posted onsite and in a manner approved by the City Fire Chief prohibiting open burning within the project area, as specified under City of Los Angeles Fire Code § 57.25.02.

p. **Mitigation Measure No. 160:** All internal combustion engines used in landfilling operations shall be equipped with spark arresters.

q. **Mitigation Measure No. 161:** Landfill equipment shall be cleaned regularly to reduce the potential for equipment fires.

r. **Mitigation Measure No. 162:** Vehicle and mechanical inspections shall be performed on a regular basis, and focus on the electrical system, hydraulics, and fuel lines.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to fire protection and emergency services identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. The LAFD provides fire protection and emergency services for the City, including fire suppression, emergency medical services, hazardous materials control, public assistance, fire prevention, arson and bomb scene investigation, and the office of emergency services. The LAFD is responsible for building and business inspections, plan review, and construction inspections. Fire protection and paramedic services are provided to the project site (City portion) by the LAFD.

2. Fire Station No. 18 is located at 12050 Balboa Boulevard, approximately 2½ miles from the project site. This is the jurisdictional engine company for the project area and has an anticipated response time of under 10 minutes. Personnel includes one district emergency medical services captain, one captain, one engineer, and two firefighters.

3. Fire protection and paramedic service serving the County is provided by the Los Angeles County Fire Department (LACFD). Station 124 is the jurisdictional engine company located at 25111 Pico Canyon Road, Valencia. Its staffing and equipment levels include a paramedic rescue squad (two firefighters/paramedics) and an engine company (one captain, one engineer, and one firefighter). This station is approximately 6 miles from the site and has an estimated response time of 4 to 5 minutes.

4. The LAFD requires that the project proponent illustrate on a plot plan existing streets and roadways that provide access to the project site. Information includes road widths, centerline radii, grades, road improvements, distance to nearest fire hydrants, the precise locations of onsite hydrants and turnouts, the location of and distance to the nearest fire station and equipment available, and the identification of the water purveyor.

5. The portion of the project site located within the City is designated as a Mountain Fire District. Extremely hazardous brush fires have the potential to occur within this District. The high degree of fire hazard is due to the highly flammable native vegetation, steep terrain, and dry and windy climate conditions (i.e., Santa Ana winds). Development requirements within this Distri

include hillside brush clearance, fire access roads, and fire-resistant construction and landscaping materials.

6. The project site is primarily disturbed from landfilling activities that have occurred over a 30-year period. However, much of the surrounding property is undeveloped and has the potential to create an extreme fire hazard condition. The inactive landfill, access road, and operational County Landfill serve as a partial firebreak from surrounding brush areas.

7. Small onsite brush fires would be controlled by using landfill equipment such as tracked dozers, scrapers, and water trucks. Control of offsite brush fires would be the responsibility of either the LAFD or LACFD. However, landfill equipment would be made available to these departments during offsite brush fires. If necessary, the inactive landfill top plateau could be used as a staging area for either LAFD or LACFD helicopters making water drops to combat offsite brush fires. In the event that a brush fire encroaches onto the project site, landfill operations would immediately cease until either the LAFD or LACFD is notified. However, tracked dozers would be mobilized immediately by landfill personnel to create firebreaks.

8. Existing onsite water distribution and storage facilities include a 100,000-gallon water tank within the City portion and 265,000-gallon water tank and three fire hydrants within the County portion to meet fire flow demands. Existing water lines distribute water throughout the project site.

9. A Fire Response Plan has been prepared for landfill personnel. This plan details procedures to follow in the event of a fire or explosion, designates an emergency coordinator, and establishes safe havens for employees. All landfill personnel are trained where the nearest fire extinguishers are located, how to extinguish small fires, and who to contact in case of an emergency.

10. For trauma care, the closest hospital facility to the project site is Holy Cross Medical Center. This center is located at 15031 Rinaldi Street within the community of Mission Hills, approximately 5½ miles from the project site. Response time by ambulance to the site is approximately 10 to 12 minutes.

11. Emergency care is also provided via helicopter ("air ambulance") transport. An air ambulance is stationed at the Van Nuys Airport. Total transportation time for an air ambulance to arrive at the project site and transport a victim to Holy Cross Medical Center is 15 to 17 minutes. Helicopters are also used by the LAFD and LACFD fire departments for making water drops during fire fighting operations on brush and grass fires, fire prevention, prefire planning, and high-hazard fire patrol.

12. Due to the lack of permanent structures, fire flow requirements have been set by the LAFD at 2,000 gallons per minute (gpm) from three fire hydrants flowing simultaneously with a minimum water pressure of 20 pounds per square inch (psi).

13. Based on a required fire flow of 2,000 gpm, the first-due engine company should be within 1½ miles, and the first fire truck company should be within two miles of a project. Since the first-due engine company is 2½ miles and the first-due truck company is approximately 4.3 miles from the project site, existing fire protection would be considered inadequate based on these criteria.

Reference: For a complete discussion of impacts relating to Public Services (Fire and Emergency Services), please see Section 4.14.1 of the Draft SEIR; Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR; and Topical Issue 21: Fire Prevention and Control.

5.10.2 **Description of Potential Significant Effect**: The proposed project has the potential to result in landfill subsurface fires and the acceptance of hot loads has the potential to create a significant fire hazard.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 163**: The project proponent shall provide fire control in compliance with CCR, Title 14, Division 7, Chapter 3, Article 7.6, § 17741 (Burning Wastes). If burning waste is received at the landfill site, it shall be deposited in a safe, isolated area of the landfill and extinguished. If burning waste has been deposited at the working face area, it shall immediately be excavated, spread, and extinguished.

b. **Mitigation Measure No. 164**: In the event the project proponent detects settlement or venting of smoke, the City LEA shall be contacted. The project proponent under the direction of the City LEA shall undertake appropriate measures to identify the location of the subsurface fire and implement the appropriate fire control techniques to assure the fire has been extinguished.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to fire hazards identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. A hot load is defined as a truck that may bring ignited refuse onto a landfill site. If a hot load is brought to the project site, landfill personnel would direct the load to an isolated area of the site where it would be properly extinguished with either tracked dozers, scrapers, or other fire-suppression measures, including water, dry chemical extinguishers, or smothering.

2. Subsurface fires are triggered by the burial of a hot load igniting other refuse materials, the improper operation of the LFG collection and flaring system, or the inadvertent burial of chemical waste. Generally, subsurface fires are dependent on waste composition, moisture content, available oxygen, ambient soil-air pressure, and the insulating characteristics of the surrounding fill-and-cover material. Impacts from a subsurface fire would result in accelerated local settlement in the vicinity of the fire or the venting of smoke or combustion of byproducts through the landfill cover material. This type of fire is minimized by landfill design features, in-place control features used during the operation of the LFG collection and flaring system, and the proper application of cover material. In addition, Landfill personnel would receive training in the recognition of subsurface fires and procedures to be taken in order to respond to such an emergency.

Reference: For a complete discussion of impacts relating to Public Services (Fire and Emergency Services), please see Section 4.14.1 of the Draft SEIR; Tables 3-1 and 4-1 and the

Responses to Comments referenced therein in the Final SEIR; and Topical Issue 21: Fire Prevention and Control.

Schools

5.10.3 **Description of Potential Significant Effect:** Project development would result in additional jobs that may generate the formation of additional households and students within the Los Angeles Unified School District's (LAUSD) attendance boundaries.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measure has been identified and will be incorporated into the project:

a. **Mitigation Measure No. 165:** Prior to the issuance of an occupancy permit, the project proponent shall submit proof to the City's Department of Building and Safety that all applicable school impact fees have been paid.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to schools identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Within the Granada Hills-Knollwood CPA, eight elementary, three middle, and two high schools are operated by the LAUSD. The nearest school to the project site is Van Gogh Elementary (approximately 1¾ miles from the landfill entrance or 0.7 mile from the nearest project boundary). This school site is currently closed due to seismic retrofitting and reconstruction. Other schools near the project site include El Oro Way Elementary, Frost Middle School, and Kennedy High School. All schools have available student capacity.

2. Approximately eight new students (based on a generation rate of 0.498 household per worker and 0.45 student per household for grades K-12 referenced in the *Los Angeles Unified School District School Facilities Fee Plan*) would be generated by the proposed project. These additional students could be readily accommodated at

nearby schools.

3. LAUSD imposes school development impact fees at the maximum levels allowable under State law (California Government Code, § 65995[b]) for the purpose of constructing new classroom facilities. These fees are collected prior to the issuance of a building permit and are based on the applicable floor area of building square footage multiplied by the current fee assessment. Currently, $.30/square foot for new commercial/industrial building space is assessed by LAUSD.

4. Development of the proposed project would require the relocation of ancillary structures (administration building, caretaker trailer, control center, lunchroom/ locker room, and scale house) from the County onto lands within the City. These structures, which are all portable trailers (except for the control center), would serve the combined County/City Landfill. As part of permit requirements for the County Landfill, the LAUSD assessed impact fees, that were paid in full by the project proponent.

Reference: For a complete discussion of impacts relating to Public Services (Schools), please see Section 4.14.3 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

5.10.5 Description of Potential Significant Effect: The proposed construction and operation of the City/County Landfill have the potential to generate fugitive dust and create offsite migrating litter onto land uses if not properly mitigated.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the feasible mitigation measures for offsite dust migration (identified under Air Quality, Section 6.1 herein) and offsite litter migration and frequent cleanups of O'Melveny Park (identified under Litter, Section 5.8.3 herein) will be incorporated into the project.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to fugitive dust and litter identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts are presented in

support of these findings:

1. The nearest park facility to the project site that is a potential receptor of fugitive dust and litter is O'Melveny Park. No significant dust or litter impacts on O'Melveny Park are anticipated after the implementation of mitigation measures for offsite dust migration (discussed under Air Quality, Section 6.1 herein) and offsite litter migration and frequent cleanups of O'Melveny Park (discussed under Litter, Section 5.8.3 herein). The proposed project would not create any impacts on the vast majority of park users at O'Melveny Park, including those who would use the large grassy fields for recreational activities (e.g., football, frisbee, paddle ball), individuals using facility barbeque and picnic bench areas, or individuals who are jogging or walking. All of these uses are located at the lower elevations of the park.

Reference: For a complete discussion of impacts relating to Public Services (Parks and Recreational Resources), please see Section 4.14.4 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

5.11 UTILITIES

Electricity

5.11.1 Description of Potential Significant Effect: The proposed project would result in increased electrical consumption of approximately 500 kilowatt hours (kWh) per day due to the installation of new mechanical equipment and environmental control systems.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 166:** The project proponent shall incorporate measures that will exceed minimum efficiency standards for Title 24 of the CCR.

b. **Mitigation Measure No. 167:** Built-in appliances, refrigerators, and air conditioning equipment shall exceed the minimum efficiency standards for Title 24 of the CCR.

c. **Mitigation Measure No. 168:** Buildings shall be well sealed to prevent outside air from infiltrating and increasing interior air conditioning and space heating loads. A performance check of the installed air conditioning and space heating systems shall be completed by the project proponent prior to the issuance of the certificate of occupancy to ensure the system properly operates.

d. **Mitigation Measure No. 169:** Thermal insulation that exceeds requirements established by the CCR shall be installed in walls and ceilings.

e. **Mitigation Measure No. 170:** Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

f. **Mitigation Measure No. 171:** Heat-reflective draperies shall be installed on appropriate exposures.

g. **Mitigation Measure No. 172:** Fluorescent and high-intensity-discharge lamps, which give the highest light output per watt of electricity consumed, shall be installed wherever possible, including all parking lot and site lighting to reduce electricity consumption.

h. **Mitigation Measure No. 173:** Occupant-controlled light switches and thermostats shall be installed to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

i. **Mitigation Measure No. 174:** Time-controlled interior and exterior public area lighting limited to that necessary for safety and security shall be installed.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to electrical consumption identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Electrical service is provided to the City portion of the

project site by the Los Angeles Department of Water and Power (DWP). Power for the existing electrical uses is supplied from DWP's 4.8-kilovolt (kV) distribution lines located adjacent to the site along San Fernando Road. Power for the 4.8-kV distribution system in the project area is supplied from Balboa Distribution Station 86 located at 12960 Balboa Boulevard, less than 1 mile south of the site. The major distribution lines in the site area are fed via the 34.5-kV distribution lines along San Fernando Road, immediately east of Balboa Boulevard.

2. Electricity is provided to the County portion of the project site by Southern California Edison (SCE) from an overhead 16-kV distribution line located within Weldon Canyon that connects to two existing pole lines located onsite. Power to this line is supplied from the Newhall substation located at the northwest corner of Lyons Avenue and Wiley Canyon Road. Two SCE aboveground electrical transmission lines traverse the project site. The first is identified as the Chatsworth-MacNeil-Newhall-San Fernando 66-kV (50-foot-wide) Transmission Line. This line traverses the project site along the City/County boundary line Six transmission towers are located on the project site that are part of this distribution system. The second transmission line (two circuits) is identified as the MacNeil-Newhall-San Fernando 66-kV and the Chatsworth-MacNeil-Newhall-San Fernanco 66kV (60-foot-wide) Transmission Line. This line runs along the easterly side of the project site boundary, parallel to the I-5 Freeway. Electrical Tower No. M15-T4 of the Chatsworth-MacNeil-Newhall-San Fernando Transmission Line is located in a slope area that has unstable soil conditions.

3. Electricity is consumed onsite to provide power for environmental protection and control systems (i.e., LFG collection and extraction system and flare station, etc.), water pumps, site security and building lighting, heating, and air conditioning. Current electrical consumption at the existing inactive landfill is estimated at 100 kWh per day. Current electrical consumption at the operational County Landfill is estimated at 200 kWh per day. Electrical consumption occurs at similar ancillary uses at the existing County Landfill with the addition of the scale house, leachate treatment system, environmental monitoring facility, administrative building, and employee building. With the availability of local and regional electrical supply ar

distribution facilities and implementation of the mitigation measures, no significant adverse impacts on electrical service would occur.

4. Development of the proposed City/County Landfill would eventually require the removal and relocation of the underground electrical power line located underneath the landfill access road. Relocation of the underground power line would occur in conjunction with project sequencing to accommodate the development of new landfilling areas onsite.

5. Development of the proposed project would require reconstruction of six Chatsworth-MacNeil-Newhall-San Fernando Transmission Line towers located on the project site. The project proponent has filed an application with the SCE and has provided funds necessary for completion of an SCE engineering study to delineate a specific design for the removal of the two six towers, the reconstruction of four tabular steel poles, and the removal of Tower No. M15-T4.

Reference: For a complete discussion of impacts relating to Utilities (Electricity), please see Section 4.16.1 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

Water

5.11.2 Description of Potential Significant Effect: The proposed project would result in increased water consumption of approximately 221.4 acre-feet of water per year. This equates into an approximate monthly usage of 18.45 acre-feet (or 6,027,600 gallons) or 200,920 gallons per day.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 175**: The project proponent shall coordinate with DWP in advance to efficiently obtain potable water for delivery to the construction site and to meet any restrictions imposed.

b. **Mitigation Measure No. 176**: When reclaimed water lines are extended into the project area, and if economically

feasible, reclaimed water would be utilized onsite for irrigation and dust suppression. Prior to the submittal of design plans to the City's Building and Safety Department, the project proponent shall investigate the possibility of utilizing reclaimed water at the project site.

c. **Mitigation Measure No. 177**: During the site life of the landfill and ancillary facilities, the landfill operator shall effectively utilize water-conservation measures at the project site. These measures shall include the following:

- The project proponent shall install an efficient drip irrigation system that minimizes runoff and evaporation, and provides water distribution in an efficient manner.

- A dust suppression additive shall be utilized onsite to minimize water usage.

- Green waste/wood waste (after grinding) will be used onsite as mulch material for revegetation purposes. Mulch shall be applied on the top layers of revegetation areas to improve the water-holding capacity of the soil.

- Onsite revegetation shall include the use of water-conserving plant materials to the greatest extent possible.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to water service identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Potable water is supplied to the project site by the City DWP via an existing 16-inch-diameter water distribution line located underneath San Fernando Road. Existing capacity is sufficient to meet current site usage and consumption demands.

2. Water supplied from DWP is metered as it enters the landfill site near the main entrance located adjacent to San Fernando Road. Water is then conveyed through feeder lines within the canyon and pumped directly into an existing 100,000-gallon water storage tank located near the western perimeter ridgeline of the project site area. The existing water distribution system within the project site is owned, operated, and maintained by the project proponent. The entire system (within the City portion of Sunshine Canyon) includes one 100,000-gallon storage tank, several water pumps, distribution piping, overhead truck filling stations, and fire hydrants. A similar system is used for County Landfill operations, except that the water storage tank has a capacity of 265,000 gallons. That water tank is located next to the existing County Landfill administrative offices.

3. Onsite water usage is primarily used for dust control and landscape irrigation. A small amount of potable water is used for employee drinking and sanitation needs. Current onsite consumption is approximately 50,000 gallons per month. To reduce the need for onsite water usage, the project proponent uses biodegradable soil stabilizers to control dust, silt, and erosion, and has planted drought-tolerant vegetation. Between November 1987 and October 1988, when the existing inactive landfill was in full operation, approximately 110.7 acre-feet of water was consumed. That usage equates into an approximate use of 9.225 acre-feet per month (or 3,013,800 gallons per month or 100,460 gallons per day).

4. The DWP receives its water supply from local wells, the Los Angeles Aqueduct, Metropolitan Water District (MWD), and recycled water used for nonpotable applications. Based on demand projections contained in the Urban Water Management Plan, there is adequate water supply to meet normal City needs and/or demand for the next 20 years.

5. Currently, no reclaimed water lines service the San Fernando Valley. The Donald C. Tillman Water Reclamation Plant is a potential source of future reclaimed water in the San Fernando Valley. The City is currently proposing to install a reclaimed water line as a joint venture project between several City departments. This line would commence at the Tillman Plant and terminate near Hansen Dam in the City. This project is scheduled to start operating during 1999. The purpose of constructing this reclaimed water line is for groundwater recharge of

the San Fernando Water Basin.

6. To implement the proposed project, the 265,000-gallon water storage tank would be relocated to the northeast portion of the project site and connected to a piping distribution system and the DWP water line located underneath San Fernando Road. Two 50-horsepower water booster pumps would be installed near the landfill entrance to provide pumping capabilities so that water could flow upward to the relocated water tank. All water distribution facilities and equipment within Sunshine Canyon would be owned and maintained by the project proponent. In addition, and if necessary, another 265,000-gallon water storage tank would be used. The existing 100,000-gallon water tank (in the City portion of Sunshine Canyon) would continue to be used for irrigation and dust suppression activities.

7. In addition, development of the proposed project would eventually require the removal and relocation of the underground water line located underneath the landfill access road. Relocation of the water line would occur in conjunction with project sequencing to accommodate the development of new landfilling areas onsite.

Reference: For a complete discussion of impacts relating to Utilities (Water), please see Section 4.16.4 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

5.12 AESTHETICS/VIEWS

5.12.1 **Description of Potential Significant Effect:** Project development would alter the onsite topographic and natural features of the site, changing the visual character and aesthetic quality of the project site. When landfilling operations are located in the southern portion of Sunshine Canyon, motorists traveling northbound on the I-5 Freeway would have a view of these operations. Landfill operations in the canyon would be visible from the southeast, within areas of Sylmar; and from the westbound lanes of the I-210 Freeway. The proposed project would also be visible from portions of the upper elevations of the O'Melveny Park hiking/ equestrian trail.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures ha

been identified and will be incorporated into the project:

a. **Mitigation Measure No. 178:** The maximum permitted elevations for the landfill shall not be allowed to be exceeded at any time during landfill development and shall be verified through survey control points.

b. **Mitigation Measure No. 179:** The cover-material excavation areas shall be confined as much as possible to areas that will later be landfilled.

c. **Mitigation Measure No. 180:** As part of revegetation efforts for the landfill, the upper ridges of the canyon shall be planted with native species (both trees and scrubs) to supplement existing vegetation on the ridgelines and reestablish naturally bare areas.

d. **Mitigation Measure No. 181:** The final cover of landfilled areas shall be landscaped with a ground cover mix and plant species that are compatible with the immediate area and shall be maintained in a natural setting until it is converted to its final use.

e. **Mitigation Measure No. 182:** The 100± acre open space area on the southern boundary of the project site shall continue to be maintained and enhanced with both native and nonnative vegetation.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to aesthetics/views identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. The project site is bordered to the north by undeveloped mountainous terrain in the County, a gun club, worm farm, and horse stables; to the west and southwest by oil fields; to the south by Bee Canyon, O'Melveny Park, and single-family residential uses; and to the east, along San Fernando Road, by a wood chipping and fire wood area, heavy-duty equipment storage, and six trailers. In addition, the Los Angeles Aqueduct Filtration Plant and MWD's Joseph E. Jensen Filtration Plant boundaries are

located approximately ½ mile south of the landfill entrance. The project site is also located near three freeway corridors: the I-5 Freeway directly east of the landfill entrance, the SR-14 Freeway to the northeast, and the I-210 Freeway to the southeast.

2. The most prominent visual features of the project site include several intervening ridgelines that form the southern, northern, and western perimeter boundaries of Sunshine Canyon. The ridgeline along the western boundary of the project site rises to an elevation of about 2,150 feet above MSL. The ridgeline that forms the northern boundary of the site has an elevation of about 1,825 feet MSL. The canyon floor descends from a topographic limit (1,850 feet MSL) near the City/County jurisdictional boundary in a southeasterly direction to the mouth of the canyon (1,350 feet MSL) at San Fernando Road. The surrounding topography outside of Sunshine Canyon is dominated by mountainous ridgelines that obstruct and/or limit views into the interior canyon from most adjacent properties and uses.

3. The *City of Los Angeles Scenic Highways Plan* identifies the I-5 Freeway and Sesnon Boulevard as scenic roadways. The *City of Los Angeles Proposed Transportation Element* also depicts the I-5 and Sesnon Boulevard as designated scenic highways. However, the I-5 designation only extends southeast to Balboa Boulevard (rather than all the way to the Hollywood Freeway interchange). The Scenic Highways map of the *Los Angeles County General Plan* designates the SR-14 as a second priority roadway for the enhancement of scenic experiences.

4. Surrounding properties are generally located downgradient and at elevations well below the project site's ridgelines. North of the site, the topography descends to about 1,000 feet MSL near the I-5 Freeway at Weldon Canyon. Ridges and canyons are located southwest of the site within the O'Melveny Park area. The highest peak and one of the most prominent features in this area is Mission Point at 2,771 feet MSL. This area descends below 1,500 feet MSL within residential areas located south of Bee Canyon Park. The urbanized areas located southeast of the site are well below the 1,300-foot elevation. These elevational differences in topography between the proposed landfill and existing uses would effectively limit potential visual impacts.

5. The existing southern fill limits of the inactive landfill (i.e., larger fill area) range in elevation from 1,725 to 1,950 feet MSL. Elevations in this area would effectively block interior views of the final fill areas from residential uses located to the south and southwest. The highest final fill elevation of the proposed City/County Landfill footprint is 2,000 feet MSL. At this elevation, the top deck area would be higher than the northern perimeter ridgeline, which is 1,825 feet MSL. However, due to the location of the final fill area, which is well within the interior of Sunshine Canyon, exterior perimeter ridgelines would not be visually impacted.

6. Development of the proposed project would necessitate landform alteration. For example, the landfill footprint would have incremental slope surface areas and/or manufactured benches. The exterior appearance of Sunshine Canyon and its topographic elevations along the southern portion of the project site would remain unchanged. Project development would not occur within the 100 ±acre open space area, areas along the southern perimeter ridgeline, or within surrounding mitigation sites (i.e., Bee and East Canyons). Associated grading activities and corresponding construction would result in the urbanization of the project site through the introduction of impervious surfaces and industrial-related development. Development would also result in the loss of indigenous vegetation and the introduction of both native and nonnative plant species.

7. When landfilling operations occur in the southern portion of the project site, motorists traveling northbound on the I-5 Freeway would have a clear view of operational activities for approximately 20 to 30 seconds. The project area has many industrial uses proximate to the project site, and motorists using this freeway corridor would view those uses in addition to residential and mountainous terrain. The project site would also be visible from the SR-14 Freeway at the I-5 interchange. Views would also be limited and similar in duration to those described above. Additionally, affected motorists traveling northbound would have just passed through developed areas located on both sides of the I-5 Freeway within the San Fernando Valley. A brief view of the interior of the canyon would also be provided from Foothill Boulevard. For motorists traveling westbound on the I-210 Freeway, the site is visible from a distance of

about 6,000 feet (i.e., greater than 1 mile). From this distance, motorists would be able to view landfilling operations near the mouth of the canyon for approximately 20 seconds.

8. The landfill is currently visible from limited residential areas in the community of Sylmar. The existing inactive landfill is visible at such a far distance that it is generally indistinguishable from mountainous terrain in the background. Landfill operations would also be visible during final sequencing of the proposed project from the upper elevations of O'Melveny Park (i.e., hiking and equestrian trails). Along these trails, vegetative screening is provided.

Reference: For a complete discussion of impacts relating to Aesthetics/Views, please see Section 4.18 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

5.13 CULTURAL RESOURCES

Archaeological

5.13.1 Description of Potential Significant Effect: Site clearance, excavation, and grading activities associated with construction and operation of the proposed project have the potential to unearth previously undiscovered archaeological resources.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 183:** Prior to the commencement of initial earth excavation, specific sections of the project area shall be resurveyed as a precautionary measure to minimize potential loss of undiscovered archaeological resources. Specific areas within the project site to be resurveyed shall be determined by the intended cut-and-fill areas proposed for landfill development. As new areas for excavation are identified, an evaluation of those areas shall be made based on the prior survey results and consultation with appropriate technical specialists. Factors to be considered for delineation of areas to be resurveyed will be known site selection factors associated with aboriginal groups suspected of having inhabited the general area. These

factors include proximity to water, the type of vegetation (e.g., food source, shelter, and fuel), and the topography (e.g., slope and aspect).

b. **Mitigation Measure No. 184:** An archaeologist shall be present onsite during major infrastructure work which requires significant surface disturbance.

c. **Mitigation Measure No. 185:** The landfill operator shall instruct landfill equipment operators how to identify archaeological resources and upon discovery of such findings immediately report the location of the site to their supervisor. If any evidence of aboriginal habitation is discovered during earthmoving activities, landfill operations will cease in that particular location until a qualified archaeologist has made a determination as to the significance of the site or findings. Any significant archaeological resources shall be recovered to the extent practicable prior to resuming activities in that area of the landfill.

d. **Mitigation Measure No. 186:** Archaeological resources recovered during surface collection, subsurface excavations, and monitoring, with related records, notes, and technical reports, shall be curated at a regional repository approved by the City.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to archaeological resources identified in the Final SEIR to a less than significant level..

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Five archaeological investigations were conducted within Sunshine Canyon between 1975 and 1997. Each investigation included, in part, (1) a records search for information on previous cultural resource surveys performed in or near the project area, which was conducted at the Archaeological Information Center at the University of California at Los Angeles (UCLA), Institute of Archaeology; and (2) a physical walkover survey of the project site. The records searchs did not identify any other known or recorded archaeological sites within a 1-mile radius of the project proponent's property.

2. The 1975 archaeological investigation resulted in th discovery and recordation of one prehistoric/historic archaeological site (CA-LAN-816) within the boundaries of Sunshine Canyon. This site was described as a single sandstone bedrock mortar, a scatter of historic material consisting of oriental porcelain and old bottle glass. The site was mapped adjacent to an intermittent watercourse in the southwest corner of Sunshine Canyon. The 1978, 1991, 1994, and 1997 surveys were unable to relocate the site. It was concluded by both Drs. Clewlow and Meighan of the UCLA Institute of Archeology, that the site was of minor importance and that any information provided would be of limited value.

3. The 1994 investigation recorded nine archaeological sites within Sunshine Canyon. Each site was individually numbered (SC-1 through SC-9). SC-1 mitigation was completed by avoidance and fencing off the site. SC-2 was determined not to be of cultural (historical) origin, and no further mitigation was required. Sites SC-3 and SC-9 were fully investigated and reported, in addition to sites SC-4, SC-5/6, SC-7, and SC-8.

4. Landfilling activities are not expected to uncove significant archaeological resources because much of th area has already been disturbed by the previous landfill operations and the activities associated with the quarry and the Cascade Oil Field to the south. No archaeological resources were observed in the City portion of the property.

Reference: For a complete discussion of impacts relating to Cultural Resources (Archaeological Resources), please see Section 4.19.1 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

Paleontological Resources

5.13.2 Description of Potential Significant Effect: There is a high degree of probability that site clearance, grading, and excavation resulting from construction and operation of the proposed project will uncover significant paleontological resources.

Mitigation Measures: Based on the analysis presented in

Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

a. **Mitigation Measure No. 187**: Prior to the commencement of initial earth excavation, specific sections of the project area shall be resurveyed as a precautionary measure to minimize potential loss of undiscovered paleontological resources. Specific sections of the project area to be resurveyed shall be as determined by the intended cut-and-fill areas proposed for landfill development. As new areas for excavation are identified by the project proponent, an evaluation of those areas shall be made based on the prior survey results and consultation with appropriate technical specialists.

b. **Mitigation Measure No. 188**: A paleontologist shall be onsite during major infrastructure work that requires significant excavation. In the event that paleontological resources are discovered during grading or excavation, the paleontologist shall be allowed to redirect grading away from the area of exposed fossils to allow sufficient time for inspection, evaluation, and recovery.

c. **Mitigation Measure No. 189**: The landfill operator shall instruct landfill equipment operators how to identify paleontological resources and upon discovery of such findings immediately report the location of the site to their supervisor. If any evidence of paleontological resources is discovered during earthmoving activities, landfill operations shall cease in that particular location until a qualified paleontologist has made a determination as to the significance of the findings.

d. **Mitigation Measure No. 190**: Any significant paleontological resources shall be recovered to the extent practicable. Due to the potential for rapid deterioration of exposed surface fossils, preservation by avoidance is not an appropriate measure. When fossils cannot be removed immediately, the site shall be stabilized to prevent further deterioration prior to data recovery or the fossil location as directed by a professional paleontologist.

e. **Mitigation Measure No. 191**: The paleontologist shall be retained to perform inspection of the excavation and salvage exposed fossils. Collected fossils shall be curated at a public institution with an educational/

research interest in the material. Any curatorial expenses shall be borne by the landfill operator.

Findings: Changes or alterations have been required in, or incorporated into, the proposed project that will avoid or mitigate the significant environmental effects relating to paleontological resources identified in the Final SEIR to a less than significant level.

Rationale for Findings: The following facts and related mitigation measures are presented in support of these findings:

1. Sunshine Canyon is located in an area underlain by the late Miocene-early Pliocene Towsley Formation consisting of coarse sandstone and conglomerate, shale, and siltstone. This unit is marine and contains localized bone beds and vertebrate remains of Miocene age. The Towsley Formation is known to contain fossils, primarily in areas adjacent to the site. The fossils contained in these units (Soledad Embayment) have proven to be of high scientific value. Sparse fossil remains were encountered during a 1989 walkover survey conducted by a qualified paleontologist within Sunshine Canyon. These fossils included pelecypods (clams), gastropods (snails) in the northeastern canyon, and carbonized plant remains in several areas onsite. These resources were not considered significant.

2. Seven fossil localities were identified within the City portion of project site during the March 1997 field surveys. Although these localities were not identified as containing significant paleontological resources, the Towsley Formation could contain significant fossils adjacent to areas proposed for development.

Reference: For a complete discussion of impacts relating to Cultural Resources (Paleontological Resources), please see Section 4.19.2 of the Draft SEIR, and Tables 3-1 and 4-1 and the Responses to Comments referenced therein in the Final SEIR.

6.0 SIGNIFICANT ENVIRONMENTAL EFFECTS IDENTIFIED IN THE FINAL SEIR THAT CANNOT FEASIBLY BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

The City has determined that specific mitigation measures and/or design changes initially presented in the Draft SEIR a

subsequently identified in the Final SEIR, agreed to by the facility operator, will result in substantial mitigation of those significant or potentially significant environmental effects identified in the Draft SEIR. However, based on the significance criteria established by the City and presented in the Draft SEIR, these measures and/or design changes will not result in avoiding those significant or potentially significant environmental effects for the following environmental topical issue nor reduce those effects below a level deemed by the City to be less than significant.

6.1 AIR QUALITY (PROJECT-SPECIFIC AND CUMULATIVE)

6.1.1 Description of Significant Effect: Project construction would include the removing of existing vegetation, excavating and grading, constructing of the landfill, constructing and/or relocating ancillary facilities, and installing environmental protection and control systems. Construction-related air pollutant emissions are associated with the site preparation and construction phasing of the proposed project and include fugitive dust emissions and exhaust emissions from construction equipment, material delivery trucks, and workers' vehicles. Construction aspects of the project, such as the installation of the liner system and access road improvements, will be constructed in phases as landfill development occurs. Diesel-powered, earthmoving vehicles or other heavy equipment would be utilized during the grading and construction phasing of the proposed City/County Landfill Project.

As a reasonable worst-case scenario, grading operations are expected to occur during a 10-hour workday. The following vehicles would create emissions during project construction: dozers, an excavator, compactors, scrapers, loaders, rock trucks, water trucks, materials delivery trucks, and construction worker cars and trucks.

Fugitive dust during construction is generated either by a mechanical disturbance to soil (i.e., associated with human activities such as grading operations or agricultural tilling) or by wind-related entrainment of dust particles. Site preparation, clearing, surface grading, excavation, and the use of heavy equipment and trucks on unpaved surfaces have the potential to generate significant quantities of dust during initial site preparation activities.

During operation, vehicles will be utilized to transport refuse to the landfill. Wastes are deposited within prepared cells and covered daily with cover material. The cells are then compacted before the next lift is applied. When landfill capacity is exhausted, a new area is excavated and lined with an impermeable membrane, and cells are formed. Heavy equipment would be used to prepare new landfill cells, and cover and compact refuse on a daily basis. All equipment is projected to operate 10 hours per day. The following heavy equipment would create daily emissions: bulldozers, a grader, compactors, dirt trucks, excavators, scrapers and water trucks.

Volatile organic emissions are associated with the storage and transfer of fuel to project-generated vehicles. The 220 transfer trucks and 640 refuse collection trucks are anticipated to travel approximately 34,280 miles per day. Based on an average fuel consumption of 5.9 mpg, an estimated 5,810 gallons of fuel may be used daily. All of these vehicles are all assumed to use diesel fuel. Gasoline will be utilized by landfill employees who would be commuting to the site and service vehicles and light-duty vehicles that would transport wastes to the site.

Collected landfill gas (LFG) would be burned in a total of five high-efficiency flares, each with a total volume disposal capacity of approximately six million standard cubic feet per day (scf/day) or 4,167 standard cubic feet per minute (scf/min).

Fugitive dust is produced by daily site operations, including landfilling operations, such as the preparation of new cells, procurement of cover material, wind action on material that has been stockpiled during the initial construction, and truck travel on both the paved access roadway and the unpaved haul route surface to the active working face. Heavy equipment would be utilized to prepare new landfill cells, procure cover materials, and compact refuse on a daily basis. These activities would be subject to erosion and potential fugitive dust emissions. Because dust generally settles on horizontal surfaces, onsite vehicular travel over paved surfaces would also produce fugitive dust emission. Dust is also associated with vehicular travel over unpaved or hard-packed surfaces such as the haul road.

The project area is currently out of attainment for both O_3 and PM_{10} (fine particulate matter). Project construction

projected to produce NO_x and PM_{10} in excess of those levels deemed by the SCAQMD as significant. All other construction related emissions are estimated to remain below both daily and quarterly threshold levels. Emissions from project operations are anticipated to exceed the significance criteria for CO, NO_x, SO_x, ROG and PM_{10}. Construction and operation of cumulative projects will further degrade local air quality, as well as the air quality within the SCAB. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. The greatest cumulative impact on regional air quality will be the incremental addition of pollutants primarily from increased traffic associated with the development of residential, commercial and industrial projects and the use of heavy equipment and trucks associated with construction of these projects. Emissions of CO and ROG, primarily associated with vehicular travel, as well as SO_2, associated with the combustion of landfill gas, are projected to be significant on a cumulative level.

Mitigation Measures: Based on the analysis presented in the Final SEIR, the following feasible mitigation measures have been identified and will be incorporated into the project:

Mitigation Measure No.19: The following mitigation measures will reduce emissions to the maximum extent reasonably feasible.

a. The project proponent will maintain equipment in tune per manufacturer's specifications.

b. The project proponent will use catalytic converters on gasoline-powered equipment.

c. The project proponent will retard diesel engine injection timing by 2 degrees.

d. High-pressure fuel injectors will be installed.

e. Heavy equipment will use reformulated, low-emission diesel fuel.

f. The project proponent will substitute electric and gasoline-powered equipment for diesel-powered equipment where feasible.

g. Where applicable, equipment will not be left idling for

prolonged periods.

h. The project proponent will curtail (cease or reduce) construction during periods of high ambient pollutant concentrations (i.e., Stage II smog alerts). *(Mitigation Measure Section 4.2.11 in Final EIR)*

Mitigation Measure No.20: Daily watering of active construction areas, active soil stockpiles, and all traveled unpaved roads shall be performed to minimize dust lofting from construction disturbances. Construction areas will also receive a soil stabilization (sealant) product if they are to be left unattended for periods in excess of 5 days and control is required. *(Mitigation Measure Section 4.2.11 in Final EIR)*

Mitigation Measure No.21: Wind speed shall be continually monitored using onsite anemometers. Excavation within construction areas shall be halted when the 15-minute average wind speed exceeds 15 mph or when the instantaneous wind speed exceeds 25 mph. *(Mitigation Measure Section 4.2.11 in Final EIR)*

Mitigation Measure No.22: Graded areas shall be watered as necessary to reduce dust emissions. *(Mitigation Measure Section 4.1.11 in Final EIR)*

Mitigation Measure No.23: Disturbed areas shall be revegetated with an interim ground cover as specified in the proposed revegetation program. Excavation will proceed in a manner to reduce the amount of graded areas at any given time. *(Mitigation Measure Section 4.2.11 in Final EIR)*

Mitigation Measure No.24: <u>Construction Equipment</u>

a. The project proponent will maintain equipment in tune per manufacturer's specifications.

b. The project proponent will use catalytic converters on gasoline-powered equipment.

c. The project proponent will retard diesel engine injection timing by 2 degrees.

d. High-pressure fuel injectors will be installed.

e. Heavy equipment will use reformulated, low-emission diesel fuel.

f. The project proponent will substitute electric and gasoline-powered equipment for diesel-powered equipment where feasible.

g. Where applicable, equipment will not be left idling for prolonged periods.

h. The project proponent will curtail (cease or reduce) construction during periods of high ambient pollutant concentrations (i.e., Stage II smog alerts). *(Mitigation Measure Section 4.2.12 in Final EIR)*

Mitigation Measure No.25: Refuse Trucks
The following measures will be applied to the project proponent's operated trucks that utilize the project site.

a. Refuse trucks shall be maintained in proper tune. Trucks observed to emit excessive amounts of smoke (particulate matter) shall either be tuned up or repaired, as applicable.

b. Where applicable, high-pressure fuel injector nozzles shall be used, and diesel engine timing shall be retarded by 2 degrees.

c. Using a progressive fee schedule, the project proponent shall encourage trucks to carry full loads.

d. The project proponent shall encourage trucking to be performed during off-peak hours. This shall be accomplished through coordination of deliveries with the transfer stations that supply refuse, restrictions in the hours of operation, and/or a fee schedule that penalizes haul trucks arriving during peak congestion periods. This will reduce emissions by increasing truck speeds and eliminating prolonged idling in traffic.

e. When operating onsite, trucks shall not be left idling for periods in excess of 5 minutes.

f. Private owner-operators shall be warned that, if their trucks emit excessive amounts of smoke as determined by scale house workers, they will not be allowed future access to the landfill facility. *(Mitigation Measure Section 4.2.12 in Final EIR)*

Mitigation Measure No.26: Truck Travel and Fugitive Dust Emissions

a. To minimize fugitive dust emissions, the access roadways shall be paved, as necessary, and haul roads to the working face areas shall be hard packed and or covered with a crushed stone layer. Paved and/or crushed stone roadways shall extend up to new active fill areas as development of the landfill progresses.

b. Curbs and gutters shall be used. At least twice daily watering or wet sweeping of paved roads to remove windblown surface dust shall occur. AP-42 assigns a control efficiency of 50 percent for twice weekly cleaning of industrial paved roads. With twice daily cleaning, a control efficiency in excess of 90 percent is predicted.

c. For unpaved clay roads, mitigation shall include an SCAQMD-approved chemical dust suppressant with a manufacturer's demonstrated control efficiency in excess of 90 percent shall be regularly applied to inactive areas, during windy periods. Note that this control efficient is less than (i.e., more conservative than) the 95-percent value used at the El Sobrante Landfill. (*Draft South Coast Air Quality Management District Consultation No. 4, Work in Progress Air Quality Analysis Refinements, El Sobrante Landfill Expansion,* TRC Environmental Solutions, Inc., May 2, 1997).

d. For unpaved crushed stone covered roads, mitigation shall include the use of a crushed stone topcoat in addition to the regular application of a SCAQMD-approved chemical dust suppressant and subsequent watering, a control efficiency in excess of 95 percent is predicted. *(Mitigation Measure Section 4.2.12 in Final EIR)*

Mitigation Measure No.27: Heavy Equipment Operations

a. Operations shall be restricted to encompass no more than a 10-acre active working face area.

b. The disturbed area (subject to the surface erosion) shall be reduced from 40 acres to 20 acres when operations occur south of the smaller former filling area of the existing inactive City Landfill. *(Mitigation Measure Section 4.2.12 in Final EIR)*

Mitigation Measure No.28: Site Erosion

a. To the extent technically feasible, material excavated from one portion of the project site shall be used as daily cover material in an adjacent area to minimize travel distances for such cover material.

b. Subject to approval by the California Integrated Waste Management Board (CIWMB), filling in each active area shall be prolonged through the utilization of a 20-foot maximum cell height. This would reduce the area of excavation and minimize the disturbances to the landfill, thereby providing an effective control of fugitive dust.

c. A temporary vegetation cover shall be established on all slopes that are to remain inactive for a period longer than 180 days.

d. An SCAQMD approved soil stabilization (sealant) product shall be used to retard soil erosion and enhance revegetation. Soil sealant shall be applied when necessary to selected working areas of the landfill. The sealant will also be used as a binder or tackifier to hold seed during revegetation, mulch, and fertilizers in-place until grasses become established and stabilize on the landfill surface. *(Mitigation Measure Section 4.2.12 in Final EIR)*

Findings: Pursuant to Public Resources Code § 21081(a)(1) and CEQA Guidelines § 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed project which will substantially lessen the significant environmental effects relating to air quality, as identified in the Final SEIR, however, not to a level below significance. In particular, the City finds that implementation of feasible mitigation measures will substantially lessen construction air quality impacts, but that such impacts will remain significant because NO_x, and PM_{10} emissions will exceed the thresholds of significance. Emissions from project operations are anticipated to exceed the significance criteria for CO, NO_x, SO_x , ROG and PM_{10}. Pursuant to Public Resources Code § 21081(a)(3) and CEQA Guidelines § 15091(a)(3), there are not feasible mitigation measures available or project alternatives that would fulfill the basic objectives of the project and mitigate air quality impacts below a level of significance. The project alternatives identified in the Draft SEIR, Section 5.0, would not result in a reduction in daily project emissions

since similar air quality impacts would result at other in-County or remote landfills that would still be necessary should the proposed project not be approved. A further description of alternatives that were considered and then rejected is provided in Section 7 of these CEQA Findings. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because of overriding considerations.

Rationale for Findings: The following facts are presented in support of these findings:

1. As defined by the SCAQMD CEQA Air Quality Handbook, residual air quality impacts are expected to remain significant for criteria pollutants. During construction of the project, emissions for NO_x, and PM_{10} would result in an exceedance of the SCAQMD significance thresholds after the incorporation of mitigation measures. Operation of the project would result in exceedances of the CO, NO_x, SO_x, ROG, and PM_{10} criteria and would remain significant after the incorporation of mitigation measures.

2. The identified air quality impacts relate predominantly to necessary construction and operational aspects of the landfill project and/or the cumulative development of related projects in conjunction with the proposed project, and are based on the effects resulting from operations of heavy equipment for site construction, trucks that utilize the project site, and refuse trucks accessing the project site. Feasible mitigation measures and control efficiencies for each dust-generating and other operation, paved roads, unpaved roads, heavy operating equipment, and site erosion, have been included and required in the project to mitigate air quality impacts to the extent feasible.

3. Mitigation for exhaust emissions impacts from heavy equipment necessary to construct and operate the landfill is limited. Mitigation Measure Nos. 19 and 26 will control to the maximum extent reasonably feasible. Fugitive dust impacts from construction, physical site disturbance, material deliveries, employee commuting and potential wind erosion during high wind episodes will be mitigated through the requirements contained in Mitigation Measure Nos. 27, 28 and 29 which will reduce the amount of dust generated.

4. These mitigation measures would substantially reduce impacts; however, even with their implementation, project

generated and project-related cumulative air quality impacts are considered significant and unavoidable, given the nature of the project as a sanitary landfill for the disposal of municipal solid waste from the surrounding communities. These unavoidable impacts cannot be alleviated even with a reduced volume capacity or other design modifications that would be economically infeasible and/or would still result in significant environmental impacts on air quality. A reduced volume capacity landfill would not ensure sufficient disposal capacity for the City and County and would not provide a minimum 15 years of disposal capacity for the City as called for by State law. The project is located proximate to City and County generated waste streams. Expanding the existing landfill footprint and operation at this location, instead of developing a new landfill at some undistrubed site, which would not be served as well by the existing transportation system, would minimize significant environmental impacts. The City requires adequate landfill capacity within its own borders to control its destiny and be able to provide a necessary utility and service for existing residents and businesses and future development projected by the general plan. Transporting municipal solid waste to some remote location would still result in the air quality emissions generated by the refuse trucks that collect and dispose of trash.

Reference: For a complete discussion of impacts relating to Air Quality (Construction and Operations), please see Section 4.2 of the Draft SEIR; Appendix D2 of the Final SEIR, containing revisions to Section 4.2 of the Draft SEIR; Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein; Topical Issue 3: Landfill Fugitive Dust Emissions During High Wind Conditions, Topical Issue 25: Performance of a Health Risk Assessment, and Topical Issue 27: Revised Air Quality Data contained in the December, 1998 Responses to Comments Public Hearing of the General Plan Amendment/Zone Change (October 29, 1998).

7.0 FINDINGS REGARDING ALTERNATIVES TO THE PROJECT

As described in Sections 1.9 and 5.0 of the Draft SEIR, several alternatives to the proposed project were considered and described in the SEIR in order to present a range of reasonable choices among those options available to the City and/or the project proponent. These included three onsite alternatives to the proposed project (i.e., No Project, Reduced Volume, and Immediate Combined City/County Landfill Operations) in addition to consideration of

several alternative locations for the proposed project in L Angeles County, outside of Los Angeles County, and in remote facilities located either in-state or outside the state. The following findings address the feasibility of each alternative and whether it would be environmentally superior to the proposed project. "'Feasible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." Pub. Resources Code § 21061.1

Even with the implementation of feasible mitigation measures that will substantially lessen construction and operation air quality impacts, such impacts will remain significant. Regarding findings for alternatives, Section 15091 of the State CEQA Guidelines provides for a finding that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guideline § 15091 (a)(3)) This guideline section also provides that if this finding is made, "the finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives." In making these findings, the ability of the various alternative to meet the project's developme objectives and the solid waste objectives to meet the anticipat short-, mid- and long-term disposal needs within the region, was considered. The objectives considered included the following:

Development Objectives

- develop a solid waste landfill on project proponent-owned land within the City and County jurisdictions that is primarily disturbed due to extensive landfilling operations that have taken place over a 30-year period;
- develop a landfill footprint within the City to connect with land area in the County (±42 acres) and to the operational County Landfill, thus providing combined landfilling operations at a single landfill footprint in Sunshine Canyon;
- perform landfilling operations within a single landfilling area in either jurisdiction using a cut-and-cover fill method for landfilling;
- ensure corporate commitment to meet environmental, health, and safety goals, and exceed regulatory standards and requirements during landfilling construction, operation, and closure;
- reduce the project proponent's long-term capital outlay for site infrastructure by utilizing existing onsi

infrastructure improvements, including utilities, an improved site entrance for ingress/egress of traffic, an onsite access road, improved scale facilities and check-in area (for weighing and accounting for the wastes to be deposited), surface drainage improvements, and other environmental protection and control systems;

- effectively utilize the project proponent's existing transfer stations/material recovery facilities (MRFs), solid waste collection company services, and other related facilities in the Los Angeles region to support the operation of the proposed City/County Landfill Project;
- generate 35 new full-time jobs within Los Angeles County at the project site and provide short-term construction jobs during each sequence of landfill development; and
- provide cost-effective, short-, mid-, and long-term solid waste disposal capacity at the project site for residences and businesses within the Los Angeles region.

Solid Waste Objectives

- provide efficient solid waste management and disposal capacity to the City and County by developing a landfill facility to avert an identified short-term and potential future long-term solid waste disposal capacity shortfall;
- provide both City and County jurisdictions the opportunity for long-term solid waste disposal capacity;
- recover, recycle, and/or reuse waste materials that would otherwise be disposed of at the City/County Landfill by providing a green waste/wood waste recycling area;
- minimize impacts on air quality within the South Coast Air Basin (SCAB) by providing additional disposal capacity within the Los Angeles region, thereby reducing emissions from transporting refuse longer distances;
- provide cost-effective disposal options for the City, County, and private haulers at a landfill facility within the region to minimize transportation costs;
- minimize significant impacts on environmental resources associated with the development of new landfill sites (i.e., proposed sites located within undisturbed canyon areas or remote desert locations) by using areas of the existing inactive landfill and other areas within Sunshine Canyon that are primarily disturbed and that have infrastructure in place to readily accommodate future development; and
- facilitate local and regional efforts directed toward attaining solid waste disposal capacity objectives for the City and County of Los Angeles contained in the

California Integrated Waste Management Act of 1989 (A.B. 939), the *City of Los Angeles Source Reduction and Recycling Element* (City SRRE), the *City of Los Angeles Solid Waste Management Policy Plan* (CiSWMPP), the County and City Solid Waste Management Action Plan(s), the Integrated Solid Waste Management System for Los Angeles County, the *Los Angeles County Countywide Siting Element* (CSE), the *County of Los Angeles Source Reduction and Recycling Element* (County SRRE), and formally executed agreements between the County and the City that identify the need for the maximum technically and environmentally feasible expansion of landfill sites.

As discussed above in Section 2.2 of these CEQA Findings, the preferred alternative is to combine the separate landfill operations of the proposed project into a single working face immediately upon authorization of landfilling in the City and County portions of Sunshine Canyon. This combined development of land within both jurisdictions would result in one landfill footprint being constructed in Sunshine Canyon. The landfill footprint would eventually encompass ±451 acres and would result in a net waste disposal capacity of 90 million tons of potential disposal capacity, comprised of 55 million tons in the proposed landfill within the City and 35 million tons within the County. Of the total County capacity, 17 million tons would be in the permitted and operational County Landfill and 18 million tons would be within the additional ±42 acres and airspace developed within the County. This combined City/County development would provide approximately 26 years of disposal capacity, assuming an average disposal rate of 11,000 tpd and 66,000 tons per week. This proposed landfill footprint would abut and encompass ±80 acres of the existing inactive landfill located in the City. This preferred alternative has been discussed in the SEIR as the Immediate Combined City/County Landfill Operations Alternative. Based on the project's administrative record, the City makes the following findings concerning each of the identified alternatives.

7.1 NO PROJECT ALTERNATIVE

Comparison of the Effects of the No Project Alternative to the Effects of the Proposed Project (site specific):

1. The No Project Alternative would reduce site-specific environmental impacts in comparison to the proposed project. Impacts on air quality, earth, surface and groundwater, biota, noise, land use, risk of upset, transportation and circulation, public services, utilities, aesthetics/views, and cultural resources would

be avoided or lessened. Therefore, on a site-specific basis only, this alternative is environmentally superior to the proposed project.

2. If the No Project Alternative is approved, the inactive landfill in the City would proceed with its closure and postclosure maintenance. Any development in this area would be in response to those activities mandated by State law.

3. The project site in the City would retain its existing land use designation of "Open Space" and its zoning designation of "A1-1-K-O" in conformance with the recently adopted Granada Hills-Knollwood Community Plan. Under that designation, the uses permitted by right under the corresponding "A1" zone include one-family dwellings, community parks, golf courses, and extensive agricultural uses. Development of these uses would not be pursued by the project proponent in the foreseeable future because of the existing operational County Landfill and the inactive landfill's State requirements for closure and postclosure maintenance.

Comparison of the Effects of the No Project Alternative to the Effects of the Proposed Project (regional):

1. Under the No Project Alternative, the proposed project would not be developed within Sunshine Canyon. This would preclude development of a combined landfill facility with a net disposal capacity of 90 million tons. The operational County Landfill, with a disposal capacity of approximately 17 million tons, will continue to operate, accepting an average intake rate of 6,000 tpd. Vehicles accessing that facility will be allowed to continue using the access roadway (located in both jurisdictions) for construction and operation purposes. That landfill's anticipated operational site life is 10 years; however, that site life may be extended if future landfill development occurs within the upper reaches of Sunshine Canyon or if the proposed project is denied. Therefore, if authorized, this landfill has the future potential to increase its disposal capacity to 70 million tons.

2. Implementation of the No Project Alternative could result in the potential expansion of the County Landfill within the upper reaches of Sunshine Canyon, resulting in increased environmental impacts on biological resources

(specifically, the loss of approximately 3,200 oak trees and 75 big-cone Douglas fir trees, as well as other significant biological resources within the project site).

3. The No Project Alternative would not effectively and efficiently use land area that is primarily disturbed due to years of landfilling activities, or use onsite infrastructure already available to accommodate landfill operations.

4. This alternative would result in an increased reliance on existing in-County landfills, thereby increasing environmental impacts at these facilities to a level of significance.

5. If the No Project Alternative is approved, environmental impacts would occur at existing in-County landfills, out-of-County landfills, or at potential new landfill sites, if developed. Many of these facilities are located outside of the jurisdiction or authority of the City and County. The increased use of other landfill facilities has the potential to create significant impacts and increase vehicular traffic, air emissions, and noise pollution in the vicinity of those affected landfills. Similarly, if existing landfill facilities increase their daily and weekly intake rates to accommodate additional waste demand, remaining disposal capacity will be reduced and disposal capacity will be diminished. Additionally, if new landfill facilities were developed other than the proposed project, such as in-County or remote landfill facilities, undisturbed natural areas would be impacted, and physical effects on numerous resources would occur.

6. This alternative would not effectively use the project proponent's existing MRFs/transfer stations, solid waste collection company services, and other related facilities to support the operation of the proposed project.

7. The No Project Alternative would not recover, recycle, and/or reuse waste materials that would otherwise be disposed of in landfills by providing a an onsite green waste/wood waste recycling area.

8. A.B. 939 mandates that both the City and County provide at least 15 years of disposal capacity. Their planning efforts have focused on mid- and long-term disposal capacity. In recognition of A.B. 939, both jurisdictions

have analyzed capacity needs and provided a full range of feasible options to address an impending shortage of local disposal capacity and diminished in-County landfill capacities. One of those options includes the development of in-County landfills such as the proposed project. Implementation of the No Project Alternative would preclude that option, even though this option is acknowledged as being feasible, and would help resolve capacity limitations in the region.

9. The No Project Alternative would not facilitate local and regional efforts directed toward the attainment of solid waste disposal capacity objectives for the City and County contained in the California Integrated Waste Management Act of 1989 (A.B. 939), the City and County SRREs, CiSWMPP, the County and City Solid Waste Management Action Plan(s), the Integrated Solid Waste Management System for Los Angeles County, and the CSE.

10. The No Project Alternative would not provide cost-effective disposal options for the City, County, and private haulers at a facility within the region to minimize transportation costs.

11. This alternative would result in diminished economic revenues to the City and County in the form of tipping fees and business license taxes.

12. The environmental impacts attributable to the proposed project are directly linked to the amount of waste being generated offsite and transported onsite for disposal. It is expected that, even with source reduction and recycling and other forms of waste technologies being used by the City and County to extend the life of existing landfills, waste will continue to be generated regardless of whether the proposed project is approved or not. In response to existing and future waste demands in the region, the approval of the No Project Alternative would only exacerbate an existing problem and burden existing landfill facilities. In that regard, the adoption of this alternative will not ensure these jurisdictions mid- or long-term disposal capacity at this project site or provide feasible solutions to a regional solid waste disposal capacity problem.

Project Objectives: Because no site development would occur under the No Project Alternative, it would not achieve the project's development or solid waste objectives.

Finding: With this Alternative, new environmental impacts projected to occur from development of the proposed project would be avoided, therefore, this Alternative would be an environmentally superior alternative to the proposed project in terms of its site-specific effects but it would not be environmentally superior to the proposed project in terms of its regional effects. However, it is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including the considerations identified in Section 9 of these CEQA Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the SEIR. The No Project Alternative would not be environmentally superior to the proposed project in terms of its regional effects and it would not meet the project's development or solid waste objectives. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons stated above.

Reference: For a complete discussion of impacts relating to the No Project Alternative, please see Sections 1.9.3 and 5.2.1 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

7.2 REDUCED VOLUME ALTERNATIVE

Comparison of the Effects of the Reduced Volume Alternative to the Effects of the Proposed Project (site specific):

1. This alternative would result in less significant environmental impacts on a site-specific basis only. Under the Reduced Volume Alternative, a landfill configuration encompassing ±60 acres would be developed that includes ±44 acres in the City and ±16 acres in the County. This alternative would provide an average waste intake of 5,000 tpd, have an estimated net disposal capacity of approximately 8.4 million tons, and result in an operational site life of approximately five years in comparison to an expected 26-year site life for the proposed project. The Reduced Volume Alternative would require approximately 2.9 million cubic yards of daily, intermediate, and final cover material. The lowest elevation of excavation is approximately 1,525 feet MSL. Similar to the proposed project, this alternative would

reach an elevation of 2,000 feet MSL at its top deck area. Landfill development would avoid streambed areas of the canyon and other undisturbed areas.

2. In comparison to the proposed project, this alternative would lessen site-specific impacts for the following reasons: earth resource impacts would be reduced because grading and excavation quantities would be reduced; dust impacts would be reduced on the site once the landfill reaches capacity after five years of operation; LFG emission impacts would be reduced on the project site because less LFG would be generated; mobile air emissions would be reduced in the short term once the landfill's capacity is exhausted; biological resource impacts would be reduced because the removal of sensitive plant communities would be avoided; land use impacts would be reduced because there would be an earlier end use conversion due to the shortened site life; less litter would be generated because disposal in the City would cease after five years of operation; less transportation and circulation impacts would occur, once the landfill's capacity is exhausted, due to a smaller volume of vehicles onsite; and cultural resource impacts would be reduced because undeveloped areas that would include paleontological resources would not be disturbed.

3. If this alternative is approved, the County Landfill would continue to operate independently of, and separately from, the Reduced Volume Alternative. The Reduced Volume Landfill footprint would however eventually connect with the County Landfill. This landfill would operate independent environmental control systems (e.g., landfill liner, LCRS, LFG extraction and flaring system) separate from the County Landfill. However, ancillary uses such as the access road, scales, and administrative offices would be shared. Implementation of this alternative would require the development of a working arrangement to exercise common power over the entire project site (i.e., ±60 acres in both jurisdictions). This arrangement would authorize the joint development and mutual use of ancillary facilities within the City and County.

Comparison of the Effects of the Reduced Volume Alternative to the Effects of the Proposed Project (regional):

1. Due to the Reduced Volume Alternative's shortened site life, regional environmental impacts would be more

significant than the proposed project because the waste stream would need to be transferred to other landfill facilities within, or outside of, the region. For that reason, significant regional impacts would occur because the burden of providing additional disposal capacity would be placed on more distant in-County or out-of-County landfill facilities and/or potentially remote landfill locations.

2. In comparison to the proposed project, the Reduced Volume Alternative would result in greater, regionally significant environmental impacts including significant air quality impacts from mobile emissions that would result due to greater travel distances to other landfill facilities that would be located out-of-County; increased LFG generation would occur at these other new and/or expanded landfill facilities in the mid and long term; increased dust generation would occur at these other facilities; significant biological resource impacts would occur at other new and/or expanded landfill facilities in the mid- and long-term periods; and increased litter generation would occur at these other facilities.

3. In addition, the Reduced Volume Alternative would result in significant regional transportation and circulation impacts due to the use of regional transportation such as rail or freeway systems, in addition to localized impacts resulting from waste being transported to other landfill facilities; significant public service impacts would result if waste was transported to remote landfill locations due to the inability of these sites to provide adequate fire and paramedic emergency services; significant impacts on utilities would occur by underutilizing a local solid waste landfill that could provide substantial solid waste disposal capacity for jurisdictions in need of that capacity; energy conservation impacts would result from the increased use of fossil fuels during the mid- and long-term periods associated with increased haul distances; and significant impacts on cultural resources would occur at other new and/or expanded landfill facilities in the mid- and long-term periods.

4. Implementation of the Reduced Volume Alternative would not reduce the project proponent's long-term capital outlay for site infrastructure by using existing onsite infrastructure improvements, including utilities; or by using an improved site entrance for ingress/egress o

traffic onsite; an onsite access roadway; improved scale facilities and check-in area (for weighing and accounting for waste to be deposited); surface drainage improvements; and other environmental protection and control systems.

5. The Reduced Volume Alternative would not provide cost-effective, mid- and long-term solid waste disposal capacity at the project site for residences and businesses within the Los Angeles region.

6. Implementation of the Reduced Volume Alternative would not provide efficient solid waste management and disposal capacity to the City and County by developing an essential landfill facility necessary to avert an identified long-term disposal capacity shortfall.

7. Implementation of the Reduced Volume Alternative would not facilitate local and regional efforts directed toward the attainment of solid waste disposal capacity objectives for the City and County of Los Angeles contained in the California Integrated Waste Management Act of 1989 (A.B. 939), the City and County SRREs, CiSWMPP, the County and City Solid Waste Management Action Plan(s), the Integrated Solid Waste Management System for Los Angeles County, and the CSE.

Project Objectives: The Reduced Volume Alternative would not implement many of the project objectives.

Finding: Although the Reduced Volume Alternative would be environmentally superior to the proposed project in terms of its site-specific effects, it would not be environmentally superior to the proposed project in terms of its regional effects. However, it is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including the considerations identified in Section 9 of these CEQA Findings (Statement of Overriding Considerations), make infeasible the Reduced Volume Alternative described in the SEIR. The Reduced Volume Alternative would not be environmentally superior to the proposed project in terms of its regional effects and it would not implement many of the project's development and solid waste objectives. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons stated above.

Reference: For a complete discussion of impacts relating t the Reduced Volume Alternative, please see Sections 1.9.4 and 5.2.2 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

7.3 IMMEDIATE COMBINED ALTERNATIVE

Comparison of the Effects of the Immediate Combined City/County Landfill Operations Alternative to the Effects of the Proposed Project:

1. Under the Immediate Combined City/County Landfill Operations Alternative, project development would immediately result in landfilling operations being commenced within one landfill footprint located in Sunshine Canyon. In comparison to the proposed project, this alternative would have a similar landfill footprint configuration encompassing ±451 acres. Also, like the proposed project, this landfill footprint would connect with the operational ±215 acre County Landfill. This alternative would provide a net disposal capacity of 90 million tons, and unlike the proposed project, landfilling operations would occur immediately at one single working face during the first 18 to 24 month rather than at two separate working faces, and there would be a single, joint intake area with a single set of scales and supporting administrative facilities. Approximately 11,000 tpd of waste would be received at one landfill footprint. The site life would be approximately 26 years, assuming a constant intake rate of 11,000 tpd and 66,000 tons per week.

2. Development sequencing for this alternative would result in three sequences similar to the proposed project. Under this alternative, development of the landfill footprint would initiate in the City jurisdiction, abut and overlay portions of the inactive landfill (Sequence A), proceed in a northerly direction across the City and County boundary, and connect to the operational County Landfill (Sequence B). Once interim fill elevations are reached, the landfill footprint would extend back into the City jurisdiction (Sequence C).

3. Similar to the proposed project, implementation of this alternative would require some form of agreement between the City and the County to exercise power over the entire project site. This would recognize existi discretionary approvals, contractual agreements, or oth

arrangements that were approved by the County Board of Supervisors and regulatory agencies in connection with the approved County Landfill. Therefore, existing permitting requirements and regulatory obligations in connection with that landfill would effectively be maintained and, if necessary, modified or amended to reflect the resulting provisions established under the subject agreement.

4. Under this alternative, less significant impacts would occur (for up to two years) because landfilling operations would be contained at a single working face area. In comparison to the proposed project, some environmental impacts would be reduced. During the first 18 to 24 months, less daily fugitive dust emissions would be generated because landfilling operations would be contained at one working face area instead of two separate working faces. During high-wind episodes (i.e., Santa Ana wind conditions), landfilling operations would be performed at wind-protected areas of the site within either jurisdiction. Potential offsite fugitive dust emissions would be reduced due to the flexible location of landfilling operations. During the first 18 to 24 months, the landfilling operations would result in less significant litter generation because landfilling would be confined to wind-protected areas of the project site during high-wind conditions. Offsite windblown litter would be reduced due to the flexible location of the active working face area.

5. During the first 18 to 24 months, less significant worker safety impacts would result due to the consolidation of heavy equipment and the increased ability to control the routing of waste-hauling vehicles ingressing and egressing the project site. This would result in less onsite vehicular congestion, facilitate safer turning movements, and increase driver visibility. This alternative would provide easier access to City and County Fire Departments and other emergency personnel due to reduced onsite vehicle congestion as a result of confining landfilling operations to one working face. The use of a single working face area would result in the need for less water consumption for dust control purposes.

6. Implementation of this alternative would not result in any areawide or regional impacts that would be greater than the proposed project. Overall, this alternative

would be considered environmentally superior to the proposed City/County Landfill because environmental impacts would be less for at least a two-year period.

7. Development of this alternative would reduce the long-term capital outlay necessary for infrastructure improvements because in-place infrastructure would be used immediately. By reducing the long-term capital costs for the project, the project proponent would be able to provide cost-effective tipping fees for the City, County, and private haulers at a centrally located, high-volume landfill facility.

8. In comparison with the proposed project, this alternative would meet all development and solid waste objectives. Implementation of this alternative would facilitate the waste planning efforts of the City and County necessary to meet their short-, mid-, and long-term planning needs.

Project Objectives: The Immediate Combined City/County Landfill Operations Alternative would implement all of the project objectives.

Finding: Implementation of the Immediate Combined City/County Landfill Operations Alternative would be environmentally superior to the proposed project, due to reduced effects on air quality, worker safety, and fire and emergency services during an approximately 2 year period. The Immediate Combined City/County Landfill Project Alternative is a feasible project alternative because the project objectives would be met. As discussed below, the Immediate Combined City/County Landfill Operations Alternative would be an environmentally superior alternative and is the preferred project. Therefore, the City finds that this alternative is feasible and more desirable than the proposed project and should be implemented for the reasons stated above.

Reference: For a complete discussion of impacts relating to the Immediate Combined City/County Landfill Project Alternative, please see Sections 1.9.5, 5.2.3 and 5.6 of the Draft SEIR; Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein; and Topical Issue 23: Immediate Combined City/County Landfill Operations Alternative contained in the December, 1998 Responses to Comments Public Hearing of the General Plan Amendment/Zone Change (October 29, 1998).

7.4 POTENTIAL/PROPOSED LANDFILL SITES IN LOS ANGELES COUNTY

7.4.1 Proposed Elsmere Solid Waste Management Facility

Comparison of the Effects of the Proposed Elsmere Solid Waste Management Facility Alternative to the Effects of the Proposed Project:

1. The proposed Elsmere Solid Waste Management Facility is located southeast of the City of Santa Clarita and 0.5 mile northeast of the existing Antelope Valley Freeway (SR-14) and Golden State Freeway (I-5) interchange. The project site encompasses ±1,643 acres within the congressionally designated boundaries of the Angeles National Forest currently being maintained for watershed protection, open space, wildlife habitat, and recreation, and ±1,125 acres located on adjacent private lands. Some form of land exchange would be necessary to remove the Angeles National Forest designation on the project site. The landfill disposal area and associated facilities would occupy ±900 acres, with the remainder of the property maintained as an open-space area.

2. The landfill design would provide an airspace volume of 190 million tons of disposal capacity located on ±720 acres. The facility would operate 24 hours per day, 6 days per week (Monday through Saturday), and would accept up to a maximum of 16,500 tpd of waste and recyclables. It is estimated that approximately 765 tpd would be exported as recycled material and 3,635 tpd would be reused at the landfill (e.g., mulch, daily cover, road base material). The site life is expected to range between 32 and 50 years, depending on the rate of disposal.

3. The implementation of this facility would result in greater significant impacts on earth resources than the proposed project due to the extent of landform alteration and quantity of onsite cover material excavated. The facility would cumulatively contribute greater emissions to the South Coast Air Basin (SCAB) due to the amount of daily tonnage received and increased truck emissions. The project would not meet the Angeles National Forest forest-wide standards and guidelines for development of "sanitary landfills." Development of this proposed use would reduce open-space acreage in Los Angeles County. Impacts would also be significant on future users of both the Whitney Canyon and Rim of the Valley Trails.

4. The proposed Elsmere Solid Waste Management Facility does not meet the objectives of the proposed project because implementation of this alternative would not be developed on property that has been disturbed. Instead, development of this landfill would result in landfilling within an area that is undisturbed and has no immediate infrastructure to accommodate such activities. In comparison to the proposed project, this alternative would result in greater environmental impacts as a result of project development due to the amount of excavation and grading, air quality impacts, loss of oak trees and sensitive animal species, light and glare impacts associated with nighttime operations, land use impacts, traffic congestion impacts, loss of recreational uses, and aesthetics/views.

5. This alternative would result in less significant impacts on hiking and equestrian trails because an equestrian and hiking facility is proposed to be located east of the main access road. Parking for approximately 30 vehicles and horse trailers and a 1,500-square-foot corral area would be provided. The equestrian facility would occupy approximately 2 acres, and the trail network would extend 3 to 5 miles. The equestrian facility and hiking trail would be maintained by landfill staff and equipment.

Project Objectives: The proposed Elsmere Solid Waste Management Facility Alternative would not implement the majority of the project objectives.

Finding: The proposed Elsmere Solid Waste Management Facility Alternative, overall, would result in greater impacts than the proposed project, and for that reason would not be environmentally superior to the proposed project. Implementation of the proposed Elsmere Solid Waste Management Facility Alternative would not implement the majority of the project objectives. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including the considerations identified in Section 9 of these CEQA Findings (Statement of Overriding Considerations), make infeasible the Elsmere Solid Waste Management Facility Alternative described in the SEIR. The Elsmere Solid Waste Management Facility Alternative would not be environmentally superior to the proposed project and it would not implement many of the project's development and solid waste objectives. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this

alternative for the reasons stated above.

Reference: For a complete discussion of impacts relating to the Elsmere Solid Waste Management Facility Alternative, please see Sections 1.9.6, 5.2.4 and 5.7.1 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

7.4.2 Potential Blind Canyon Landfill

Comparison of the Effects of the Potential Blind Canyon Landfill Alternative to the Effects of the Proposed Project:

1. The Blind Canyon Landfill project site is located north of the Ronald Reagan Freeway (SR-118) at the Ventura County border within unincorporated Los Angeles County. The site lies in undeveloped mountainous terrain, and the western portion of the site and access corridor lie within unincorporated Ventura County. Development, including single-family and multifamily residences and a church, has occurred in areas outside of the base of the canyon walls, west and south of the landfill site and both north and south of the freeway. Blind Canyon encompasses ±1,010 acres; ±530 acres would ultimately be used for landfilling. The proposed operation would be open to the public Monday through Saturday, 6:00 a.m. to 5:00 p.m. The landfill would have a disposal capacity of 130 million tons and a site life of 25 years based on an anticipated intake rate of 16,500 tpd.

2. The potential Blind Canyon Landfill would create greater significant impacts on earth resources than the proposed project due to the extent of excavation and grading, landform alteration, change in topography, and the potential for landslide and block-slide movement. In addition, the site would require the construction of an offsite access road for internal traffic movement. This project would result in more significant air quality impacts associated with a waste intake rate of 16,500 tpd; impacts on surface waters due to clearing and grading of a large, undisturbed canyon area resulting in increased sheet flow and sediment loading; and substantial impacts on biological resources located within Significant Ecological Areas (SEAs) 20 and 21 that provide corridors for gene flow and species movement between the Santa Monica and San Gabriel Mountains.

3. In addition, the potential Blind Canyon Landfill would

result in more significant impacts than the proposed project, including direct impacts on the proposed uses within the Santa Monica Mountains Conservancy Park; impacts on the regional water supply distribution and service resulting from annexation into an area not currently served by a water purveyor; aesthetic and view impacts associated with site visibility from SR-118, which is a proposed scenic highway; and impacts on fossil resources located within the potential Blind Canyon Landfill footprint.

4. The potential Blind Canyon Landfill does not meet the objectives of the proposed project because implementation of this alternative would create a landfill in an undisturbed canyon area rather than develop a landfill in a primarily disturbed area.

5. The potential Blind Canyon Landfill would generate less traffic and circulation impacts and result in less land use impacts due to its isolated location.

6. The potential Blind Canyon Landfill, overall, would result in greater impacts than the proposed project. Additionally, the project proponent cannot reasonably acquire, control, or own this subject site. This alternative would not be environmentally superior to the proposed project.

Project Objectives: The potential Blind Canyon Landfill Alternative would not implement the majority of the project objectives.

Finding: The potential Blind Canyon Landfill Facility Alternative, overall, would result in greater impacts than the proposed project, and for that reason would not be environmentally superior to the proposed project. Implementation of the potential Blind Canyon Landfill Facility Alternative would not implement the majority of the project objectives. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including the considerations identified in Section 9 of these CEQA Findings (Statement of Overriding Considerations), make infeasible the potential Blind Canyon Landfill Facility Alternative described in the SEIR. The potential Blind Canyon Landfill Facility Alternative would not be environmentally superior to the proposed project and it would not implement many of the project's development and solid waste objectives. Therefore

the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons stated above.

Reference: For a complete discussion of impacts relating to the potential Blind Canyon Landfill Facility Alternative, please see Sections 1.9.6, 5.2.4 and 5.7.2 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

7.5 OUT-OF-COUNTY LANDFILL SITE ALTERNATIVE

7.5.1 El Sobrante Landfill

Comparison of the Effects of the Proposed El Sobrante Landfill Expansion to the Effects of the Proposed Project:

1. The proposed El Sobrante Landfill Project is a lateral and vertical expansion at the existing 178-acre El Sobrante Landfill project site. This site is located in western Riverside County, 7 miles southeast of the City of Corona and east of the I-15 Freeway. Specifically, it is located southeast of the I-15 Freeway and Cajalco Road interchange. The site encompasses ±1,322 acres, ±645 acres of which are planned for development (i.e., 467 acres for the expansion site and 178 acres comprise the landfill site). The expanded landfill is estimated to have a total disposal capacity of 108 million tons (approximately 100 million tons for expansion and 8 million tons for the existing landfill), allowing an intake rate of 10,000 tpd during a 30-year period.

2. The development of this expansion would result in the disturbances of ±645 acres, and much of this area is considered ecologically sensitive. The proposed expansion would result in greater landform alteration than the proposed project because the landfill would rise in elevation to 530 feet above existing ridgelines, creating significant and unavoidable aesthetic/view impacts at distant locations.

3. Air quality impacts would be greater due to waste-hauling vehicles traveling longer distances to access this facility. Transportation and circulation impacts would be regionally significant due to longer hauling distances and increased truck trips. Water quality impacts would be greater due to the quantity of surface runoff leaving the landfill, its potential effect on the Temescal Wash

(i.e., quality of runoff), and the occurrence of flooding on the access road and bridge near the project site. The development of this project would result in unavoidable significant impacts on the federally endangered species and other sensitive species. Due to nighttime (24-hour-per-day) landfilling operations, an artificial lighting source would be introduced, illuminating the night sky.

4. Although the El Sobrante Landfill expansion would feasibly attain some of the objectives of the proposed project, its implementation would not provide sufficient disposal capacity in-County or provide tipping fee revenues to the City or County. In comparison to the proposed project, the El Sobrante Landfill would result in increased hauling costs and tipping fees, and would not provide a landfill proximate to City- or County-generated wastes.

5. Because of its remote location, this alternative would create fewer impacts on adjacent land uses than at the project site. The project site is located in an area predominantly removed from existing residential developments.

6. The El Sobrante Landfill expansion would create greater significant impacts on the environment than the proposed project. This alternative would not be environmentally superior to the proposed project.

Project Objectives: The proposed El Sobrante Landfill expansion would not implement the majority of the project objectives.

Finding: The proposed El Sobrante Landfill Expansion Alternative, overall, would result in greater impacts than the proposed project, and for that reason would not be environmentally superior to the proposed project. Implementation of the proposed El Sobrante Landfill Expansion Alternative would not implement the majority of the project objectives. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including the considerations identified in Section 9 of these CEQA Findings (Statement of Overriding Considerations), make infeasible the proposed El Sobrante Landfill Expansion Alternative described in the SEIR. The proposed El Sobrante Landfill Expansion Alternative would not be environmentally superior to the proposed project and it would not implement many of th

project's development and solid waste objectives. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons stated above.

Reference: For a complete discussion of impacts relating to the proposed El Sobrante Landfill Expansion Alternative, please see Sections 1.9.7, 5.2.5 and 5.8 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

7.6 WASTE MANAGEMENT TECHNOLOGIES AND STRATEGIES

Comparison of the Effects of the Alternative Waste Management Technologies and Strategies to the Effects of the Proposed Project:

1. Alternative Waste Management Technologies and Strategies analyzed within the SEIR include source reduction, recycling, composting, waste-to-energy, and alternative daily cover materials (ADCMs). Waste management technologies and strategies are included as part of an overall solution or strategy for preserving disposal capacity. A.B. 939 established a hierarchy of waste management practices, placing source reduction as the first and best method of handling solid wastes, followed by recycling and composting, and finally landfilling or transformation. Within the context of this hierarchy, increased source reduction, recycling, and composting are considered a means to extending the life of landfills. Second, local jurisdictions should efficiently use the disposal capacity at existing landfills. Third, local jurisdictions should site a new landfill in-County. Finally, jurisdictions may seek and establish either short- or long-term agreements for waste exportation to other jurisdictions.

2. It was concluded by the City that even with the implementation of advanced and aggressive waste management alternatives and ADCMs, landfills would still be needed to adequately provide for the amount of waste being generated. Therefore, these waste management strategies and technologies are not considered viable as stand-alone alternatives to the proposed project. Although these options are vital parts of an integrated waste management solution, and necessary for reducing and diverting the amount of waste disposed of in landfills, these technologies and strategies alone cannot resolve

the need for necessary disposal capacity in-County and effectively ensure adequate public health and safety. Therefore, these strategies and technologies are not considered by themselves as feasible alternatives to the proposed project. These alternatives, collectively, would not meet many of the development or solid waste objectives of the proposed project.

3. Waste management technologies and strategies would result in the following impacts in comparison to the proposed project: diminished opportunity for the City and County to establish and maintain adequate short- and long-term solid waste landfill disposal capacity in their jurisdiction as required by A.B. 939; increased reliance on existing in-County landfills, thereby increasing potential environmental impacts at these facilities, necessitating additional landfill expansions and more rapid depletion of the County's long-term disposal capacity; and increased reliance on the exportation of City and County-generated waste to landfills located out-of-County and/or out-of-State, thereby increasing potential environmental impacts (e.g., air quality, traffic, and energy conservation) at these facilities.

Project Objectives: Alternative Waste Management Technologies and Strategies would not implement many of the project objectives.

Finding: The proposed Alternative Waste Management Technologies and Strategies Alternative would not be able to eliminate the need for solid waste landfills and would therefore not be environmentally superior to the proposed project. Implementation of the proposed Alternative Waste Management Technologies and Strategies Alternative would not implement many of the project objectives. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including the considerations identified in Section 9 of these CEQA Findings (Statement of Overriding Considerations), make infeasible the proposed Alternative Waste Management Technologies and Strategies Alternative described in the SEIR. The proposed Alternative Waste Management Technologies and Strategies Alternative would not be environmentally superior to the proposed project and it would not implement many of the project's development and solid waste objectives. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons state

above.

Reference: For a complete discussion of impacts relating to the proposed Alternative Waste Management Technologies and Strategies Alternative, please see Sections 1.9.8, 5.2.6 and 5.9 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

7.7 REMOTE LANDFILL FACILITIES IN-STATE/OUT-OF-STATE

7.7.1 Eagle Mountain Landfill

Comparison of the Effects of the Proposed Eagle Mountain Landfill to the Effects of the Proposed Project:

1. The Eagle Mountain Landfill would be developed on a portion of the Kaiser Eagle Mountain Mine site. Kaiser owns portions of the project site, and the remainder of the site is owned by the U.S. Government and administered by the U.S. Department of the Interior, Bureau of Land Management (BLM). The project site is comprised of about ±4,654 acres of federal and patented lands. Under the Federal Land Policy and Management Act (FLPMA), about ±3,481 acres of BLM lands would be transferred to Kaiser in exchange for ±2,846 acres of land owned by Kaiser. The acquisition of BLM lands is necessary for the operation of the landfill, and the Kaiser lands contain desirable wildlife habitat on the Chuckwalla Bench. Also, a new FLMPA right-of-way would be issued for the entire length of the Eagle Mountain rail line, the existing Eagle Mountain Road, and the proposed Eagle Mountain Road Extension.

2. The potential landfill footprint encompasses ±2,164 acres, and the disposal capacity would be 708 million tons. At full-scale operations, the facility would have an intake rate of 20,000 tpd, derived from the Southern California region, and have a site life of 117 years, with a closure and postclosure maintenance period of 100 years. Approximately 16,000 tpd would be transported via the Southern Pacific Railroad system and an existing 52-mile, Kaiser-owned rail line that extends from Ferrum Junction to the Eagle Mountain Mine site. The remaining 4,000 tpd would be transported via transfer truck or enclosed waste-hauling vehicles. Waste transported to the project site, whether by train or transfer truck, would be transported in enclosed containers. The proposed project would be serviced by a network MRFs and

transfer stations located in the Southern California area. The proposed landfill would be operational 7 days per week, 24 hours per day.

3. The proposed Eagle Mountain Landfill would create significant air quality impacts resulting from railhauling of wastes through numerous counties in the Southern California region (e.g., Los Angeles, Orange, San Bernardino, Riverside, San Diego, Ventura, and Santa Barbara Counties), create significant risk-of-upset conditions as a result of the transporting by rail wastes (up to 10 train trips daily) through multiple counties and numerous jurisdictions, create significant risk-of-upset conditions due to train derailments and associated railhaul operations, increase risk-of-upset conditions on landfill workers resulting from the movement of heavy equipment and railhaul operations during nighttime operations, and generate significant traffic and circulation impacts as a result of operating four MRFs that would cumulatively process 20,000 tpd.

4. This alternative would generate impacts on surface water quality due to the amount of waste that could potentially affect the underlying aquifer in the Chuckwalla Valley Groundwater Basin; create substantial well water use that, in conjunction with the Eagle Mountain Energy Corporation hydroelectric project, would contribute to cumulative adverse impacts on the availability of groundwater in this area; create significant impacts on sensitive animal species, including the desert tortoise, Nelson's bighorn sheep, California leaf-nose bat, and Townsend's big-eared bat; and create impacts from vector attraction (ravens) on biological resources (desert tortoise).

5. The proposed Eagle Mountain Landfill project would generate noise impacts on local area residents within the Eagle Mountain town site due to nighttime landfill operations and railhaul operations, create visual impacts on the surrounding area from nighttime lighting sources during landfill operations and create impacts on wilderness recreation area users in the Joshua Tree National Monument, create migrating fugitive litter impacts on Joshua Tree National Monument, and create significant unavoidable impacts on the natural peace, solitude, clean air, and pristine desert environment as a result of project development. This alternative would create the direct loss of 50 million metric tons of

recoverable iron reserves, and create demands on existing public service availability (fire and paramedic service) to service the project site.

6. In comparison to the proposed project, this alternative would result in a less significant land use impact due to its remote location away from heavily urbanized areas. However, other impacts associated with land use (e.g., its location next to a designated national park) would be significantly greater in comparison to the proposed project.

7. Development of this proposed alternative would create or generate greater environmental impacts than the proposed City/County Landfill. This alternative would not be environmentally superior to the proposed project.

Project Objectives: The proposed Eagle Mountain Landfill project would not implement many of the project objectives.

Finding: The proposed Eagle Mountain Landfill Project Alternative, overall, would result in greater impacts than the proposed project, and for that reason would not be environmentally superior to the proposed project. Implementation of the proposed Eagle Mountain Landfill Project Alternative would not implement the majority of the project objectives. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including the considerations identified in Section 9 of these CEQA Findings (Statement of Overriding Considerations), make infeasible the proposed Eagle Mountain Landfill Project Alternative described in the SEIR. The proposed Eagle Mountain Landfill Project Alternative would not be environmentally superior to the proposed project and it would not implement many of the project's development and solid waste objectives. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons stated above.

Reference: For a complete discussion of impacts relating to the proposed Eagle Mountain Landfill Project Alternative, please see Section 5.10.1 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

7.7.2 Railcycle-Bolo Station Landfill

Comparison of the Effects of the Proposed Railcycle-Bolo Station Landfill Project to the Effects of the Proposed Project:

1. The Railcycle-Bolo Station Landfill alternative is a private venture by Railcycle, a limited partnership between the Atchison, Topeka, and Santa Fe Railway Company, Inc. (ATSF) and Waste Management, Inc. Railcycle proposes to construct and operate a Class III landfill, accommodating an intake rate of 21,000 tpd and providing a net disposal capacity of 700 million tons. Approximately 6,000 tons would be reserved for San Bernardino County use. The operational site life would be approximately 100 years.

2. This alternative would encompass 4,800 acres near Bristol Dry Lake, south of the Bristol and Marble Mountains. The project site is located midway between the communities of Cadiz and Amboy. Of the 4,800 acres, ±2,100 would be used for landfilling, while the remainder would be a buffer zone and support areas. The proposed landfill footprint would range from 370 to 380 feet above the surrounding natural terrain. Operations would be 7 days per week, 24 hours per day. This alternative will include right-of-way easements and land exchange with the BLM. Generally, wastes would be transported via rail systems from the Southern California region in sealed 40- to 45-foot containers. At the project site, containers would be offloaded and then transported a short distance to the landfill footprint for disposal.

3. This alternative has the potential to result in significantly greater impacts on earth resources due to landform alteration, substantial change in site topography, use of expansive and collapsible soils, and excavation and grading for cover materials. This alternative would require the excavation and grading of an undisturbed desert area that would use approximately 104 million cu. yd. of soil for daily, intermediate, and final cover material. The potential alteration of the topography and the establishment of an artificial mound on the flat desert surface would result in significant aesthetic and visual impacts.

4. The implementation of this alternative would result significant impacts on air quality due to the amount

emissions generated to transport waste by rail from several counties in the Southern California region to the project site. Currently, the air basin is in nonattainment for NO_x and ROGs. The development of this project would create substantial impacts on water resources because increased water demands on the Bristol Groundwater Basin would result. This basin is currently in overdraft and is of regional importance. In addition, this alternative would result in impacts from site development within a floodplain where drainage currently exists as overland sheetflow. This alternative would create transportation and circulation impacts associated with the regional transport of wastes through multiple counties and jurisdictions (up to seven train trips daily) and increased risks and delay times on vehicles traveling over railroad crossings. Risk-of-upset conditions would occur associated with the potential for train derailments.

5. The proposed Railcycle-Bolo Station Landfill project would result in impacts from vector attraction (ravens) on biological resources (desert tortoise); direct impacts on plant species, including 690 acres of creosote bush scrub habitat, 1,130 acres of creosote bush all-scale scrub habitat, 480 acres of desert dune scrub habitat, 50 acres of desert saltbush scrub habitat, and 50 acres of desert wash scrub habitat.

6. Implementation of this alternative would result in increased risks to landfill workers associated with nighttime operations due to heavy machinery operations. This project would result in greater impacts on fire and paramedic services due to the current unavailability of these services at the site. Impacts on natural resources would be greater with the proposed Railcycle-Bolo Station Landfill project associated with the direct loss in 5,000 to 10,000 tons per year of calcium chloride and sodium chloride. Impacts on paleontological resources would occur due to the abundance of specimens, diversity of specimens represented, and assemblage of the regional area. Visual impact on the surrounding area would occur due to nighttime lighting for landfilling operations. The project would create an inconsistency with the scenic resource goals of the Open Space Element of the County of San Bernardino General Plan by creating a landfill that would be elevated 370 to 380 feet above the desert floor, causing aesthetic and visual impacts.

7. The Railcycle-Bolo Station Landfill Alternative would result in fewer impacts on land use due to its remote location.

8. Development of this alternative has the potential to create greater environmental impacts than the proposed City/County Landfill project. Moreover, this alternative would not be environmentally superior to the proposed project. In addition, the project proponent does not own or maintain control over this subject site. This alternative does not meet many of objectives of the proposed City/County Landfill because it would not allow additional disposal capacity in-County, effectively use locally available waste landfills, or provide funding for waste planning, enforcement, and monitoring programs.

Project Objectives: The proposed Railcycle-Bolo Station Landfill project would not implement many of the project objectives.

Finding: The proposed Railcycle-Bolo Station Landfill Project Alternative, overall, would result in greater impacts than the proposed project, and for that reason would not be environmentally superior to the proposed project. Implementation of the proposed Railcycle-Bolo Station Landfill Project Alternative would not implement the majority of the project objectives. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including the considerations identified in Section 9 of these CEQA Findings (Statement of Overriding Considerations), make infeasible the proposed Railcycle-Bolo Station Landfill Project Alternative described in the SEIR. The proposed Railcycle-Bolo Station Landfill Project Alternative would not be environmentally superior to the proposed project and it would not implement many of the project's development and solid waste objectives. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons stated above.

Reference: For a complete discussion of impacts relating to the proposed Railcycle-Bolo Station Landfill Project Alternative, please see Section 5.10.2 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

7.7.3 Mesquite Regional Landfill

Comparison of the Effects of the Approved Mesquite Regional Landfill Project to the Effects of the Proposed Project:

1. This is an approved regional Class III nonhazardous landfill, located adjacent to an active Mesquite Gold Mine and Ore Processing Facility in eastern Imperial County. The project proponent is California RailFill Systems, consisting of USA Waste Services, Gold Fields Mining Corporation and its subsidiary Arid Operations (landfill operator), and Union Pacific Railroad and its subsidiary Southern Pacific Environmental Systems.

2. The Mesquite Regional Landfill project site encompasses ±4,250 acres of private and public land. Approximately 1,750 acres of BLM land would be exchanged; in addition, a 4- to 5-mile rail spur would need to be constructed on BLM-owned land. The landfill footprint encompasses ±2,290 acres and would provide an estimated 600 million tons in airspace capacity over 100 years. This landfill would be above grade and range from 375 to 475 feet above the desert floor. Operations would be 7 days week/24 hours per day. The estimated daily municipal solid waste residue volumes at the landfill would be 4,000 tpd, increasing to a maximum tonnage of 20,000 tpd after the seventh year.

3. This approved alternative has the potential to create significant impacts on earth resources due to landform alteration, changes in site topography, extensive excavation and grading for daily cover materials, and the construction of a 4- to 5-mile railroad spur, extending from the Southern Pacific Transportation Company mainline track to the project site. In addition, the project would result in impacts associated with the excavation and grading of an undisturbed desert area that would require 200 million cu. yd. of soil for daily, intermediate, and final cover material.

4. Potential air emissions associated with development and operation would be regionally significant. This alternative would use processed ore for intermediate and final cover, and the potential exists for trace amounts of cyanide and other materials remaining in that cover material to create potential impacts on water quality. The project site is located above the Amos-Ogilby Groundwater Basin, a regionally important groundwater

resource, and potential contamination impacts on this groundwater basin by the landfill would be significant. The project site is underlain by gold ore, and minor amounts of silver ore are found disseminated in microfractures of gneiss and granitic basement rock; therefore, impacts on natural resources would occur as a result of project development.

5. This alternative is expected to result in a cumulative loss of ±3,657 acres of desert tortoise habitat. Additionally, project development has the potential to eliminate onsite biological habitats that support the ferruginous hawk and the loggerhead shrike, which are Category 2 candidate species. In addition, the project would have the potential to result in vector attraction (ravens) on biological resources (desert tortoise). The development of this landfill would result in significant light and glare impacts due to night lighting and the illumination of the desert sky. The use of night lighting on the project site could interfere with driver visibility and military pilots using night vision devices. Potential risk-of-upset impacts include the possibility of train derailments associated with railhaul operations. In addition, the project would result in increased risks on landfill workers from heavy equipment operated during nighttime operations.

6. The project is expected to generate significant traffic impacts from employee-generated trips during weekend periods from October 1 to May 31 on SR-78 because of the existing service conditions (LOS "F") from recreational travelers along this route. Noise impacts on sensitive land uses adjacent to SR-78 would be significant. The landfill footprint would dominate the existing natural environment, creating a strong degree of contrast between the landfill and the surrounding desert landscape, and would result in an unavoidable significant adverse impact on the natural viewshed. In addition, litter generation would occur within a scenic environment. The project would result in the loss of the Mesquite Mine Overlook Trail. Development of the project site would disturb 10 cultural resource sites that are currently eligible for inclusion on the National Register of Historic Places.

7. Traffic impacts from the approved Mesquite Regional Landfill project would be associated with the operation of at least four future MRFs/transfer stations that would cumulatively process up to 20,000 tpd. In addition,

project would result in increased risks and delay times to vehicles waiting at railroad crossings.

8. This alternative would result in fewer land use impacts than the proposed project due to its remote location.

9. The Mesquite Regional Landfill Alternative does not meet many of the objectives of the proposed City/County Landfill project because its implementation would not create an efficient and cost-effective waste disposal system for the City or County. This alternative would not be environmentally superior to the proposed project. In addition, the project proponent does not own or control this subject site.

Project Objectives: The approved Mesquite Regional Landfill project would not implement many of the project objectives.

Finding: The approved Mesquite Regional Landfill Project Alternative, overall, would result in greater impacts than the proposed project, and for that reason would not be environmentally superior to the proposed project. Implementation of the approved Mesquite Regional Landfill Project Alternative would not implement the majority of the project objectives. It is found pursuant to Public Resources Code § 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including the considerations identified in Section 9 of these CEQA Findings (Statement of Overriding Considerations), make infeasible the approved Mesquite Regional Landfill Project Alternative described in the SEIR. The approved Mesquite Regional Landfill Project Alternative would not be environmentally superior to the proposed project and it would not implement many of the project's development and solid waste objectives. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative for the reasons stated above.

Reference: For a complete discussion of impacts relating to the approved Mesquite Regional Landfill Project Alternative, please see Section 5.10.3 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

7.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Comparison of the Effects of the Immediate Combined City/County Landfill Operations Alternative to the Proposed

Project: The Immediate Combined City/County Landfill Operations Alternative is environmentally superior to the proposed project.

1. The environmentally superior alternative results in the greatest reduction of significant effects on the environment when compared to the other alternatives for the proposed project. The environmentally superior alternative to the proposed project is the No Project Alternative. The No Project Alternative assumes that the proposed project would not be implemented, thereby precluding development of the combined City/County Landfill in Sunshine Canyon with a net disposal capacity of 90 million tons. The existing 17-million-ton County Landfill would continue to operate, accepting an average of 6,000 tpd of waste. Its operational site life is anticipated to be exhausted in approximately 10 years, based on an intake rate of 6,000 tpd. If the No Project Alternative is approved, the project proponent would pursue future project entitlements pursuant to existing County Landfill CUP conditions to expand landfill development in the upper reaches of the County portion of Sunshine Canyon. Potential development could result in the expansion of County Landfill, which would provide net disposal capacity of 70 million tons.

2. The project site in the City would retain its existing land use designation of "Open Space" and its zoning designation of "A1-1-O." In accordance with that designation, the following uses would be permitted by right under the corresponding "A1" zone (i.e., agricultural zone): single-family dwellings, community parks, golf courses, and extensive agricultural uses. Development of these uses would not be pursued by the project proponent in the foreseeable future because of the existing inactive landfill facility in the City, mandated to undergo a 30-year closure and postclosure period. Because operations at the inactive landfill and County Landfill are industrial in nature, they have the potential to create impacts on public health, safety, and the environment. Allowing public access onto private property for active or passive recreational activities during these operations may result in unnecessary liabilities by the project proponent and potentially interfere with the maintenance of postclosure systems at the inactive landfill.

3. The No Project Alternative would avoid site-specifi

environmental impacts resulting from the development of the City/County Landfill Project, such as earth, hydrology and water quality, noise, land use, risk of upset, transportation and circulation, public services, utilities, aesthetics, and cultural resources. Therefore, on a site-specific basis only, the No Project Alternative is environmentally superior to the proposed project.

4. The No Project Alternative would not be environmentally superior to the proposed project on a regional basis. Implementation of the No Project Alternative would result in the development of new solid waste landfills that would result in far more significant environmental impacts than the proposed project. The City/County Landfill project would be a landfill expansion that would occur on a site that is predominantly degraded due to previous landfill operations in the City portion of Sunshine Canyon and existing landfill operations in the County portion of Sunshine Canyon.

5. Pursuant to State CEQA Guidelines, § 15126, subd. (d)(4), "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." In that regard, the next environmentally superior alternative is the Immediate Combined City/ County Landfill Operations Alternative. Under this alternative, project development would result in joint City and County landfilling operations commencing immediately on one landfill footprint in Sunshine Canyon. Similar to the proposed project, this alternative would have a landfill footprint configuration encompassing ±451 acres, which would include ±194 acres in the City and ±42 acres in the County, and connect with the operational ±215 acre County Landfill, providing a net disposal capacity of 90 million tons.

6. However, unlike the proposed project, landfilling operations under this alternative would be performed at a single working face area immediately upon commencement of landfill operations rather than occurring at two separate working face areas during the first 18 to 24 months. Approximately 11,000 tpd of waste would be received at this facility. The anticipated site life of this alternative is the same as the proposed project (approximately 26 years). The Immediate Combined City/County Landfill Operations Alternative would reduce

impacts on air quality, worker safety, and fire and emergency services during the first 18 to 24 months.

7. The Reduced Volume Alternative would not be environmentally superior to the proposed project. In comparison to the City/County Landfill project, a smaller landfill footprint would be developed (±44 acres versus ±451 acres). The Reduced Volume Alternative would provide an average waste intake of 5,000 tpd, having an estimated net disposal capacity of approximately 8 million tons in comparison to 90 million tons of capacity for the proposed project. The reduced capacity would result in an operational site life of approximately 5 years in comparison to an expected 26-year operational site life for the proposed project. The Reduced Volume Alternative would require approximately 2.8 million cu. yd. of daily, intermediate, and final cover material in comparison to 25.49 million cu. yd. for the proposed project.

8. The Reduced Volume Alternative landfill footprint would include land that has been disturbed or degraded due to prior landfilling activities in the canyon, avoiding development in sensitive plant communities and streambed areas of the canyon. This alternative landfill footprint would overlie small portions of the existing inactive landfill. If the Reduced Volume Alternative is approved, the County Landfill would continue to operate independently, even though both landfill footprints would eventually connect with one another. The environmental control systems would be separate from the County Landfill. Ancillary uses such as the access road, scales, and administrative offices would be shared.

9. In evaluating this alternative, impacts on hydrology and water quality, noise, and risk-of-upset would be similar to the proposed project because they have the same short-term characteristics. The Reduced Volume Alternative would reduce both mid- and long-term site-specific impacts on the environment due to a shortened site life; therefore, environmental effects would be substantially lessened.

10. In comparison with the proposed project, and on a site-specific basis only, this alternative would be environmentally superior to the proposed project. However, due to a shortened site life, regional impacts would be significant because the waste stream would

transferred to other landfill facilities within, or outside of, the region after a 5-year period. For that reason, regional significant impacts would occur since the burden of providing additional landfill disposal capacity would be placed on more distant in-County/out-of-County landfill facilities or remote landfill locations.

Reference: For a complete discussion of the Environmentally Superior Alternative, please see Sections 1.9.10 and 5.11 of the Draft SEIR, and Tables 3-1 and 4-1 in the Final SEIR and the Responses to Comments referenced therein.

8.0 FINDINGS REGARDING THE MITIGATION REPORTING AND MONITORING PROGRAM AND OTHER CEQA CONSIDERATIONS

8.1 MITIGATION REPORTING AND MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a public agency making findings to adopt a reporting or monitoring program for the changes to the project that it has adopted or make a condition of project approval in order to mitigate or avoid significant effects on the environment. The City hereby finds that the Mitigation Reporting and Monitoring Program (MRMP), as adopted by the City for the proposed project, meets the requirements of Section 21081.6 of the Public Resources Code.

8.2 IRREVERSIBLE ENVIRONMENTAL CHANGES

There would be an irreversible and irretrievable commitment of the resources necessary to construct and operate the landfill, including the consumption of fossil fuels for heavy-duty construction equipment, vehicles used during construction (short term), operational activities (long term), and transporting refuse to the landfill by transfer trucks, collection vehicles, or other vehicles. Lesser contributors to this consumption include employee-generated traffic and the offsite generation of electrical power.

The proposed City/County Landfill Project would irreversibly change the landform within Sunshine Canyon. Development of the landfill: would remove existing wetland and riparian habitats and related animal species, thereby irreversibly affecting these resources located within the proposed development area; would result in residual air quality impacts, which are expected to remain significant within the SCAB even with the implementation of mitigation measures; and would create the potential of

irretrievably disposing of materials that could otherwise be recycled, thereby resulting in an increased consumption of virgin materials. The landfill's development would commit the property to an industrialized/urbanized use and those resources located thereon for a 26-year operational period and a 30-year postclosure maintenance period.

8.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

Development of the City/County landfill is not considered to be growth-inducing. Development of the landfill would not directly result in economic, population, or housing growth in the immediate project area, since its presence, and the presence of the existing inactive City landfill and the operational County Landfill located within the project site, would preclude the use of the site for residential use. The landfill has the potential to indirectly create beneficial impacts by stimulating economic growth, creating short-term construction jobs, and providing long-term, full-time employment opportunities to individuals within the Los Angeles region. In addition, the landfill would provide needed long-term waste disposal capacity for waste generated in the region. In accordance with City- and County-adopted long-range solid waste management plans, landfills are necessary to accommodate both existing and future disposal capacity needs of commercial, industrial, and residential developments throughout the region.

The landfill's development and operation would preserve necessary in-County disposal capacity within the Los Angeles region, provide control over the management of landfill capacity, provide access for residents within the region, establish compliance with environmental standards and regulations, and support goals and policies established by the City and County. The proposed project does not include any actions or provide any infrastructure improvements that would remove obstacles to population growth. No known characteristics are associated with the proposed project that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. A population's waste disposal needs are not restricted by the availability of local landfills, unlike sewer and water needs that are restricted by the availability of in-place sewer and water lines.

9.0 FINDINGS REGARDING THE STATEMENT OF OVERRIDING CONSIDERATIONS

Statement of Overriding Considerations: This section of the findings addresses the requirements in Section 15093 of the State CEQA Guidelines that requires the City, in its role as Lead Agency

under CEQA, to balance the benefits of a project against its unavoidable significant impacts to determine whether the impacts are acceptably overridden by the project's anticipated benefits.

The Final SEIR identified and discussed significant effects that would occur as a result of proposed project development. With the implementation of the mitigation measures discussed in the Final SEIR, these effects can be mitigated to a level of less than significant, except for unavoidable significant impacts on air quality, as identified in Section 6.0.

As defined by the SCAQMD CEQA Air Quality Handbook, residual air quality impacts are expected to remain significant for criteria pollutants (i.e., nitrogen oxides [NO_x], reactive organic gases [ROG], and suspended particulate matter [PM_{10}]) due to project implementation. Regional emissions of all criteria pollutants (i.e., carbon monoxide [CO], NO_x, ROG, sulfur oxides [SO_x], and PM_{10}) will decrease by reduced mileage traveled within the South Coast Air Basin. Emission levels for CO and SO_x are projected to remain below their applicable threshold levels. Furthermore, CO emissions are not projected to exceed either State or federal ambient air quality standards or create "hot spots."

The identified air quality impacts relate predominantly to necessary construction and operational aspects of the landfill project and/or the cumulative development of related projects in conjunction with the proposed project, and based on the effects resulting from operations of heavy equipment for site construction, trucks that utilize the project site, and refuse trucks accessing the project site. Feasible mitigation measures and control efficiencies for each dust-generating and other operation, paved roads, unpaved roads, heavy operating equipment, site erosion, have been included and required in the project to mitigate air quality impacts to the extent feasible.

The identified mitigation measures made conditions of the project would substantially reduce impacts; however, even with their implementation, project-generated and project-related cumulative air quality impacts are considered significant and unavoidable, given the nature of the project. These impacts relate predominantly to operational aspects of the City/County Landfill and/or the cumulative development of related projects in conjunction with the proposed project. These unavoidable impacts cannot be alleviated even with a reduced volume capacity or other design modifications that would be economically infeasible and/or would still result in significant environmental impacts on air quality. Therefore, project implementation is being proposed for the following reasons:

Comply with comprehensive, long term plans of the City and County of Los Angeles.

Provide an immediate solution to a potential future crisis in managing the City's solid waste.

Comply with the State of California mandated requirements of AB 939 to provide a minimum 15 years of solid waste disposal capacity.

Provide a landfill within proximity to City generated waste streams.

Provide a landfill facility with local control over that facility.

Minimize significant environmental impacts that would occur elsewhere as a result of developing new landfill sites or imposing longer transportation distances to remote facilities.

Use of land that has been disturbed by previous landfill activities and locate a future landfill use adjacent to a currently operating landfill in Los Angeles County.

CEQA allows agencies to balance the benefits of a proposed project against its significant unavoidable adverse impacts in determining whether to approve or conditionally approve a pending project. If the benefits of the project outweigh the significant unavoidable adverse impacts, the adverse impacts may be considered "acceptable" by the Lead Agency. Where the decision of the Lead Agency allows the occurrence of significant adverse effects as identified in the EIR, the Lead Agency is required to adopt a Statement of Overriding Considerations, which documents through findings the specific reasons/rationale for project approval based on the information presented in the project's administrative record. The City, therefore, finds that the significant environmental impacts relating to air quality identified in the Final SEIR may continue to exist as a result of the construction and/or operation of the proposed project, because the benefits of the proposed project outweigh the potential unavoidable adverse impacts, and the unavoidable adverse impacts are acceptable based on the following overriding considerations:

Public Benefits. The project would provide the following the following public benefits:

1. develop a solid waste landfill on privately owned land within the City and County jurisdictions that is primarily disturbed due to extensive landfilling operations that have taken place over a 30-year period;

2. develop a landfill footprint within the City to connect with land area in the County (±42 acres) and to the operational County Landfill, thus providing combined landfilling operations at a single landfill footprint in Sunshine Canyon;

3. perform landfilling operations within a single landfilling area in either jurisdiction using a cut-and-cover fill method for landfilling;

4. develop a solid waste landfill that would meet environmental, health, and safety goals, and exceed regulatory standards and requirements during landfilling construction, operation, and closure;

5. develop a solid waste landfill that would allow for reduced costs of operation and therefore reduced consumer costs by using existing onsite infrastructure improvements, including utilities, an improved site entrance for ingress/egress of traffic, an onsite access road, improved scale facilities and check-in area (for weighing and accounting for the wastes to be deposited), surface drainage improvements, and other environmental protection and control systems;

6. effectively use existing transfer station/MRFs, solid waste collection company services, and other related facilities in the Los Angeles region to support the operation of the proposed City/County Landfill;

7. generate 35 new full-time jobs within Los Angeles County at the project site and provide short-term construction jobs during each sequence of landfill development;

8. provide cost-effective, short-, mid-, and long-term solid waste disposal capacity at the project site for residences and businesses within the City of Los Angeles and the Los Angeles region;

9. provide efficient solid waste management and disposal capacity to the City and County by developing a landfill facility to avert an identified short-term and potential future long-term solid waste disposal capacity shortfall;

10. provide both City and County jurisdictions the opportunity for long-term solid waste disposal capacity;

11. recover, recycle, and/or reuse waste materials that would otherwise be disposed of at the City/County Landfill by providing a green waste/wood waste recycling area for local residents;

12. minimize impacts on air quality within the SCAB by providing additional disposal capacity within the Los Angeles region, thereby reducing emissions from transporting refuse longer distances;

13. provide cost-effective disposal options for the City, County, and private haulers at a landfill facility within the region to minimize transportation costs;

14. minimize significant impacts on environmental resources associated with the development of new landfill sites (i.e., proposed sites located within undisturbed canyon areas or remote desert locations) by using areas of the existing inactive landfill and other areas within Sunshine Canyon that are primarily disturbed and that have infrastructure in place to readily accommodate future development; and

15. facilitate local and regional efforts directed toward attaining solid waste disposal capacity objectives for the City and County of Los Angeles contained in the California Integrated Waste Management Act of 1989 (A.B. 939), the *City of Los Angeles Source Reduction and Recycling Element* (City SRRE), the *City of Los Angeles Solid Waste Management Policy Plan* (CiSWMPP), the County and City Action Plan(s), the Integrated Solid Waste Management System for Los Angeles County, the *Los Angeles County Countywide Siting Element* (CSE), the *County of Los Angeles Source Reduction and Recycling Element* (County SRRE), and formally executed agreements between the County and the City that identify the need for the maximum technically and environmentally feasible expansion of landfill sites.